



PLANNING & ZONING REPORT

Zoning Board of Appeals Meeting of October 18, 2022

File # 051-22

APPLICANT: Attorney Bridget O'Keefe for J. Jeffers and Co., LLC

LOCATION: 1210-1220, 1204, 1306, 1234, 1208, 1334, 1316, 1308-1314, 1222, 1326, 1320, 1224, 1304 South Main Street, 1200, 1235, 1XX, 1329 Rock Street, 110, 150, 212 Loomis Street, 211 Knowlton Street, 220 Montague Street

REQUESTED ACTION: A Special Use Permit for a Planned Unit Development for a residential and commercial mixed-use development consisting of the redevelopment of 10 historic buildings into residential and neighborhood retail uses, construction of new townhomes, new three-flat buildings, four new mixed use buildings, two new parking garages, a public central yard and a grass amphitheater in a C-4, Urban Mixed-Use Zoning District

EXISTING USE: Vacant buildings and vacant land

PROPOSED USE: Residential and commercial mixed-use development consisting of the redevelopment of 10 historic buildings into residential and neighborhood retail uses, construction of new townhomes, new three-flat buildings, four new mixed-use buildings, two new parking garages, a public central yard and a grass amphitheater

DIMENSIONS: Irregular shape **SQUARE FOOTAGE:** 21.969 acres

ADJACENT ZONING AND LAND USES:

NORTH:	C-2, I-1	Retail uses, Various Industrial uses
EAST:	I-1, I-2	Railroad Tracks, Rock River, Joseph Behr Recycling
SOUTH:	C-4, I-1	LaChiquita Grocery, Mobil Gas, Family Dollar, Rent-A-Center, South Park
WEST:	C-3, C-2, R-1	Commercial uses, Single-family residences

YEAR 2020 PLAN: C Retail

SOILS REPORT: SWCD Comments: #23-16:

Erosion Concerns

The proposed land use of this site is a Planned Unit Development. It is currently a vacant land and buildings that is zoned C-4. Soil disturbance will occur as a result of developing the site, which is slightly and maybe susceptible to erosion. The area of disturbance will be greater than one acre, so an IEPA NPDES permit will be required; as well as any City/County Permit requirements.

Soil disturbance can create soil erosion which must be properly managed to prevent adverse environmental impacts. Erosion from construction sites is a leading cause of water quality problems in Illinois. Problems caused by this sediment include:

- Increased flooding-Sediment build-up lowers the flow capacity of channels causing more frequent flooding in areas that rarely or never flooded before
- Financial burden to taxpayers-Sediment that finds its way into way into streets, storm sewers, and ditches result in additional maintenance costs for local, state and federal governments
- Water quality impairment-Sediment laden runoff transfers nutrients and other pollutants to downstream lakes and rivers degrading aquatic habitats and increasing costs for water treatment.

Simple but effective controls include preserving existing trees and grass where possible, using silt fence to trap sediment on the down slope sides of the area disturbance, using a gravel drive used by all vehicles to limit tracking of mud onto streets, cleaning up sediment carried off-site by vehicles or storms, installing curb inlet controls, using downspouts extenders to prevent roof runoff from eroding exposed soil, locating soil piles away from any roads or waterways, and reseeded or sodding the site as soon as possible. The materials (silt fence, stakes, gravel entrance, inlet controls, and grass seed) are easy to find and relatively inexpensive.

The Illinois Urban Manual is a resource of practices used throughout the State and can be accessed at <http://www.aiswcd.org/ium/>. The concept of these practices can be carried over to good housekeeping measures after development occurs and buildings are occupied to prevent stormwater runoff from becoming contaminated.

Surface Water and Groundwater Contamination from Heavy Equipment and Vehicle Traffic

There will be several vehicles moving on and stored on site. Most of these vehicles are heavy duty pieces of equipment, with high capacity fuel tanks and large hydraulic oil reservoirs. Due to bedrock being at or near the soil surface, absorbents should be readily available in the event of a spill or leak to promptly contain hazards that would otherwise be environmentally harmful to groundwater recharge areas. Personnel should be properly trained to contain and clean up any spills. They should periodically check for indications of leaks or spills under or around vehicles and fix issues to prevent further contamination.

Any fuel storage areas should be properly located away from high traffic areas and have secondary containment.

Automotive considerations

Due to the expected vehicle traffic at the site, it would be beneficial to keep absorbents readily on hand in the event of a spill or leak to promptly contain hazards that would otherwise be environmentally harmful. Periodically check for indications of leaks or stains in the parking lot. Contaminants on impermeable surfaces (concrete, asphalt, etc.) will wash off with rain and will eventually make its way into storm sewer drains, some of which go directly to natural water sources without treatment. Avoid washing impermeable surfaces off with a hose, but rather use a broom and properly dispose of waste.

Stream corridor

A stream corridor refers to rivers, creeks, streams and the adjacent areas that water influences. Streams are among the most important natural resources,

their complex ecosystem provides habitat for a diversity of species. Stream corridors have great social, cultural and environmental value. Healthy streams create critical habitat for fish and wildlife, water for recreational activities and help filter out pollutants. Streams surrounded by a healthy mix of vegetation including grasses, shrubs and trees buffer the effects of surrounding land.

Streams and their surrounding areas can be damaged very quickly, but it often takes much time and effort to repair the damage. Whether it is a natural event or a human induced activity, disturbances bring changes to stream corridors. Disturbances place stress on the stream and have the potential to alter its structure and impair its ability to perform key ecological functions.

Urban development is one of the leading causes of stream degradation. Development increases the amount of stormwater runoff because of impervious surfaces such as parking lots like in the northern half of site. Increased amounts of impervious surfaces reduce the amount of water that is able to infiltrate into our ground which runs off urban impervious surfaces instead, while washing pollutants away with it.

Contaminated stormwater runoff can reach local water resources if not properly managed. Removing plant buffers along streams prevents vegetation from filtering out pollutants and holding soil in place. Maintain the vegetation within the stream corridor for protection against degradation.

Stormwater Runoff

Developments have both direct and indirect impacts on water bodies and other valuable natural features. These impacts occur both during construction and after the development is complete. Some impacts result from direct modification or destruction of streams, lakes and wetlands. Other impacts occur primarily offsite due to changes in the quality and quantity of runoff from the development.

Stormwater runoff is generated from impervious surfaces, particularly roadways and parking lots. Most modern developments route runoff from impervious surfaces directly into storm sewers or paved channels which effectively convey the pollutants, without any opportunity for infiltration or filtering, into the receiving water bodies. These pollutants include dirt, pesticides, fertilizers, road salt, oil, detergents and gasoline that can harm fish and wildlife populations, kill native vegetation, foul drinking water supplies and make recreational areas unsafe and unpleasant.

Stormwater retention/detention should be required as a part of the development of the parcel. Consider incorporating water quality BMP's in the landscape and design. These practices can also be accessed in the Illinois Urban Manual.

Best management practices should be implemented at the site during any periods of disturbance to prevent erosion and result in clean discharges from the site. The Illinois Urban Manual is a resource of practices use throughout the State and can be accessed at <http://www.aiswcd.org/ium>. The concept of these practices can be carried over to good housekeeping measures after development occurs and buildings are occupied to prevent stormwater runoff from becoming contaminated.

Everyone receives stormwater and how it is managed will leave a lasting impact on the quality of water resources. Managing storm water runoff is not just the responsibility of water agencies, municipalities and developers, but rather all of us. It is important that we understand how water quality is impacted by stormwater runoff. Since everyone lives in a watershed, everyone has to take responsibility.

Stormwater is precipitation that, instead of becoming absorbed into soil, runs off impermeable surfaces, like parking lots that do not allow rain and snowmelt to infiltrate. As areas are developed, fewer areas can soak up the rainwater, resulting in an increase in stormwater runoff.

Stormwater starts clean but may end up polluted by absorbing contaminants such as dirt, pesticides, fertilizers, road salt, oil, detergents and gasoline. As stormwater flows across impervious surfaces, it picks up these pollutants from the surface. Most developed areas rely on storm drains or drainage ditches to carry large amounts of runoff from roofs and paved areas within the entire watershed to nearby waterways. These pollutants can harm fish and wildlife populations, kill native vegetation, foul drinking water supplies and make recreational areas unsafe and unpleasant.

Ice-melt use

All salts pose a negative impact on the landscape, infrastructure and freshwater resources. The best practice for minimizing this impact is applying the least amount of salt necessary to provide for safe travel.

If excessive salt is used, the most visible impact will be noticeable in grass, shrubs and other landscape foliage. Salt run-off from roads and sidewalks then enters the natural environment in a variety of ways. Salt, particularly rock salt, causes dehydration, which leads to foliage damage. Salt also harms root growth, disrupts nutrient uptake and causes injury to new seed germination, stems, leaves and flowers.

In addition, to the landscape, the second most visible environmental impact of salt usage is damage caused to infrastructure, including roads, bridges, parking decks, sidewalks, doorways and even flooring. Chloride in salts, whether they are in a blended product or not, increase the conductivity of water and accelerate corrosion. All salts, when used in excess, can deteriorate concrete that is not properly cured or sealed, and can also cause corrosion and damage to reinforcing rods and structural steel, which results in compromised structural integrity.

Although reducing landscape and infrastructure damage is vital, the most important environmental impact of salt is its effect on freshwater resources, which impacts aquatic life and drinking water. Chloride in surface waters can be toxic to many forms of freshwater aquatic life, including fish, macro invertebrates, insects and amphibians. Contaminants from salt used for ice and snow management enter fresh water resources by infiltration to ground water, runoff to surface water and through storm drains. The chlorides from salt discharged into these water systems remain in solution with no chance of removal through natural means; only dilution with more fresh water can reduce its concentration.

It is essential that custodial managers understand what salt products to use, when to use them and how much is necessary. This will ensure safe passage for building occupants, while controlling spending and minimizing the facilities impact on the environment.

Rusty Patch Bumble Bee

The U.S. Fish and Wildlife Services listed the rusty patched bumble bee as endangered under the Endangered Species Act. Endangered species are animals and plants that are in danger of becoming extinct. The rusty patch bumble bee is pollinator that lives in prairies and grasslands which are one of the last species to go into hibernation. They need areas that provide nectar and pollen from flowers, nesting sites (underground), and overwintering sites for hibernating queens (undisturbed soil).

Many factors have led to the rusty patch bumble bee becoming an endangered species. Most of prairies and grasslands of the Upper Midwest and Northeast have been converted to monoculture farms or developed areas, such as cities and roads. Grasslands that remain tend to be small and isolated. Increases in farm size and technology advances improved the operating efficiency of farms but have led to practices that harm bumble bees, including increased use of pesticides, loss of crop diversity which results in flowering crops being available for only a short time, loss of hedgerows and the flowers that grew there, and loss of legume pastures.

There is a numerous programs, research, and groups working towards helping the rusty bumble bee. Some things you can do to help include having flowering plants, and minimize the use of pesticides and chemicals fertilizer.

For more information visit

<https://www.fws.gov/midwest/endangered/insects/rpbb/factsheetrpbb.html>

Native Plantings

Native plants like grasses and flowers provide critical habitat for many key species like the Rusty Patch Bumble bee and Monarch Butterflies. These deep-rooted native species are preferred because of their abilities to enhance soil permeability and pollutant filtering and their reduced needs for fertilizer, herbicides, irrigation and mowing. Unfortunately, loss and degradation due to the development of the land and an invasion of exotic species is a serious problem in Illinois.

HISTORY:

File #037-21: A Special Use Permit for an auto sales lot in a C-2, Limited Commercial Zoning District was approved on September 22, 2021 for the property located at 1303 South Main Street. This property is located west of the subject property.

File #032-21: A Zoning Map Amendment from I-1, Light Industrial Zoning District to C-4, Urban Mixed-Use Zoning District was approved on August 3, 2021 for the property located at 700 South Main Street. This property is located approximately 1,350 feet north of the subject property.

File #017-11: Special Use Permit #011-06 for the expansion of cultural exhibits and a Variation to reduce parking to two (2) parking spaces per the site plan and to allow landscaping per the submitted site plan in an R-1, Single-family Residential Zoning District was approved on August 4, 2011 for the

property located at 1129 South Main Street. This is adjacent to the northwest of the subject property.

File #025-02: A Zoning Map Amendment from IL, Light Industrial Zoning District and C-2, Commercial Zoning District to C-4, Commercial Zoning District was approved on April 22, 2002 for the property located at 1200, 1300, 1400 blocks of South Main Street and 1200, 1300, 1400 Rock Street. This included the subject property.

REVIEW COMMENTS: The Applicant, J. Jeffers and Company, LLC, is requesting a Special Use Permit for a Planned Unit Development (PUD) for a residential and commercial mixed-use development consisting of the redevelopment of 10 historic buildings into residential and neighborhood retail uses, construction of new townhomes, new three-flat buildings, four new mixed use buildings, two new parking garages, a public central yard and a grass amphitheater in a C-4, Urban Mixed-Use Zoning District. The subject property is surrounded by mostly commercial and some residential uses (Exhibits B & C).

The subject property consists of multiple parcels that have already been subdivided and platted. There are a total of 21.969 acres of land. Staff has been working with the Applicant for nearly a year on this site. The Applicant is desirous of rehabilitating historic buildings into residential and commercial retail spaces as well as constructing new residential buildings, townhomes and three-flat buildings on the vacant land. Due to the scope and size of this proposed development, this requires a Special Use Permit for a Planned Unit Development.

The Applicant has requested a Special Use Permit for a Planned Unit Development to meet the standards set forth within the City of Rockford Zoning Ordinance. The PUD provides an administrative procedure and standards to develop new approaches to a more compact, mixed-use living environment through variety in type, design and layout of residential structures, commercial and industrial buildings, transportation systems, and public facilities. The PUD process which, because of unique characteristics, benefit from a case-by-case review of their compatibility with both the existing and planned land uses in the area.

The Applicant would like the opportunity to rehabilitate the historic buildings on the former Barber Colman Campus. Additionally, they would like to construct several new residential buildings as well as two parking garages. This is presented on the overall site plan as shown on Exhibit D. The proposed PUD will consist of 73 new townhomes, 43 new three-flat buildings (129 units), and approximately 762 units within the existing historic buildings and the four proposed new multi-unit residential buildings. This project would be developed in phases.

Exhibit D shows Phase I in red and future phases in green. There would be approximately 964 units in total when the project is completed. The total unit count provided is a preliminary estimate subject to change based on the final designs. The first phase would include the rehabilitation of Building 5 (B5) into 181 units, Buildings 4 (B4) and 9 (B9) into 34 units, 22 new three-flat buildings and 39 new townhomes. B5 is located at the southeast corner of the intersection of Loomis and Rock Streets. B4 and B9 would also have a commercial element on the lower level and these buildings are located east of

B5. The townhomes and three-flat buildings would be located in the block bounded by South Main Street on the west, Loomis on the north, Rock on the east and Montague on the south.

Exhibit E is the Final PUD plat for this proposed development. This plat will consist of seven (7) lots. Lot 1 will consist of the redevelopment of Building B5 as a multifamily building. Lot 2 will consist of the parking deck and retail development. Lot 3 will consist of Building B11, which is designated for commercial retail. Lot 4 will consist of Buildings B4 and B9 and will consist of a mixed use and retail development. Lot 5 is the largest lot and will consist of residential, mixed use, retail and parking. This would include Buildings B7, B10N, B10S, B11, B12, B13, B17, B20, B21, B22 and C1. Also included on Lot 5 is the historic gatehouse (GHA) which is located at the northeast corner of Knowlton and Rock Streets. Lots 6 and 7 will consist of the new three-flat buildings and the new townhomes.

Exhibit F is the overall site and landscaping plan. Landscaping is an important element of any Special Use Permit for a Planned Unit Development. The number of parking spaces and the amount of paved area requires landscaping provisions to be met, which consists of Shade Trees, Perimeter Landscaping, and Interior Landscaping. A Type "B" buffer is required along South Main and the Applicant has provided the 15-foot width as well as the required 20 landscape units per lineal foot along this frontage.

A breakdown of the street frontage is provided in the chart on Exhibit F along with the number of parking stalls provided in the specified areas. Shade trees are required based on the amount of parking spaces (one tree per 10 spaces) provided as well as the linear amount of street frontage (one tree per every 50 lineal feet). The Applicant has listed the required number of shade trees in these areas and the amount of trees that will be provided in those areas. The Applicant has also shown other areas that will contain interior landscaping, open green areas and common area open space. Additionally, areas for storm water detention, infiltration basins, natural landscape gardens, rain gardens and bio swales have been incorporated into this plan and will play key roles in filtering storm water runoff. A detailed landscape plan indicating the size and species would be required prior to issuance of a building permit for staff's review and approval.

Parking is an essential component to the redevelopment plan. The Applicant has provided a complete plan for parking within the comprehensive plan presentation packet shown as Exhibit G. Exhibit G-10 provides a breakdown of the dedicated spaces within the parking garage (503 spaces), in building parking spaces (428 spaces), private garage spaces within the townhomes and 3-flats (232 spaces) and the public lot and street parking (155 spaces). Again, the parking counts are preliminary and could vary slightly based on the final design of each building and site. Although parking is technically not required within the C-4 District, one of the purposes of the PUD is to address the parking issue within a proposal such as this one considering the mass, scale and size of the project. Staff is satisfied that parking needs will be met for this project.

Pedestrian elements are provided within this PUD plan. Pedestrian walkways are provided internally so they connect with public sidewalks. A bike path is also planned that would connect the existing path along Morgan street on the

north to the path that exists at South Park by the boat ramp on Lane Street. A bike route would be planned along Rock Street going south from Morgan Street to Knowlton Street. The path would then head east on the private drive and then south around proposed Building C1 paralleling the river to connect with Lane Street and the South Park bike path.

Exhibit G-17 is the utility plan. This shows the location of the sanitary sewer, water main and storm sewer on the site as well as the stormwater detention ponds and bio swale/infiltration areas. Final hydrant locations will still have to be determined by the Public Works Department with the guidance of the Fire Department as a part of the development process.

Emergency vehicle access within the site is a very important element to a development of this size and mass. Exhibit G-12 shows the paths of access that are available to both our Police and Fire Departments. The Applicant has met with our Fire Department to determine fire truck turning radius requirements, ladder access to the buildings and bridge clearance on the bridges connecting each building. The Applicant will work on an enhanced exhibit for Fire Truck and Emergency vehicle access for the Fire Department evaluation and approval prior to submittal of the final civil and building plans.

The residential and commercial mixed-use building elevations are shown throughout Exhibit G. Exhibit G-18 is an aerial view of the elevations as they would appear from the northeast and Exhibit G-19 is how the elevations would appear on Colman Way from Building B5. Exhibit G-27 is a rendering of the same area but from a different angle and Exhibit G-28 is on Colman Way looking north. Exhibit G-36 shows a view down River Street looking south from Loomis Street. Exhibit G-42 is a rendering further down River Street looking at Buildings B4, B9 and B12. Exhibit G-43 is a rendering of the Plaza at B12 and Exhibit G-44 is an aerial view of the elevations from the southeast looking down on the B12 Plaza. An elevation is provided for Building B11 which is designated for commercial (Exhibit G-35) along with the floor plan (Exhibit G-34). Additionally, the elevation for Building B1, the new parking garage, is shown in Exhibit G-37. Exhibits G-38 through G-41 show the layout for each floor. A large portion of the first floor is designated for commercial retail development as well.

The interior floor plans for Building B5 are shown in Exhibits G-20 through G-26. The plans include a mix of studio, one-bedroom, some two-bedroom units and one, 3-bedroom unit on each of the first five floors. The second floor and sixth floor also include an amenity room available for the residents. Exhibit G-26 provides an enlarged view of each of the type of units offered in this building.

The interior floor plans for Buildings B4 and B9 are shown in Exhibits G-29 through G-33. The plans include a mix of studio, one-bedroom, some two-bedroom units and one, 3-bedroom unit on the second and third floors of the building. Exhibits G-32 and G-33 provide an enlarged view of each of the type of units offered in this building. The first floor will consist of small retail shops, a coffee shop, a workout area, mailroom, patio and management office.

Exhibit G-45 is the site plan for the first phase of the townhomes and 3-flats. It shows the building locations, parking and green space. Exhibit G-48 is an aerial view showing the elevations of the proposed areas with the 3-flats and

the townhomes. Exhibit G-49 is an elevation of the proposed 3-flats building from South Main Street. The elevation of the townhomes are shown on Exhibit G-50 in the area where the buildings share a common green space area. The units will have a second floor deck that faces the common area. Exhibit G-51 shows the elevation on the backside of the 3-flats and the side of the townhomes. The 3-flats will have private decks on the third level.

The interior floor plans of the 3-flats are shown on Exhibit G-46. The plans offer two, 1-bedroom units and one, 2-bedroom unit. The interior floor plans for the townhomes are shown on Exhibit G-47. The townhome are three-bedroom units. Two bedrooms are on the top floor and one bedroom is on the first floor. The living area is on the second floor along with the deck.

Inspiration for this proposed development is provided with elevations of buildings in historic districts (Exhibit G-52) as well as out of district (Exhibit G-53). These places have had an impact on the design of the redevelopment plans for the historic buildings in this project and you can see it in the new construction, too.

Exhibits G-54 through G-56 are the Zoning Analysis as provided by the Applicant. The Applicant has done a great job of providing the breakdown of area and density of this proposed development in relation to Phase I and Phase II. Dwelling count in relation to parking analysis is provided as well.

Exhibit H is the narrative provided by the Applicant. The Applicant is a real estate development and investment firm that specializes in large-scale historic preservation and adaptive re-use. The Applicant explains that they are “seeking approval of a final Planned Unit Development and Plat with relief from certain Design Standards for Phase 1 of the project.” The PUD includes the redevelopment of 10 contributing historic buildings located in the Barber Colman Historic District. It also includes the construction of 73 townhomes, 43 three-flats, four (4) new mixed-use buildings and two enclosed parking garages. This will create over 130,000 square feet of neighborhood retail uses and in excess of 150,000 square feet of open space which will include public spaces, a public central yard and grass amphitheater located along the river. The Applicant further explains they will create “1,318 parking spaces to serve the proposed uses and accommodate the public who will be visiting the site.”

The narrative (Exhibit H) explains the Phase 1 construction plans in detail on the redevelopment of Buildings 4, 5, 9 and 11. It also explains the new construction of the townhomes and three-flats along with the site work involved around the rehabilitation of the historic buildings. Additionally, the Applicant has provided a project schedule within the narrative explaining the timetable for construction along with the miscellaneous government reviews that are involved with this project.

The Applicant explains within the narrative (Exhibit H) how they meet the five general standards that apply to all planned unit developments. The Applicant also explains what areas they have asked for relief and the alternatives they have provided to meet the intent of the ordinance. Each of these standards are listed and the Applicant’s response to addressing those standards are listed in detail within the narrative. Finally, the Applicant lists the eight criteria for approval of a Planned Unit Development. The Applicant explains in detail

within the narrative how they meet each of the criteria as well as the findings of fact.

The subject property did not have any service calls in the last two years.

Staff feels that the proposed Planned Unit Development is an appropriate use for this site. This proposal takes advantage of compact design via the redevelopment of the existing structures in addition to the proposed new structures. The site is a mixed-use development that provides residential, commercial and recreational uses and creates a range of housing choices. It fosters a strong sense of place with the mixed uses, creates a walkable community and provides open space while being sensitive to the critical environmental areas along the riverfront. Furthermore, the proposed development provides a variety of transportation options as indicated in Exhibits G-13 and G-14, which show the existing transit routes, pedestrian walkways and bike paths as well as the proposed Amtrak station, internal pedestrian walkways, proposed bike path connecting existing paths and ride share locations. Finally, this PUD would strengthen and direct development towards the existing urban core, which is a key element of the City's Comprehensive Plan.

Staff wants to continue to support new development that has the potential to be a good destination and financial boost for the area. This PUD could help be the catalyst for the redevelopment of the South Main Street corridor. Staff recommends approval of the Applicant's request.

RECOMMENDATION: Staff recommends **APPROVAL** of a Special Use Permit for a Planned Unit Development for a residential and commercial mixed-use development consisting of the redevelopment of 10 historic buildings into residential and neighborhood retail uses, construction of new townhomes, new three-flat buildings, four new mixed use buildings, two new parking garages, a public central yard and a grass amphitheater in a C-4, Urban Mixed Use Zoning District, subject to the following conditions:

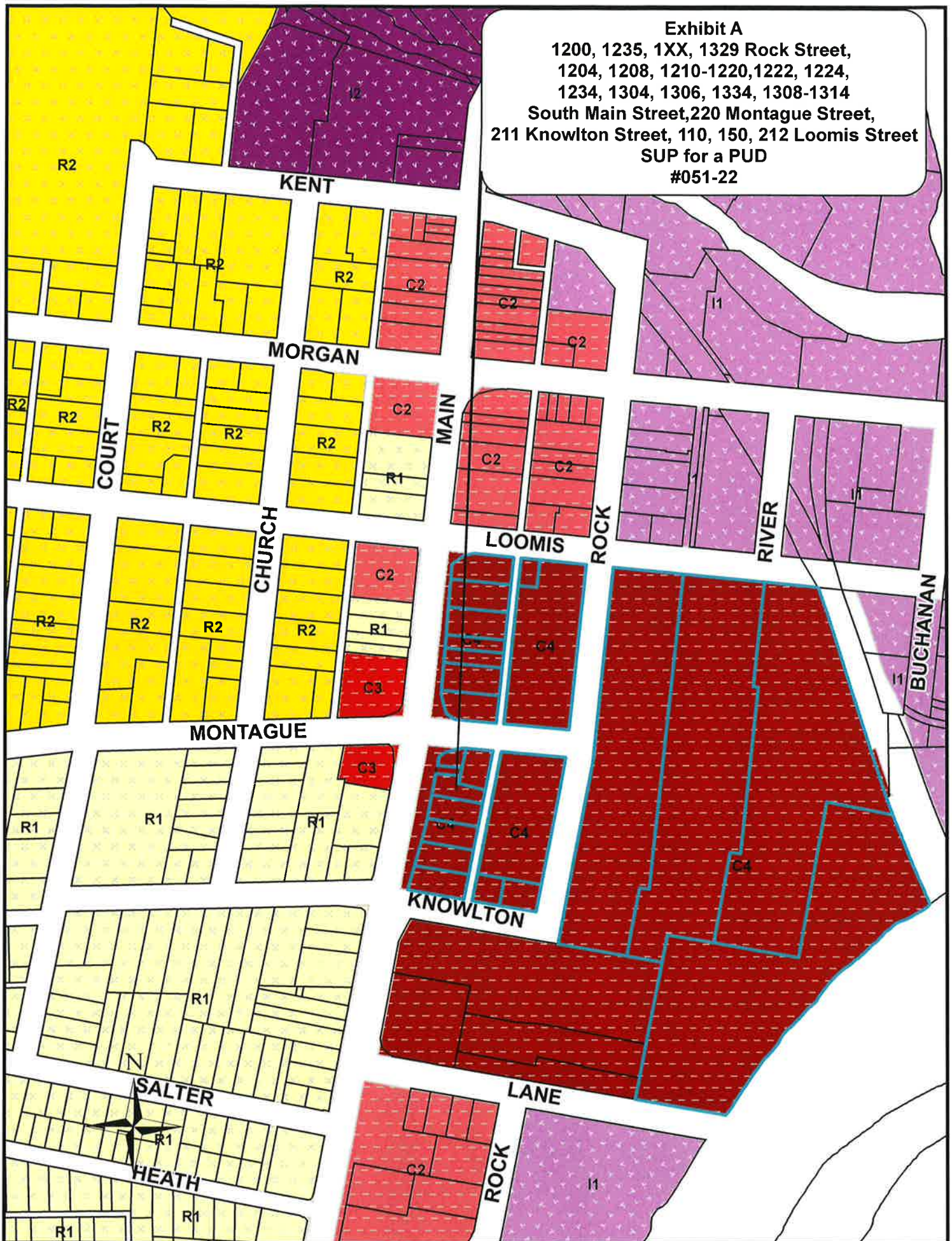
1. Must meet all applicable Building and Fire codes.
2. Development of the townhomes and 3-flat buildings per the submitted elevations.
3. Submittal of architectural details and elevations for staff's review and approval for the townhomes and 3-flat buildings.
4. Submittal of architectural details and elevations for staff's review and approval for the new residential and mixed-use buildings.
5. Submittal of architectural details and elevations for staff's review and approval for the parking garages.
6. Each phase of construction shall follow the overall submitted landscape plan (Exhibit F).
7. Submittal of the landscaping plan with specific plant species and size for staff's review and approval for each phase of the project.
8. Submittal of photometric plan with fixture details and fixture specifications for staff's review and approval as a part of the building plan review for each site where outdoor lighting will be installed.
9. Must develop site in accordance with the approved site plan.
10. All conditions must be met prior to establishment of use.

**FINDINGS OF FACT FOR APPROVAL OF A SPECIAL USE PERMIT FOR A
PLANNED UNIT DEVELOPMENT FOR A RESIDENTIAL AND COMMERCIAL MIXED-USE
DEVELOPMENT CONSISTING OF THE REDEVELOPMENT OF 10 HISTORIC BUILDINGS
INTO RESIDENTIAL AND NEIGHBORHOOD RETAIL USES, CONSTRUCTION OF NEW
TOWNHOMES, NEW THREE-FLAT BUILDINGS, FOUR NEW MIXED USE BUILDINGS,
TWO NEW PARKING GARAGES, A PUBLIC CENTRAL YARD AND A GRASS
AMPHITHEATER IN A C-4, URBAN MIXED USE ZONING DISTRICT
LOCATED AT 1210-1220, 1204, 1306, 1234, 1208, 1334, 1316, 1308-1314, 1222, 1326, 1320, 1224,
1304 SOUTH MAIN STREET, 1200, 1235, 1XX, 1329 ROCK STREET, 110, 150, 212 LOOMIS
STREET, 211 KNOWLTON STREET, 220 MONTAGUE STREET**

Approval of this Special Use Permit is based upon the following findings:

1. The establishment, maintenance or operation of the Special Use Permit will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare of the community.
2. The Special Use Permit will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, and will not substantially diminish or impair property values within the neighborhood.
3. The establishment of the special use will not impede the normal or orderly development and improvement of the surrounding property for uses permitted in the district.
4. Adequate utilities, access roads, drainage and/or necessary facilities have been, are being, or will be provided.
5. Adequate measures have not been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets.
6. The special use does conform to the applicable regulations of the C-4 District in which it is located.

Exhibit A
1200, 1235, 1XX, 1329 Rock Street,
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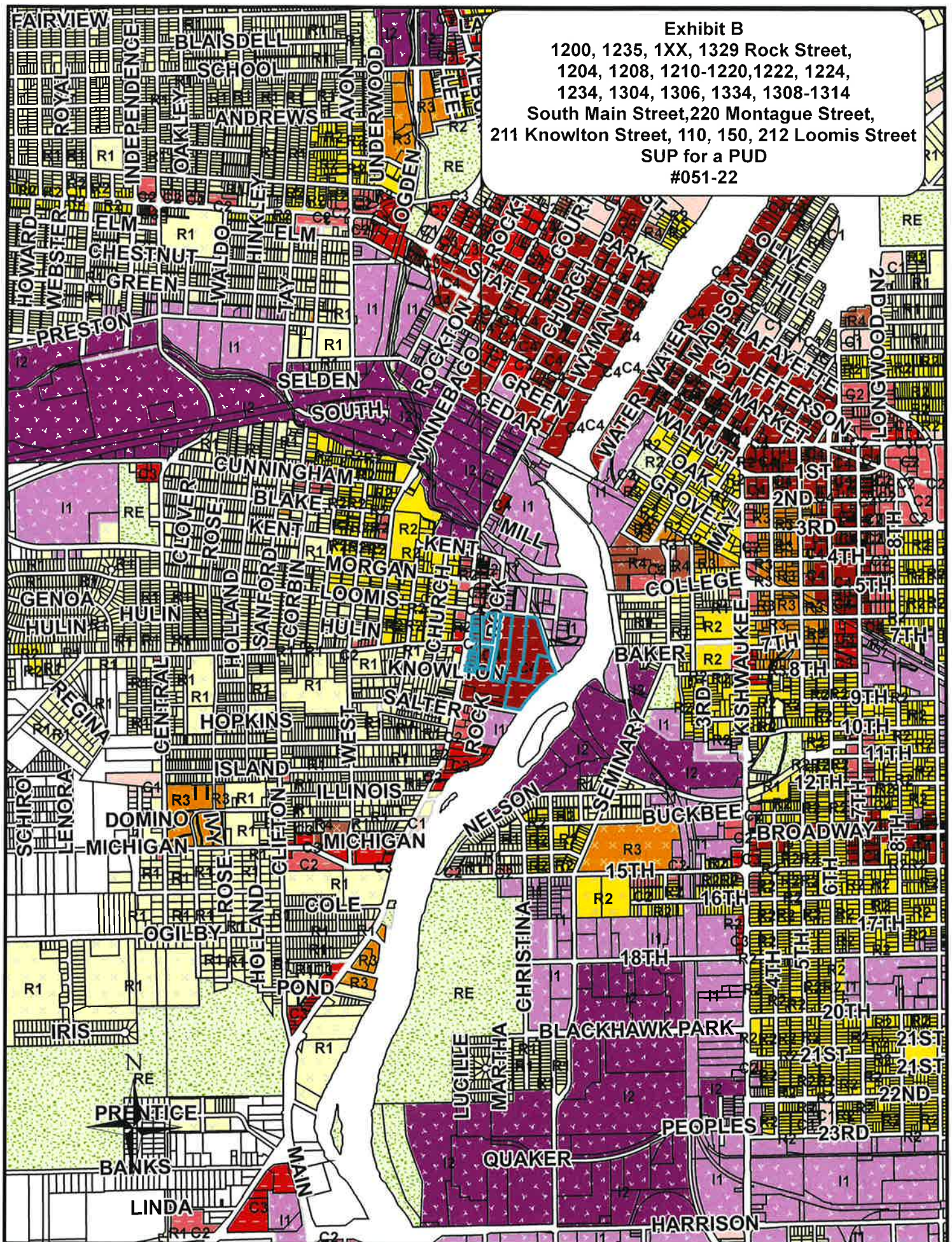


Exhibit C

1200, 1235, 1XX, 1329 Rock Street,
1204, 1208, 1210-1220, 1222, 1224,
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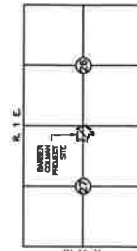
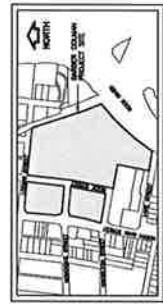




FINAL PLAT
 "COLMAN YARDS"
 PART OF E 1/2 OF SECTION 27, &
 PART OF THE W 1/2 OF SECTION 26, T44N, R1E, THIRD P.M.
 ROCKFORD, ILLINOIS - WINNEBAGO COUNTY

DRAFT

- LEGEND**
- FOUND 5/8" SMOOTH IRON ROD (UNLESS NOTED OTHERWISE)
 - SET 3/4" REBAR W/VALUE CAP
 - SET OUT "X"
 - RECORD INFORMATION
 - PROPERTY LINE
 - LOT LINE
 - EXISTING LOT LINE
 - RIGHT-OF-WAY LINE
 - CENTERLINE



- NOTES**
1. OUTLET 1 IS FOR PUBLIC ACCESS AND UTILITY EASEMENTS
 2. 2.0 MAINTENANCE EASEMENT TO CONNECT BUILDING TO BUILDING
 3. LOT 2 WILL CONTAIN UNDERGROUND STORM WATER DETENTION (0.50 AC-FT)
- STE DATA**
- TOTAL AREA = 877,004 SQ.F.T. 21.069 ACRES
- LOTS = 7 LOTS & 1 OUTLET

FEHR GRAHAM
 ENGINEERING & ENVIRONMENTAL
 1100 N. WISCONSIN ST., SUITE 200
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 J. JEFFERS & COMPANY
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 ROCKFORD, IL 61103
 TEL: 815.398.1100
 FAX: 815.398.1101
 WWW.JJEFFERS.COM

Exhibit E (cont.)
 1200 Rock Street
 ZBA 051-22

[illegible]

Exhibit F
1200 Rock Street
ZBA 051-22



COLMAN YARDS
LANDSCAPE DEVELOPMENT PLAN

SPACE
ARCHITECTS + PLANNERS

FEHR GRAHAM
ENGINEERS & ARCHITECTS
10000 W. 16th Ave., Suite 100, Denver, CO 80202
Phone: 303.755.1000
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24/7
Phone: 303.755.1000
Fax: 303.755.1001
www.yes-signage.com

PROJECT NAME: COLMAN YARDS

PROJECT NO.
23,000

[illegible]

11.00

An aerial photograph of a city, likely New York City, with a strong red color overlay. The image shows a mix of urban buildings, green spaces, and infrastructure. Two white circular punch holes are visible at the top edge. Dotted white lines run vertically on either side of the central text.

COLMAN YARDS

COMPREHENSIVE PLAN PRESENTATION

September 15, 2022

Exhibit G
1200 Rock Street
ZBA 051-22

COMPREHENSIVE PLAN

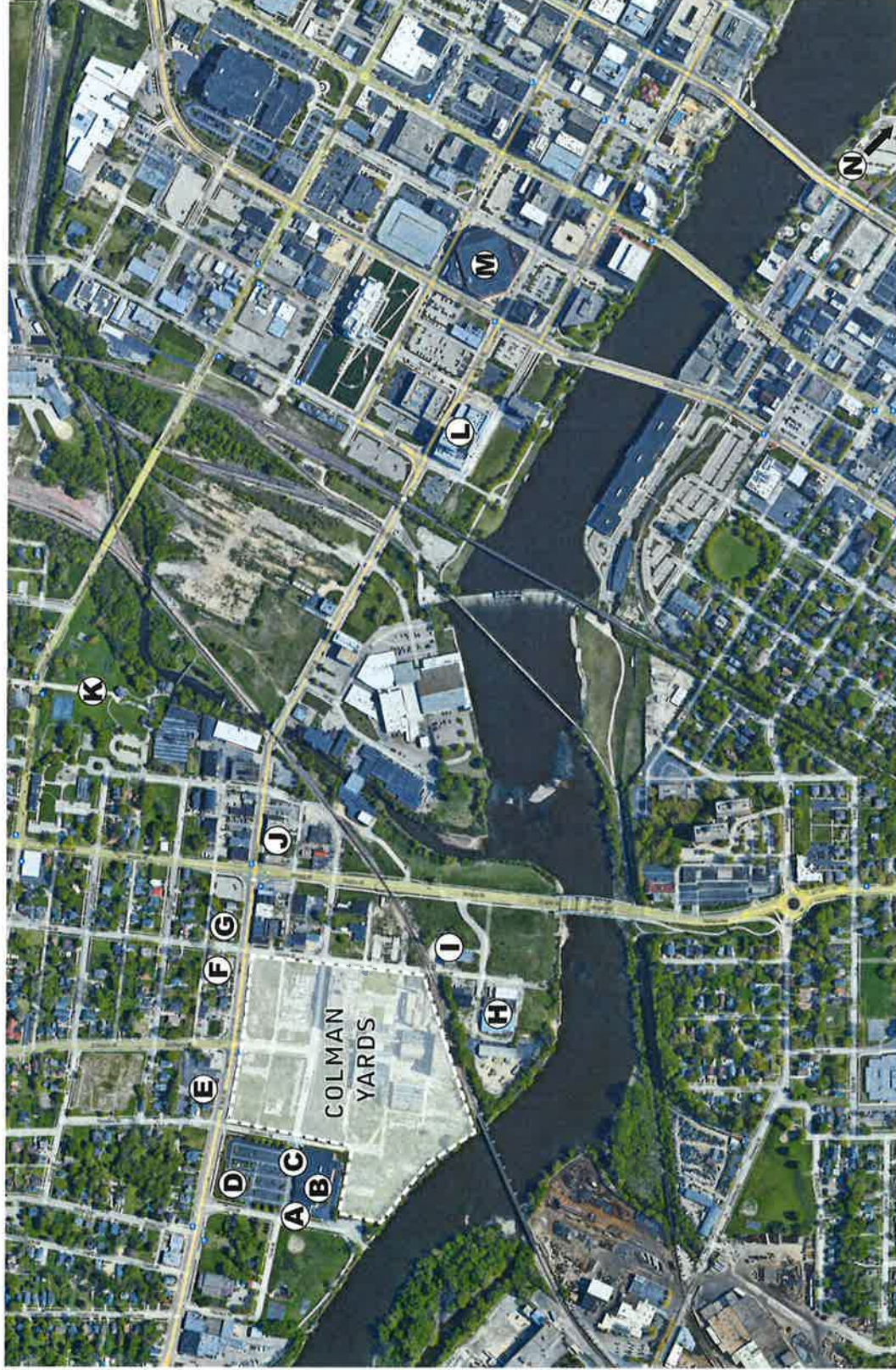
SITE CONTEXT



Exhibit G-2
1200 Rock Street
ZBA 051-22

COMPREHENSIVE PLAN

SURROUNDING BUSINESSES



LEGEND

- (A) RENT-A-CENTER
- (B) FAMILY DOLLAR
- (C) FOOD MARKET - LA CHIQUITA
- (D) MOBIL GAS STATION
- (E) SOUTH MAIN FOOD & LIQUOR
- (F) SPIN WORLD LAUNDROMAT
- (G) ETHNIC HERITAGE MUSEUM
- (H) UNIVERSAL HOVERCRAFT
- (I) GRAFCOR PACKAGING
- (J) BUCKBEE WEED COMPANY
- (K) TINKER SWISS COTTAGE
- (L) EMBASSY SUITES BY HILTON
- (M) BMO HARRIS BANK CENTER
- (N) PRAIRIE STREET BREWING CO.



Exhibit G-3
1200 Rock Street
ZBA 051-22

COMPREHENSIVE PLAN EXISTING SITE



LEGEND

●●●	500 YEAR FLOODPLAIN
---	100 YEAR FLOODPLAIN
---	HISTORIC BOUNDARY
	TO BE DEMOLISHED

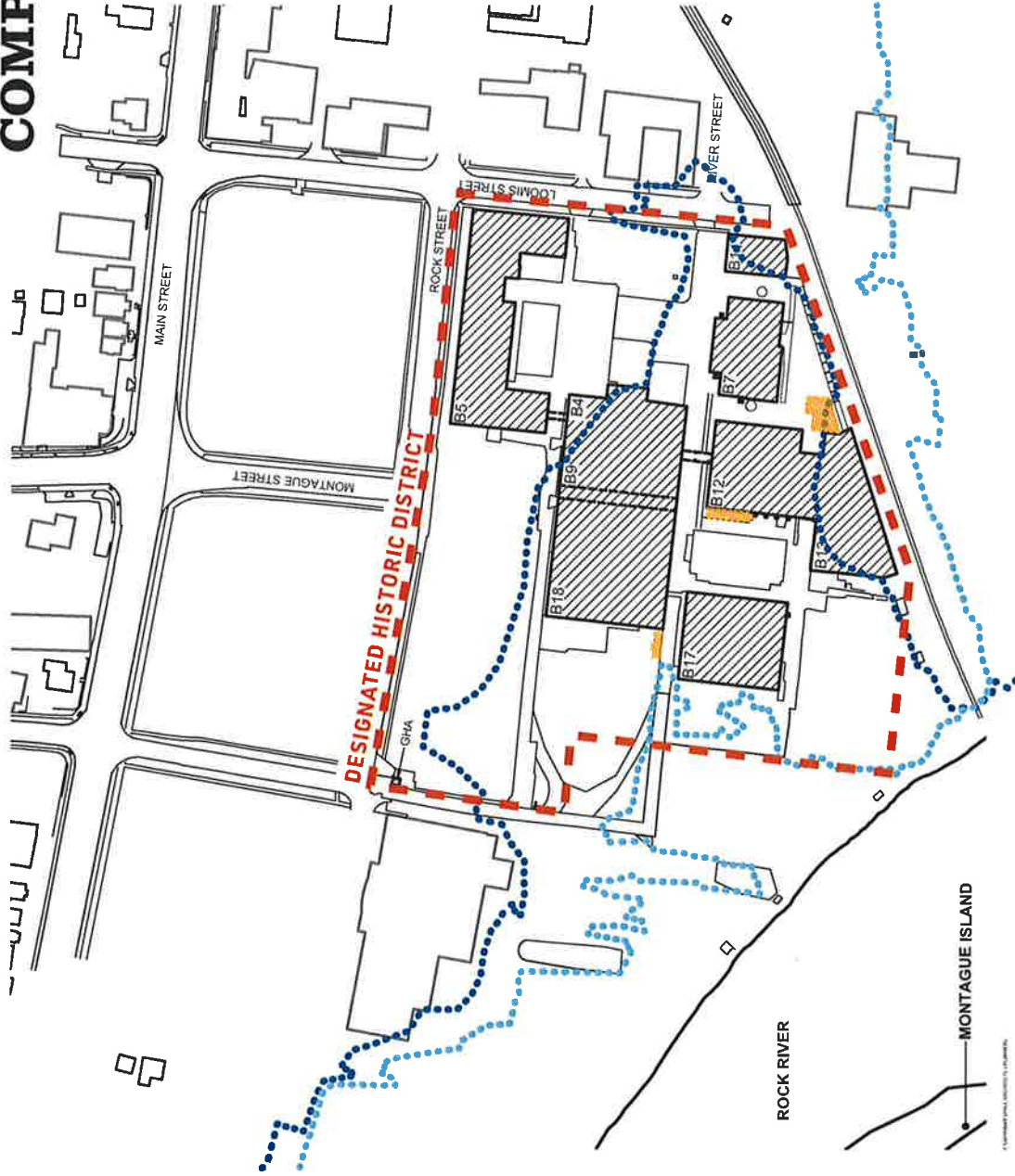
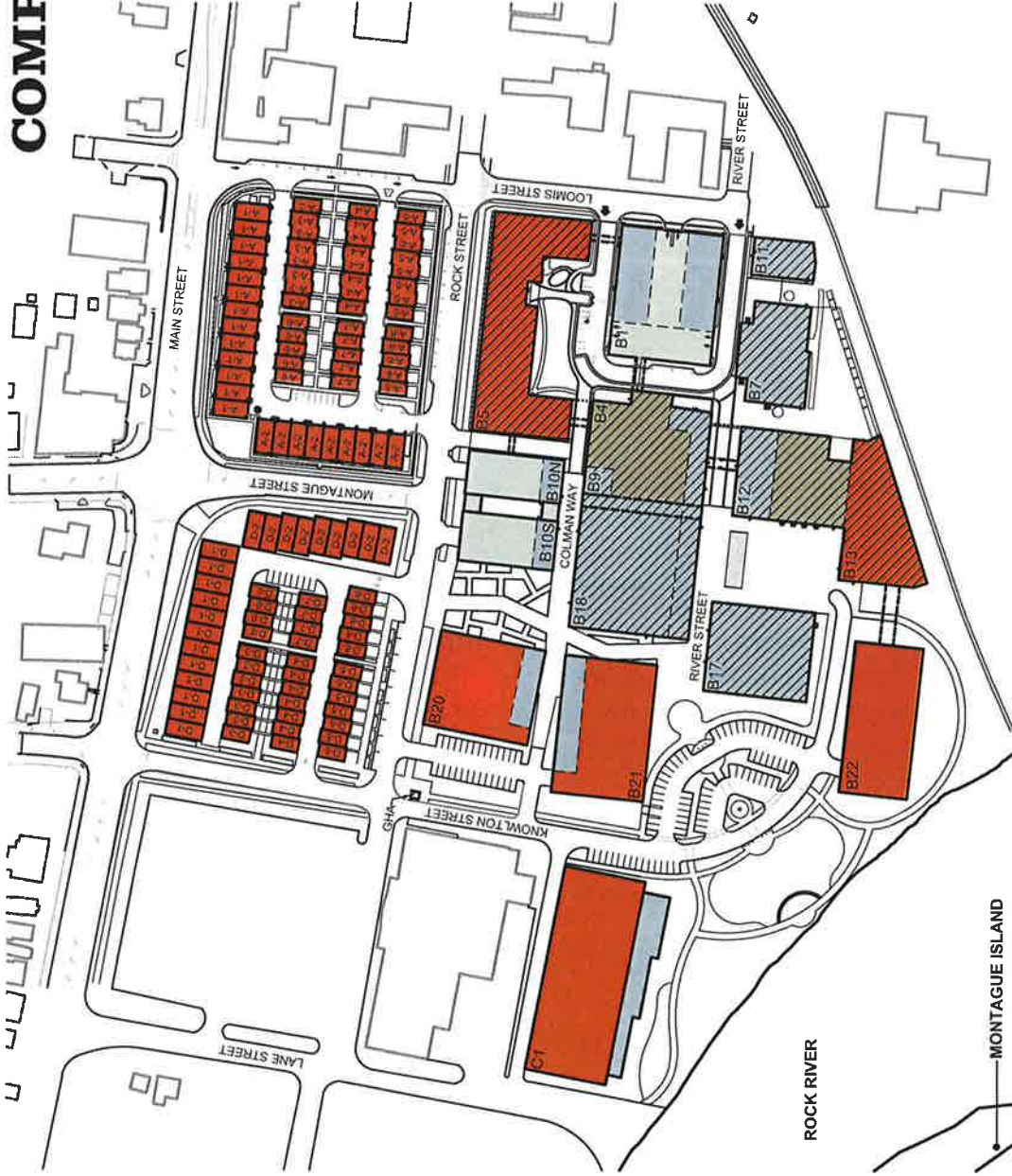


Exhibit G-4
1200 Rock Street
ZBA 051-22

EXISTING SITE PLAN

COMPREHENSIVE PLAN

PROPOSED SITE PLAN



LEGEND

Red	RESIDENTIAL
Green	MIXED-USE
Blue	RETAIL
Grey	PARKING



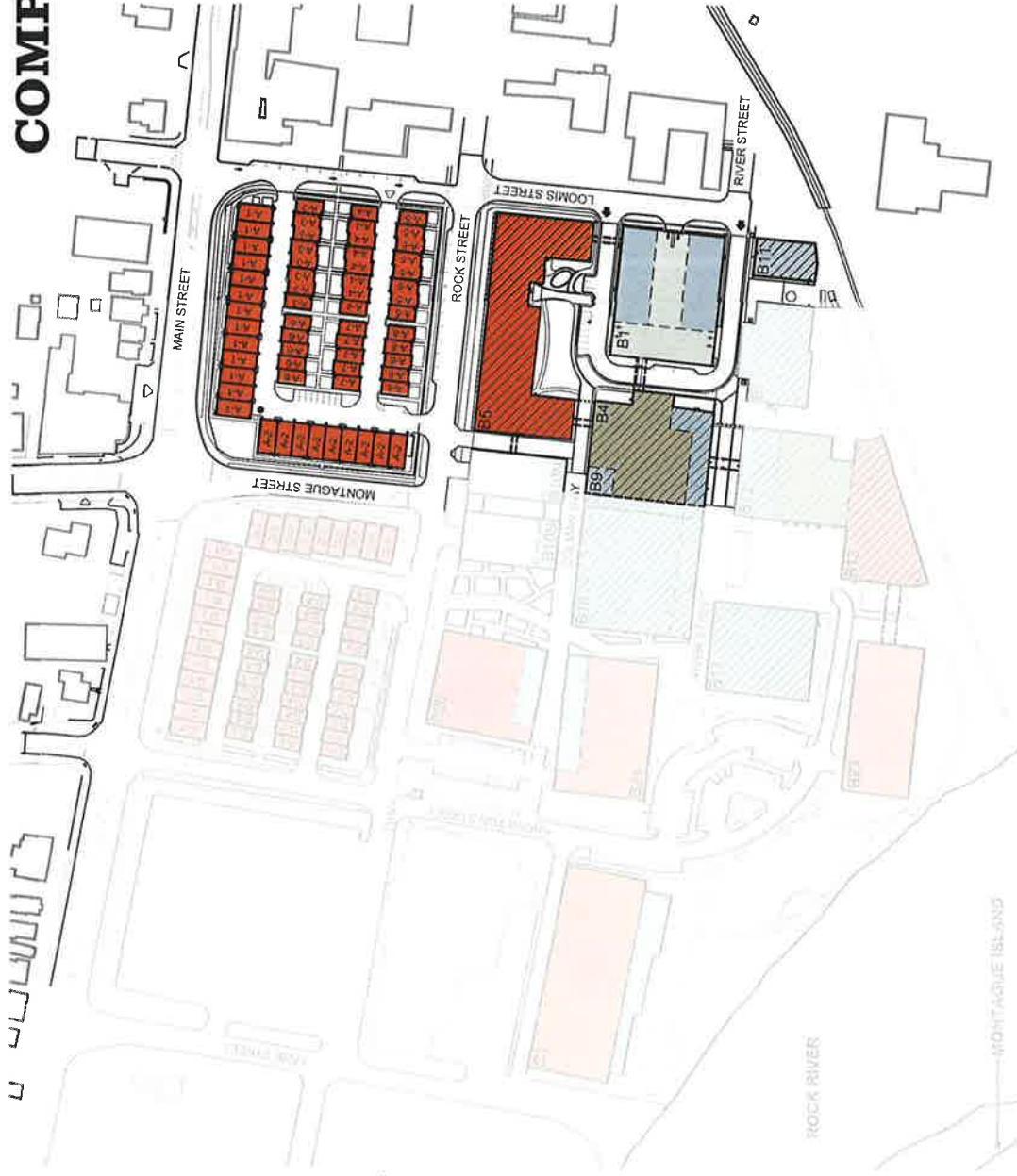
Exhibit G-5
1200 Rock Street
ZBA 051-22



PROPOSED SITE PLAN

COMPREHENSIVE PLAN

PHASE 1



LEGEND

	RESIDENTIAL
	MIXED-USE
	RETAIL
	PARKING



PROPOSED SITE PLAN

Exhibit G-6
1200 Rock Street
ZBA 051-22

COMPREHENSIVE PLAN RESIDENTIAL

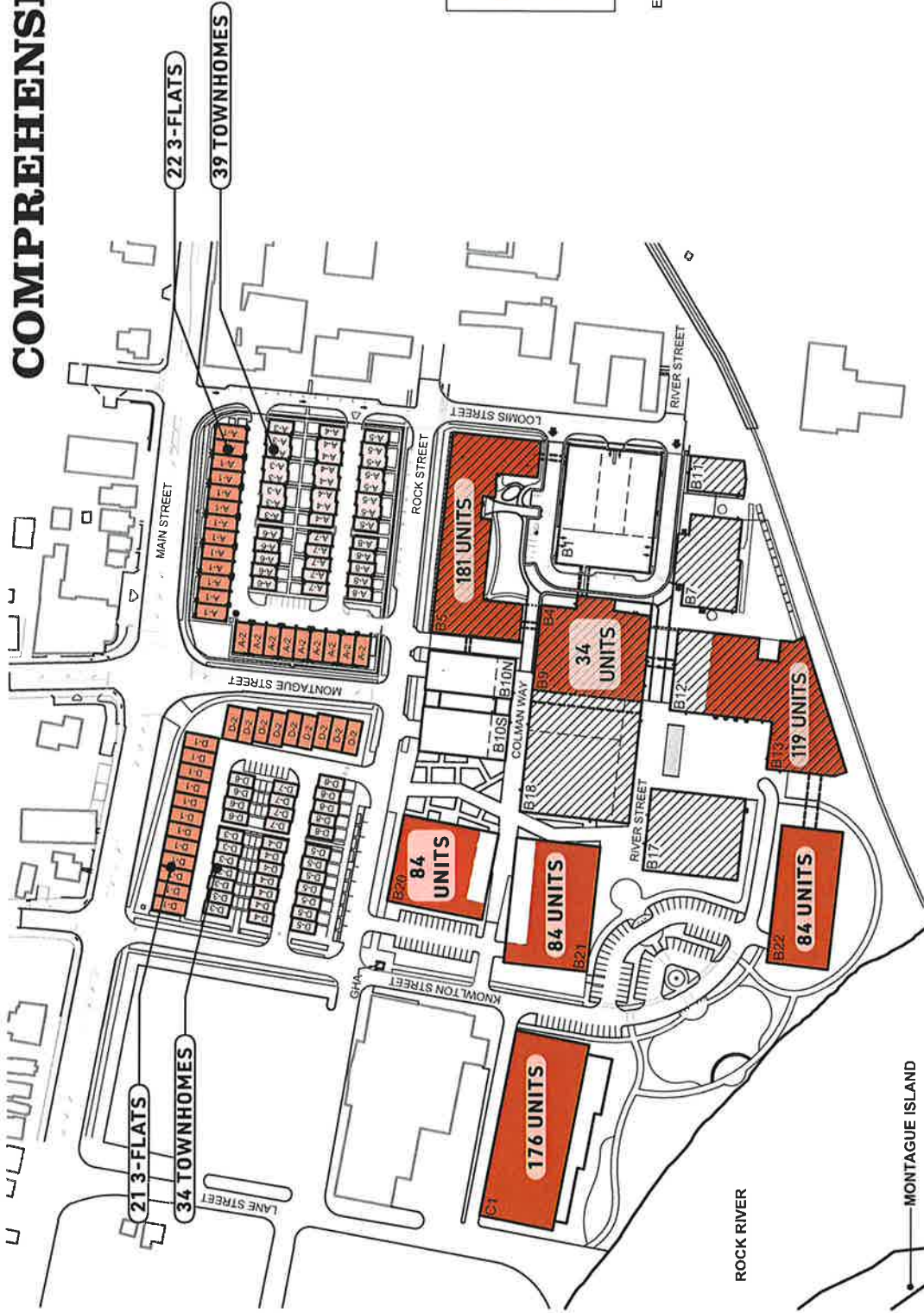


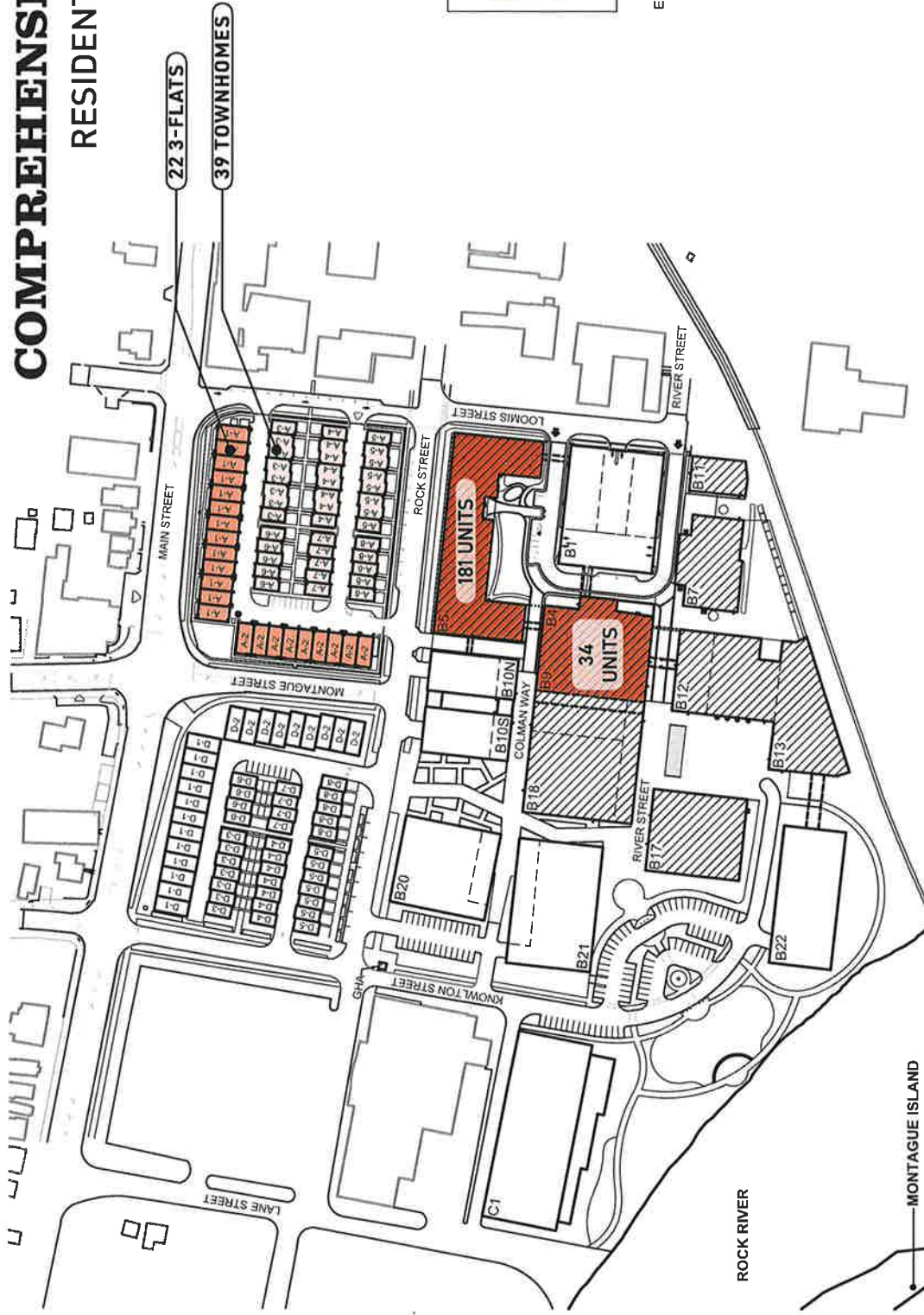
Exhibit G-7
1200 Rock Street
ZBA 051-22



PROPOSED SITE PLAN

COMPREHENSIVE PLAN

RESIDENTIAL - PHASE 1



LEGEND

	MULTIFAMILY - 215 UNITS
	3 FLAT - 66 UNITS
	TOWNHOME- 39 UNITS
	TOTAL: 320 UNITS

NOTE: TOTAL UNIT COUNT
PROVIDED IS A PRELIMINARY
ESTIMATE SUBJECT TO CHANGE
BASED ON FINAL DESIGNS



Exhibit G-8
1200 Rock Street
ZBA 051-22



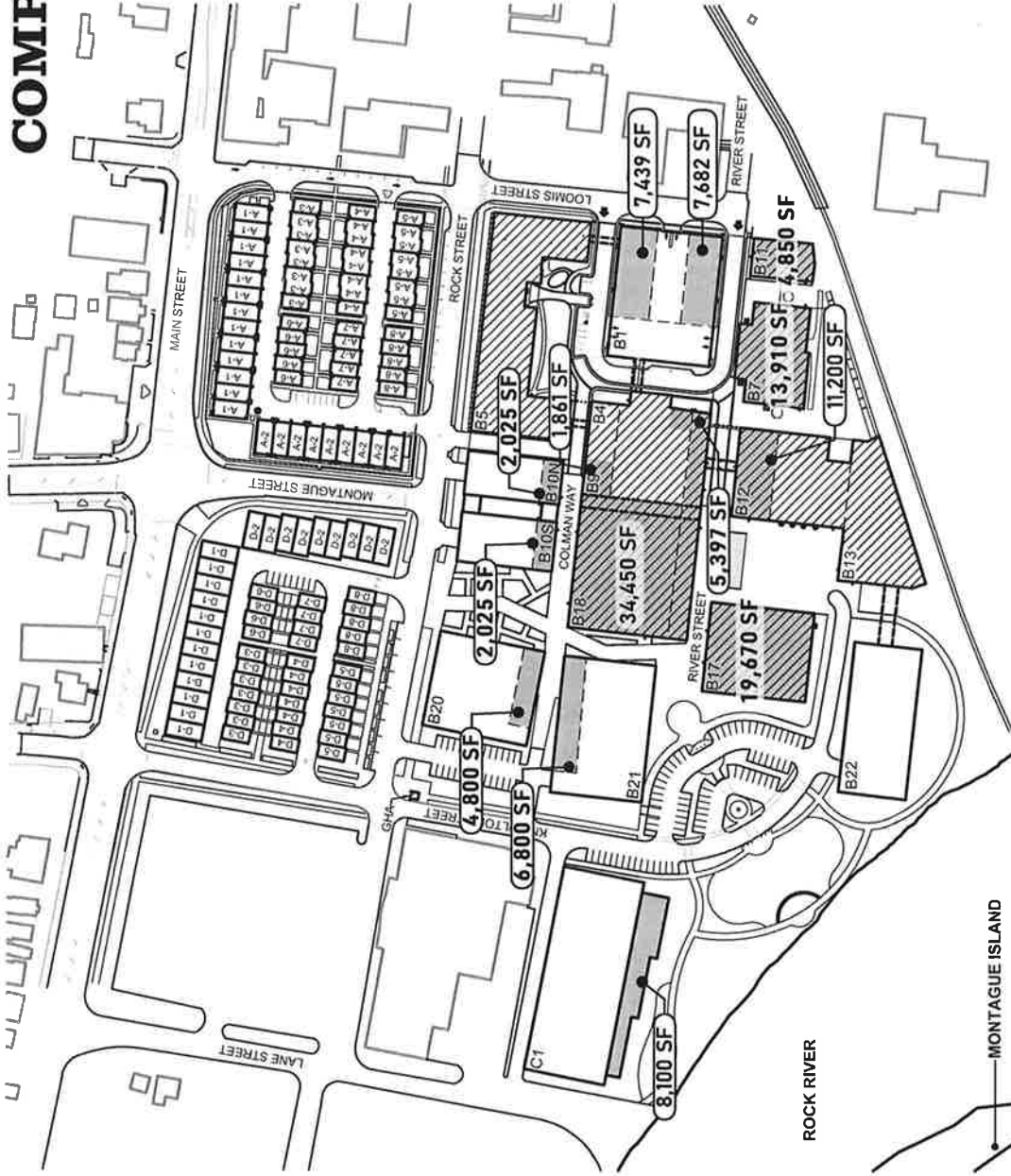
PROPOSED SITE PLAN

MONTAGUE ISLAND

ROCK RIVER

COMPREHENSIVE PLAN

COMMERCIAL



LEGEND

COMMERCIAL USE

TOTAL SF : 130,209

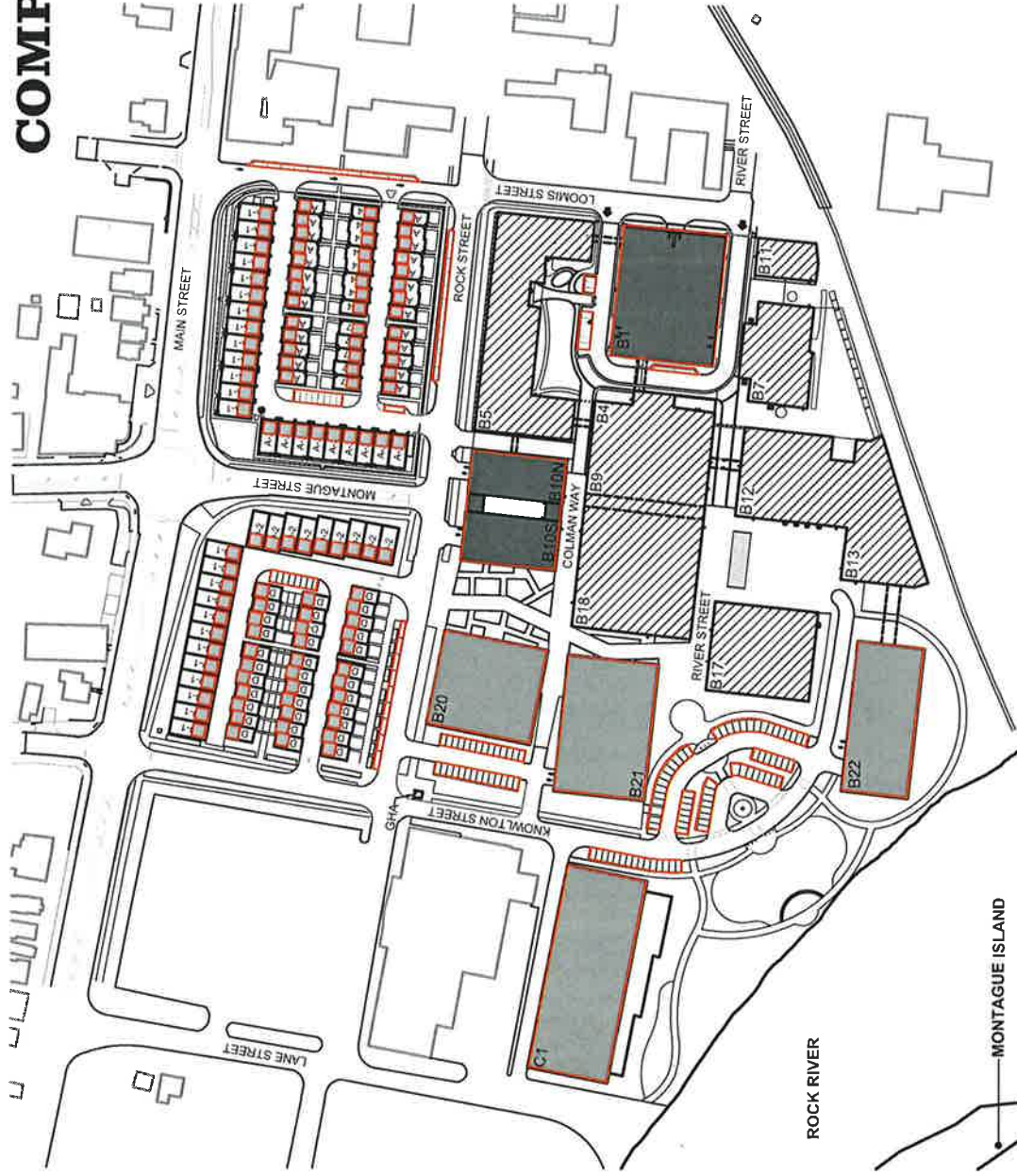


Exhibit G-9
1200 Rock Street
ZBA 051-22



PROPOSED SITE PLAN

COMPREHENSIVE PLAN PARKING



LEGEND

	DEDICATED PARKING GARAGE (503 SPOTS)
	IN-BUILDING PARKING (428 SPOTS)
	PRIVATE GARAGE (2 SPOTS/TOWNHOUSE/3 FLAT) (232 SPOTS)
	PUBLIC LOT & STREET PARKING (155 SPOTS)

PARKING TOTAL : 1,318

NOTE: ALL PARKING COUNTS PROVIDED ARE PRELIMINARY ESTIMATES



Exhibit G-10
1200 Rock Street
ZBA 051-22



PROPOSED SITE PLAN

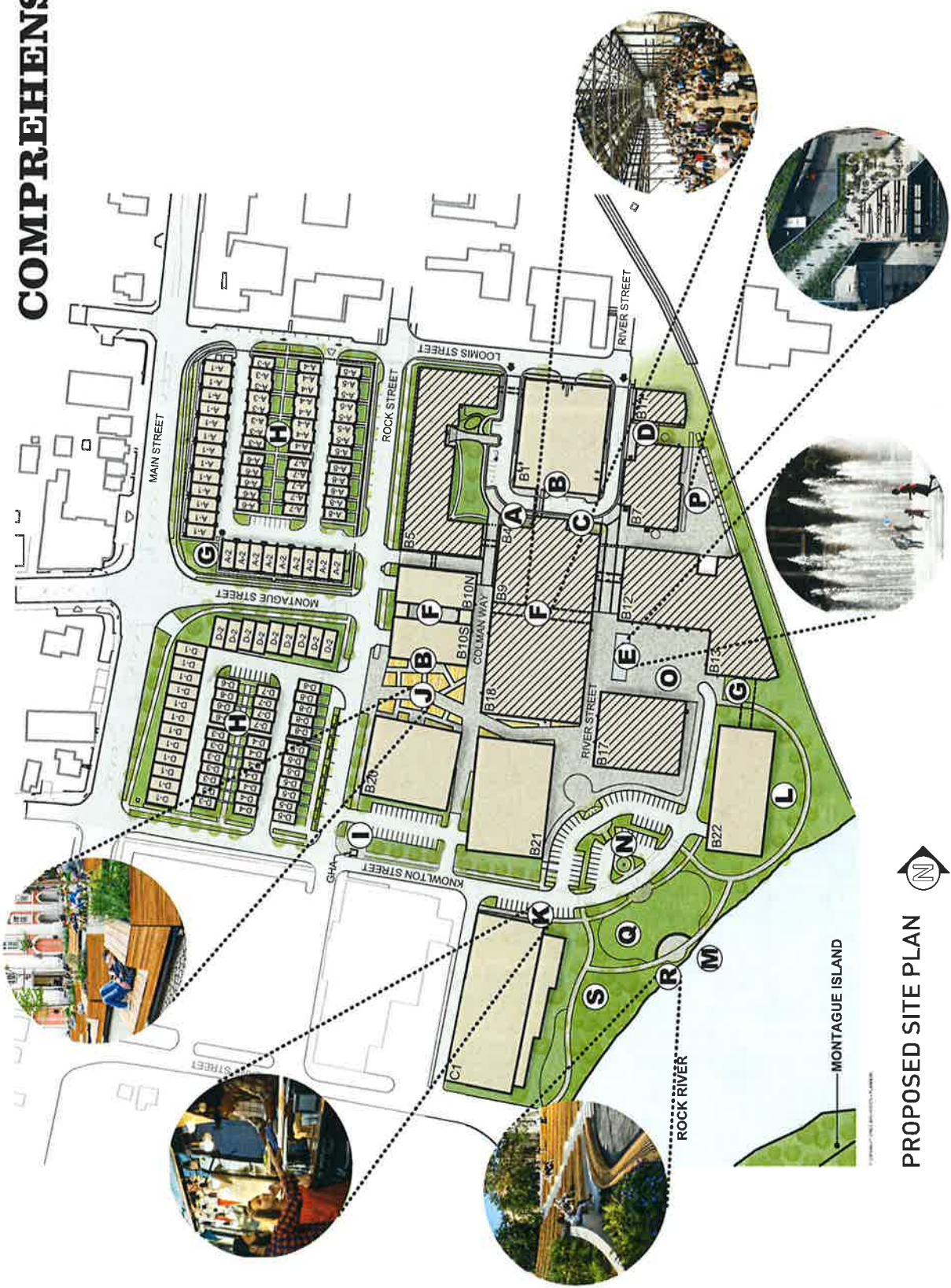
MONTAGUE ISLAND

ROCK RIVER

COMPREHENSIVE PLAN

SITE ACTIVITIES

LEGEND	
(A)	OUTDOOR SEATING
(B)	MURAL
(C)	CAFE SEATING
(D)	SCULPTURE
(E)	SPLASH PAD
(F)	PEDESTRIAN ALLEY
(G)	DOG PARK
(H)	GREEN SPACE
(I)	HISTORIC GATE HOUSE
(J)	PLANTERS + SEATING
(K)	FOOD TRUCKS
(L)	GARDENS
(M)	WATER SPORTS ACCESS
(N)	FOUNTAIN
(O)	PLAZA + MOVIES + MARKET
(P)	ELEVATED DINING
(Q)	OPEN LAWN
(R)	AMPHITHEATRE
(S)	WILDLIFE AREA

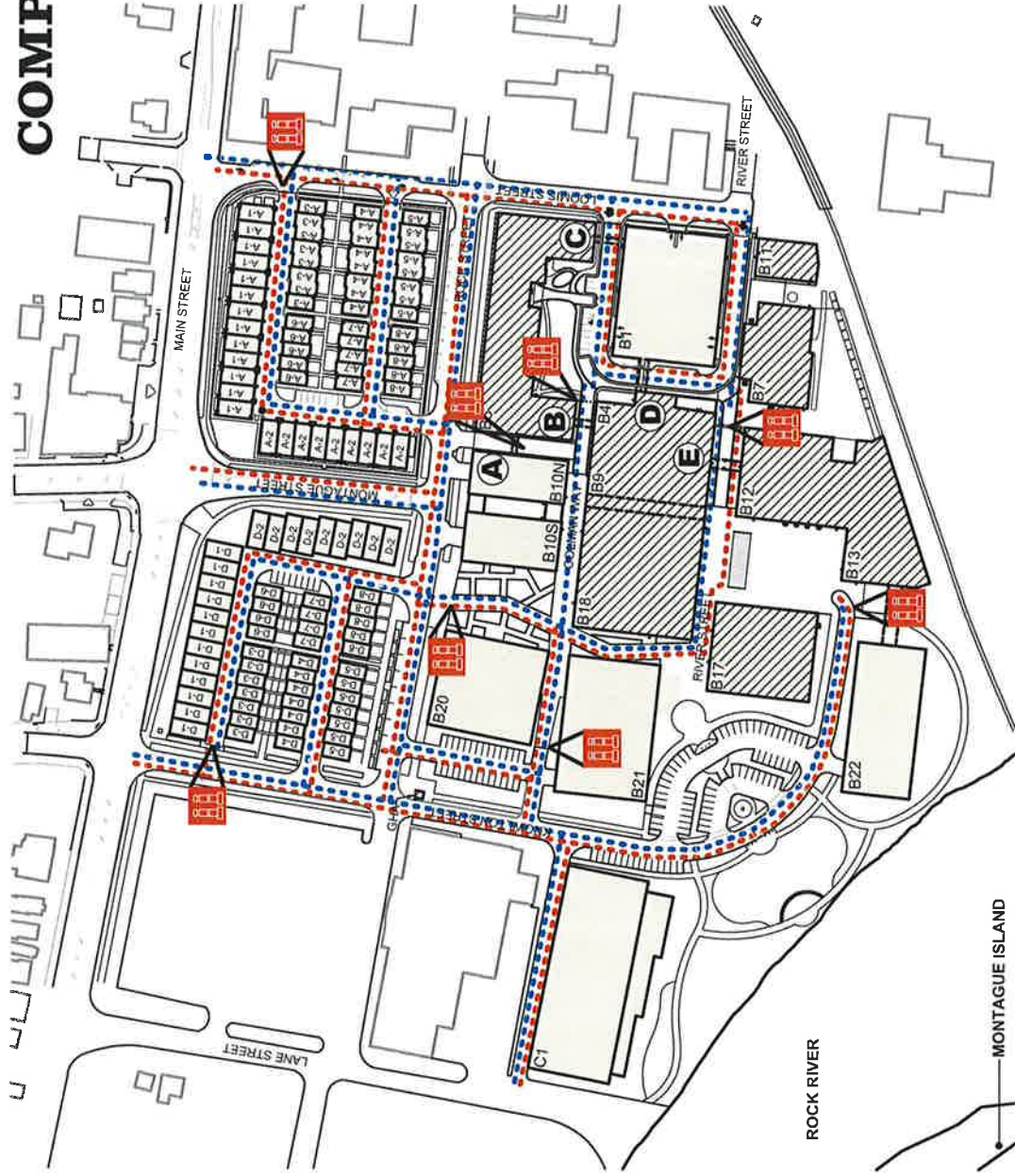


PROPOSED SITE PLAN

Exhibit G-11
1200 Rock Street
ZBA 051-22

COMPREHENSIVE PLAN

EMERGENCY ACCESS



LEGEND	
.....	FIRE ACCESS
.....	POLICE ACCESS
	OPERABLE BOLLARDS

BRIDGE CLEARANCES	
A	11'-0"
B	12'-4"
C	26'-9"
D	23'-8"
E	13'-5"



Exhibit G-12
1200 Rock Street
ZBA 051-22



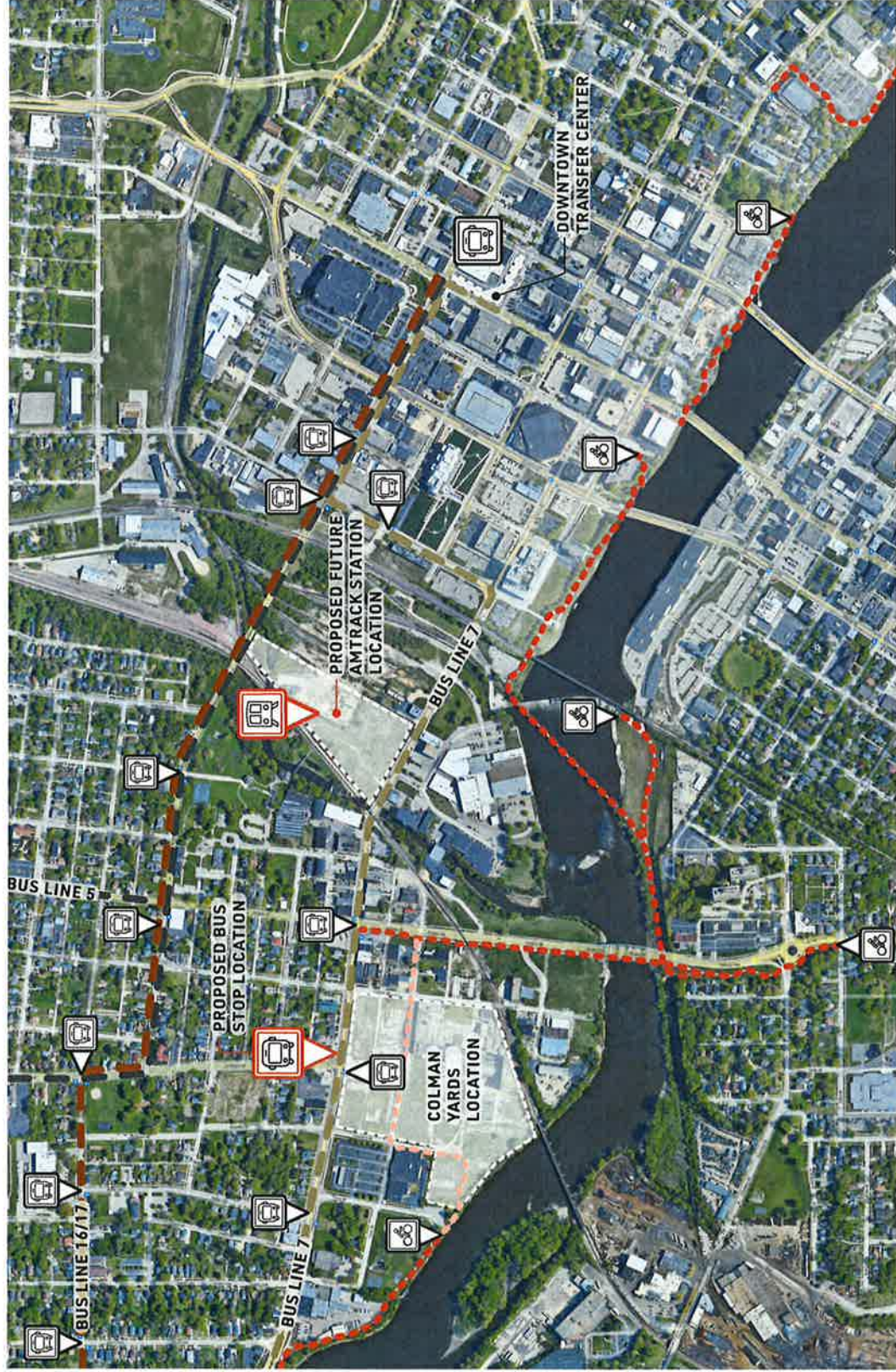
PROPOSED SITE PLAN

MONTAGUE ISLAND

ROCK RIVER

COMPREHENSIVE PLAN

TRANSIT ROUTES



LEGEND	
	BUS ROUTE 16/17
	BUS ROUTE 5
	BUS ROUTE 7
	BIKE PATH
	PROPOSED BIKE CONNECTION
	PEDESTRIAN FRIENDLY ZONE
	BUS STOP
	BIKE PATH
	PROPOSED AMTRAK STATION
	PROPOSED BUS STOP



Exhibit G-13
1200 Rock Street
ZBA 051-22

COMPREHENSIVE PLAN

PEDESTRIAN PATHWAYS

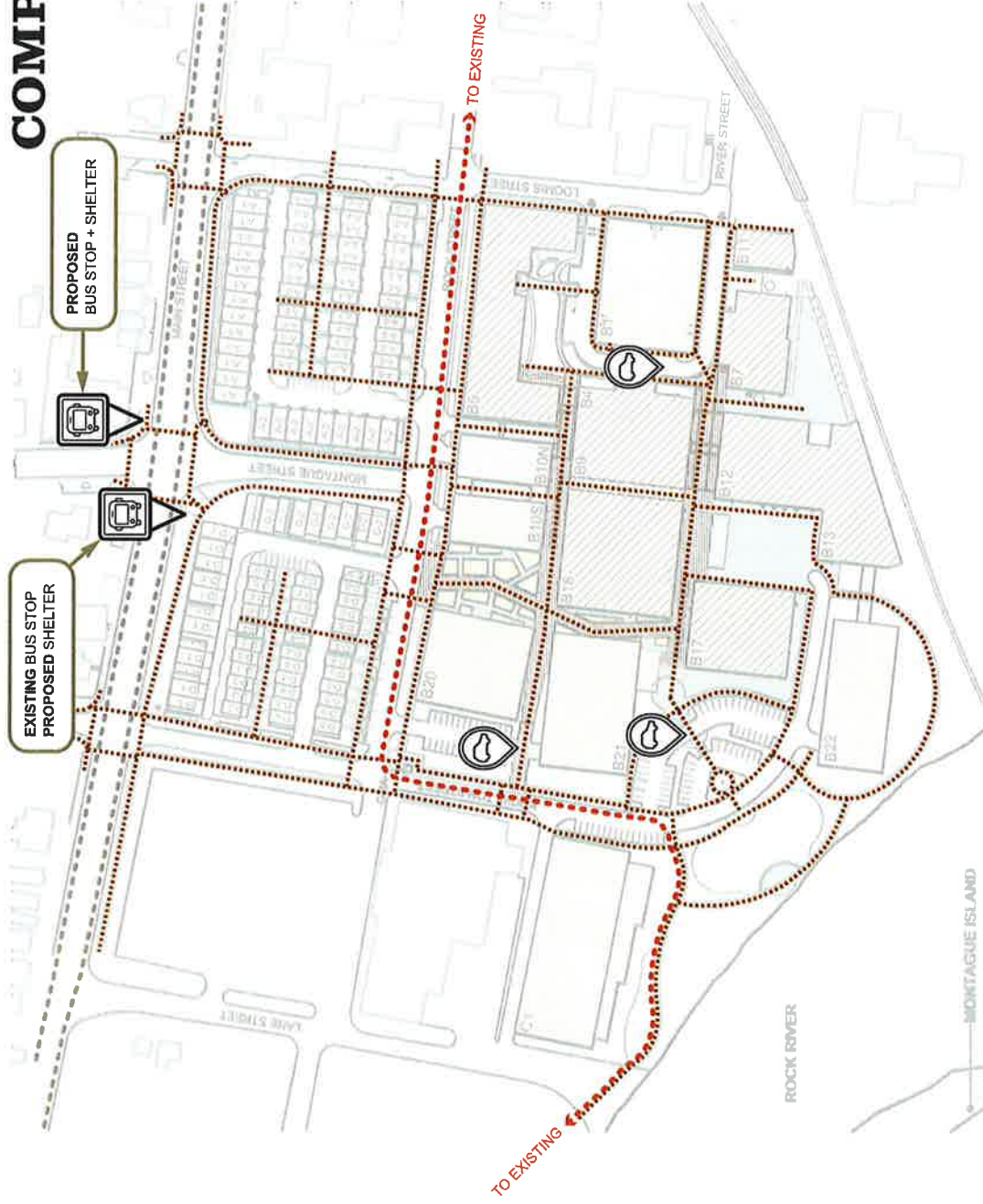


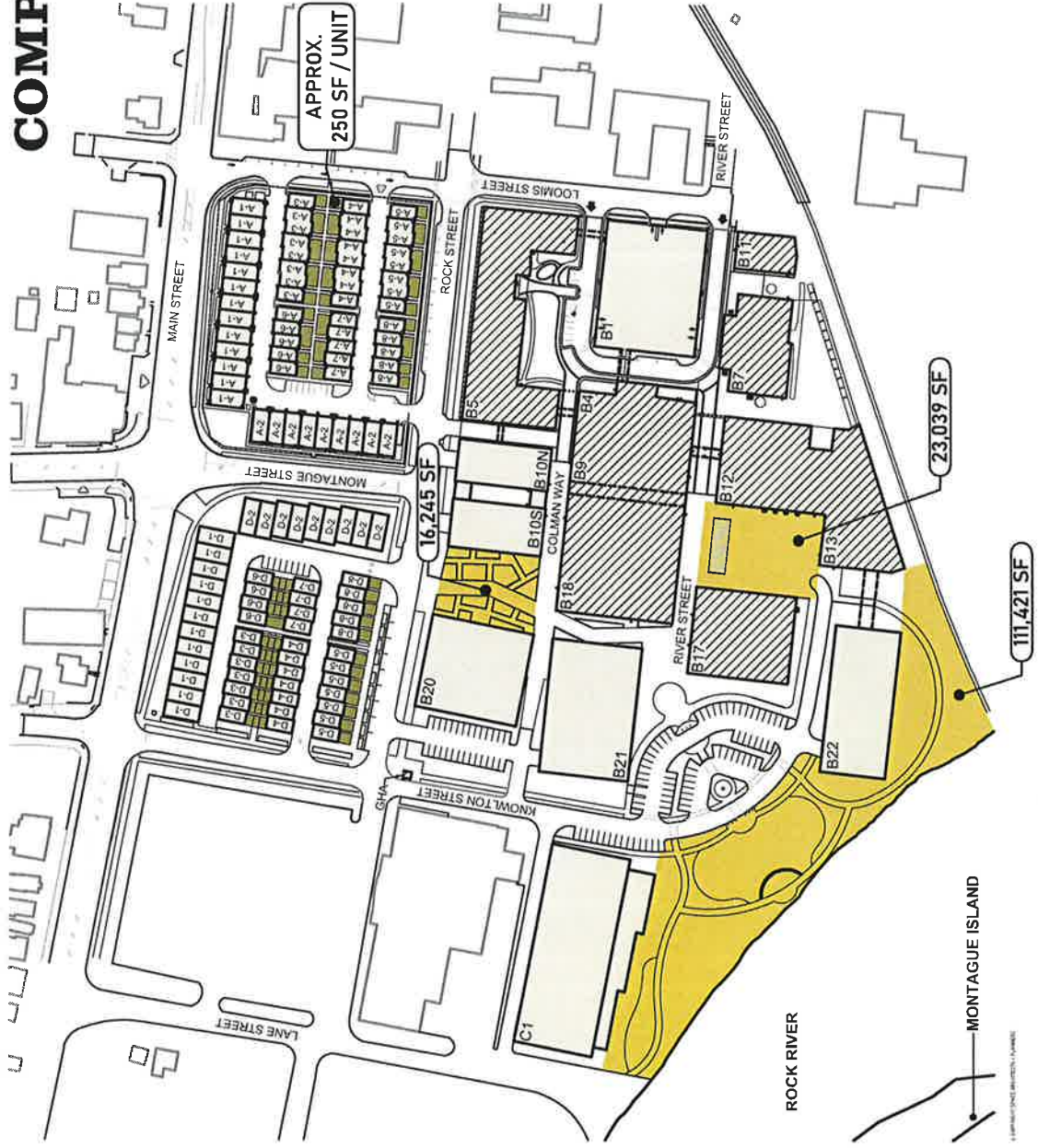
Exhibit G-14
1200 Rock Street
ZBA 051-22



PROPOSED SITE PLAN

COMPREHENSIVE PLAN

OPEN SPACE



LEGEND

	OPEN SPACE (150,705 SF)
	OPEN SPACE: SITE A+D (APPROX. 250 SF / UNIT)

ORDINANCE COMPLIANCE

OPEN SPACE REQ'D: 50 SF / UNIT
TOTAL # DWELLING UNITS: 964
OPEN SPACE PROVIDED (EXCLUDING TOWNHOMES): 150,705 SF
150,705 SF / 964 UNITS = 156.30 SF / UNIT



Exhibit G-15
1200 Rock Street
ZBA 051-22



PROPOSED SITE PLAN

1:10,000 (NOT TO SCALE)

COM

APPROX. 250 SF / UNIT

16,245 SF

80,338 SF

23,039 SF

111,421 SF

MAIN STREET

ROCK STREET

MONTAGUE STREET

LOOMIS STREET

RIVER STREET

KNOWLTON STREET

LANE STREET

ROCK RIVER

MONTAGUE ISLAND

OPEN AMENITY SPACE
150,705 SF TOTAL

PEDESTRIAN AMENITY
(IN EXCESS OF ABOVE):
80,338 SF TOTAL

OPEN SPACE: SITE A + D
APPROX. 250 SF/UNIT

PEDESTRIAN AMENITY REQUIREMENTS:

1% OF TOTAL LOT AREA +
1% OF TOTAL BUILDING AREA

TOTAL LOT AREA:	1,092,738.76 SF
TOTAL BUILDING AREA:	1,452,000.00 SF
$0.01 (1,092,738.76) =$	10,927.39 SF
$0.01 (1,452,000.00) =$	14,520.00 SF

TOTAL PEDESTRIAN
AMENITY REQUIRED: **25,447.39 SF**

TOTAL PEDESTRIAN
AMENITY PROVIDED:

150,705 SF + 80,338 SF = 231,043.00 SF

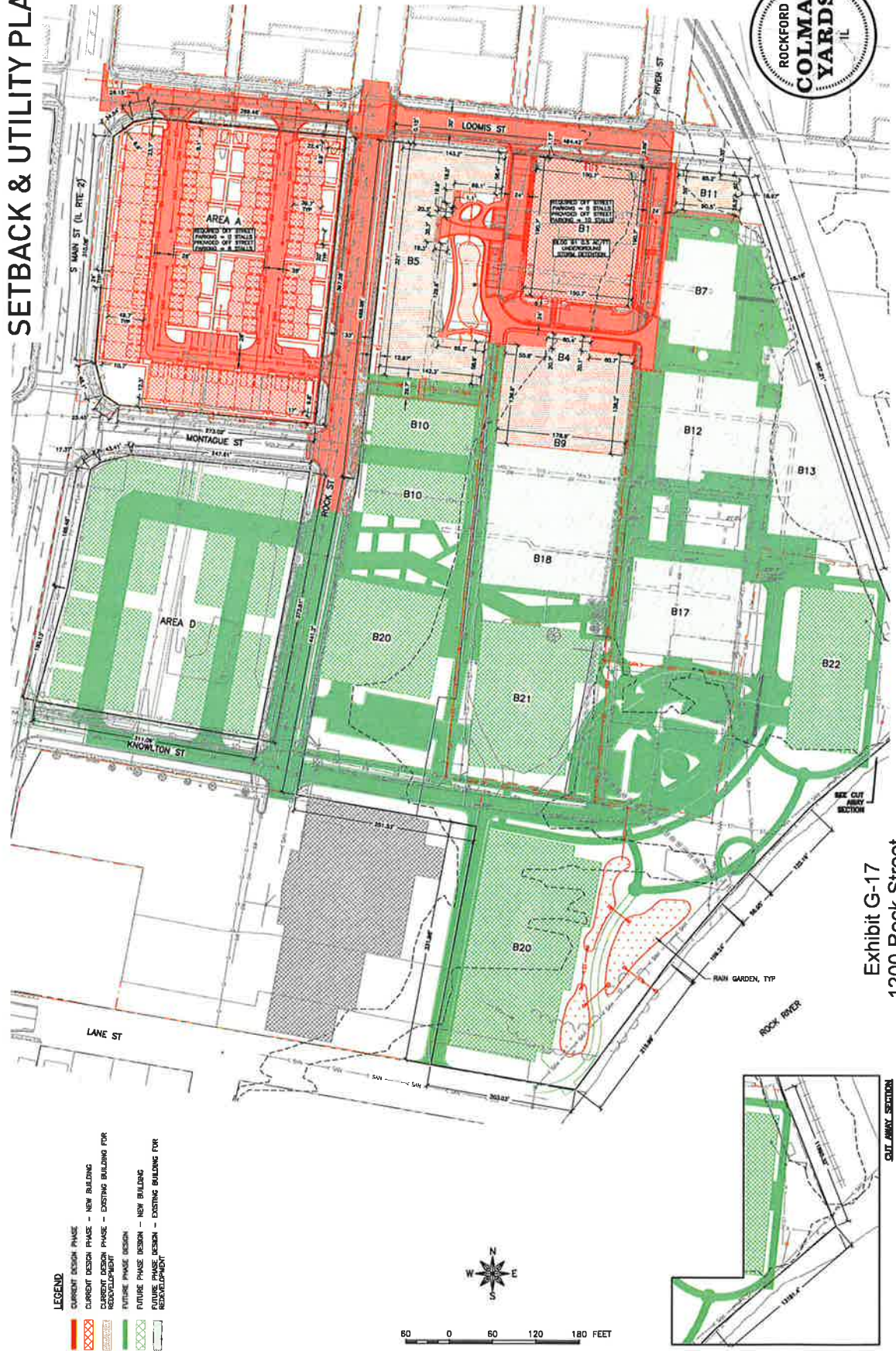


Exhibit G-16
1200 Rock Street
ZBA 051-22

PROPOSED SITE PLAN



COMPREHENSIVE PLAN SETBACK & UTILITY PLAN



- LEGEND**
- CURRENT DESIGN PHASE
 - CURRENT DESIGN PHASE - NEW BUILDING
 - CURRENT DESIGN PHASE - EXISTING BUILDING FOR REDEVELOPMENT
 - FUTURE PHASE DESIGN
 - FUTURE PHASE DESIGN - NEW BUILDING
 - FUTURE PHASE DESIGN - EXISTING BUILDING FOR REDEVELOPMENT

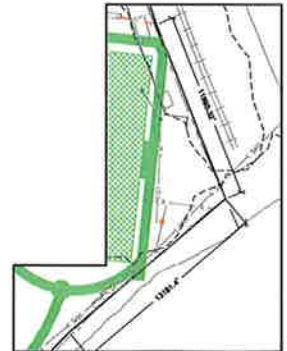


Exhibit G-17
1200 Rock Street
ZBA 051-22

RENDERING

AERIAL FROM NE

RENDER PERSPECTIVE KEY

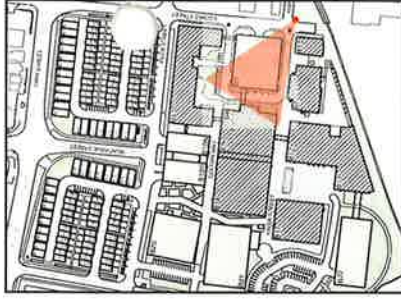


Exhibit G-18
1200 Rock Street
ZBA 051-22

RENDERING

COLMAN WAY FROM B5

RENDER PERSPECTIVE KEY

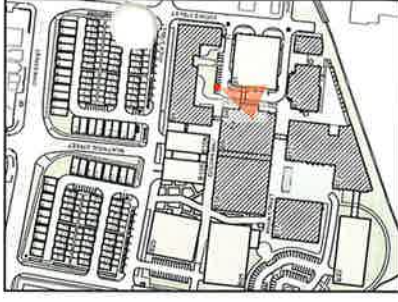


Exhibit G-19
1200 Rock Street
ZBA 051-22

BUILDING B5

MULTI-UNIT



LEGEND	
	STUDIO (502-545 SF)
	1 BEDROOM (614-834 SF)
	2 BEDROOM (1150-1220 SF)
	3 BEDROOM (1154 SF)



FIRST FLOOR PLAN

Exhibit G-20
1200 Rock Street
ZBA 051-22

BUILDING B5

MULTI-UNIT



LEGEND	
	STUDIO (355-580 SF)
	1 BED (600-950 SF)
	2 BED (1150-1215 SF)
	3 BED (1138 SF)
	AMENITY (1722 SF)



Exhibit G-21
1200 Rock Street
ZBA 051-22



SECOND FLOOR PLAN

BUILDING B5

MULTI-UNIT



LEGEND

	STUDIO (350-564 SF)
	1 BEDROOM (614-821 SF)
	2 BEDROOM (1142-1200 SF)
	3 BEDROOM (1177 SF)

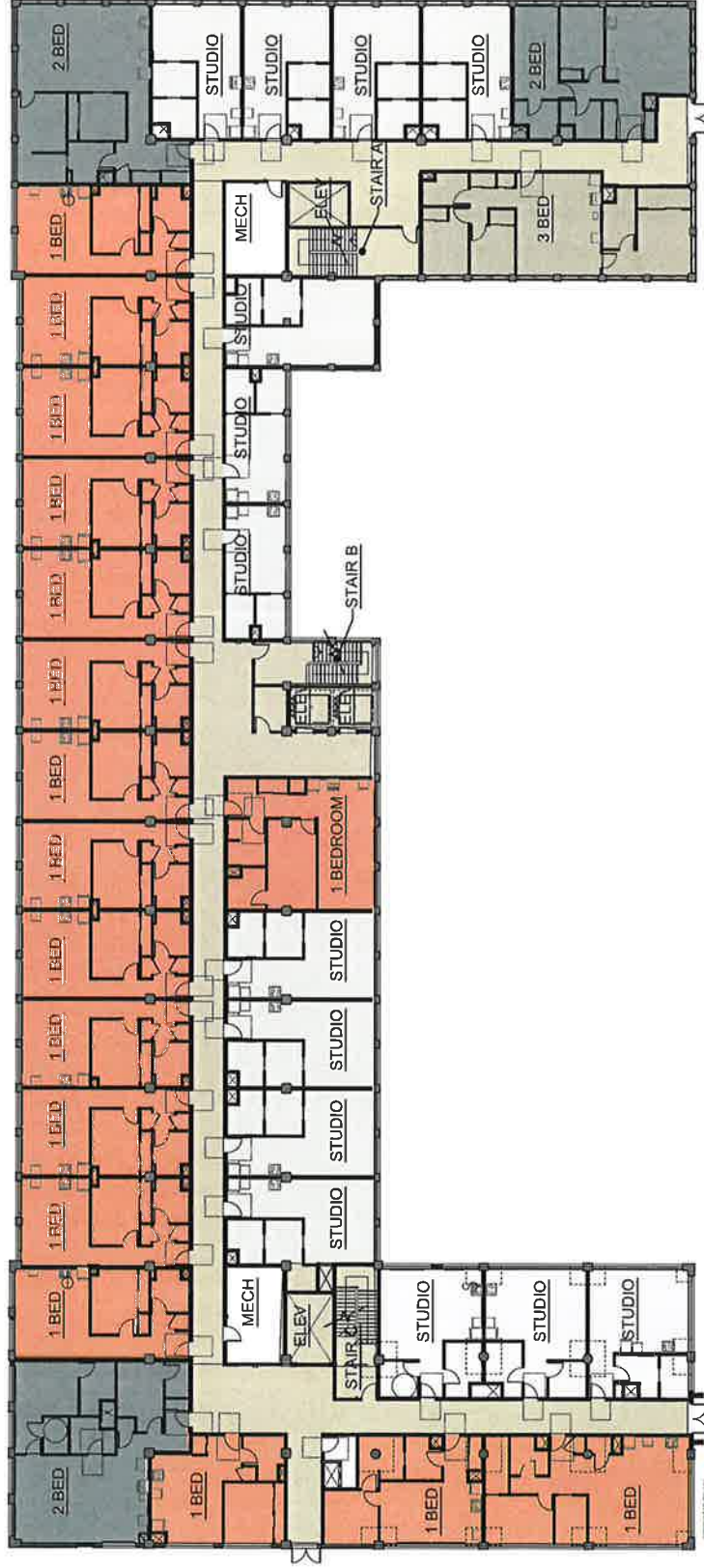


Exhibit G-22
1200 Rock Street
ZBA 051-22



THIRD FLOOR PLAN

BUILDING B5

MULTI-UNIT



LEGEND

- STUDIO (502-545 SF)
- 1 BEDROOM (614-834 SF)
- 2 BEDROOM (1150-1220 SF)
- 3 BEDROOM (1154 SF)

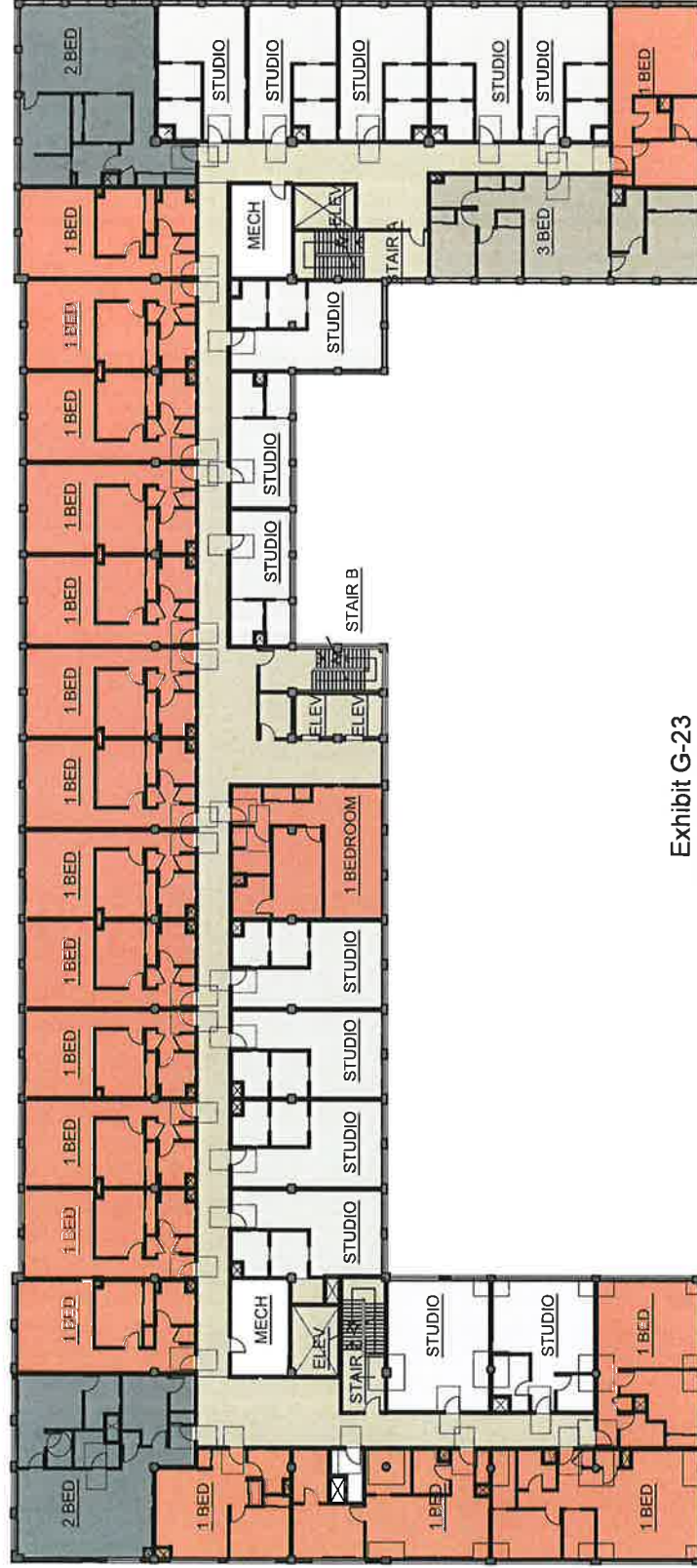


Exhibit G-23
1200 Rock Street
ZBA 051-22



FOURTH FLOOR PLAN

BUILDING B5

MULTI-UNIT



LEGEND	
	STUDIO (502-545 SF)
	1 BEDROOM (614-834 SF)
	2 BEDROOM (1150-1220 SF)
	3 BEDROOM (1154 SF)

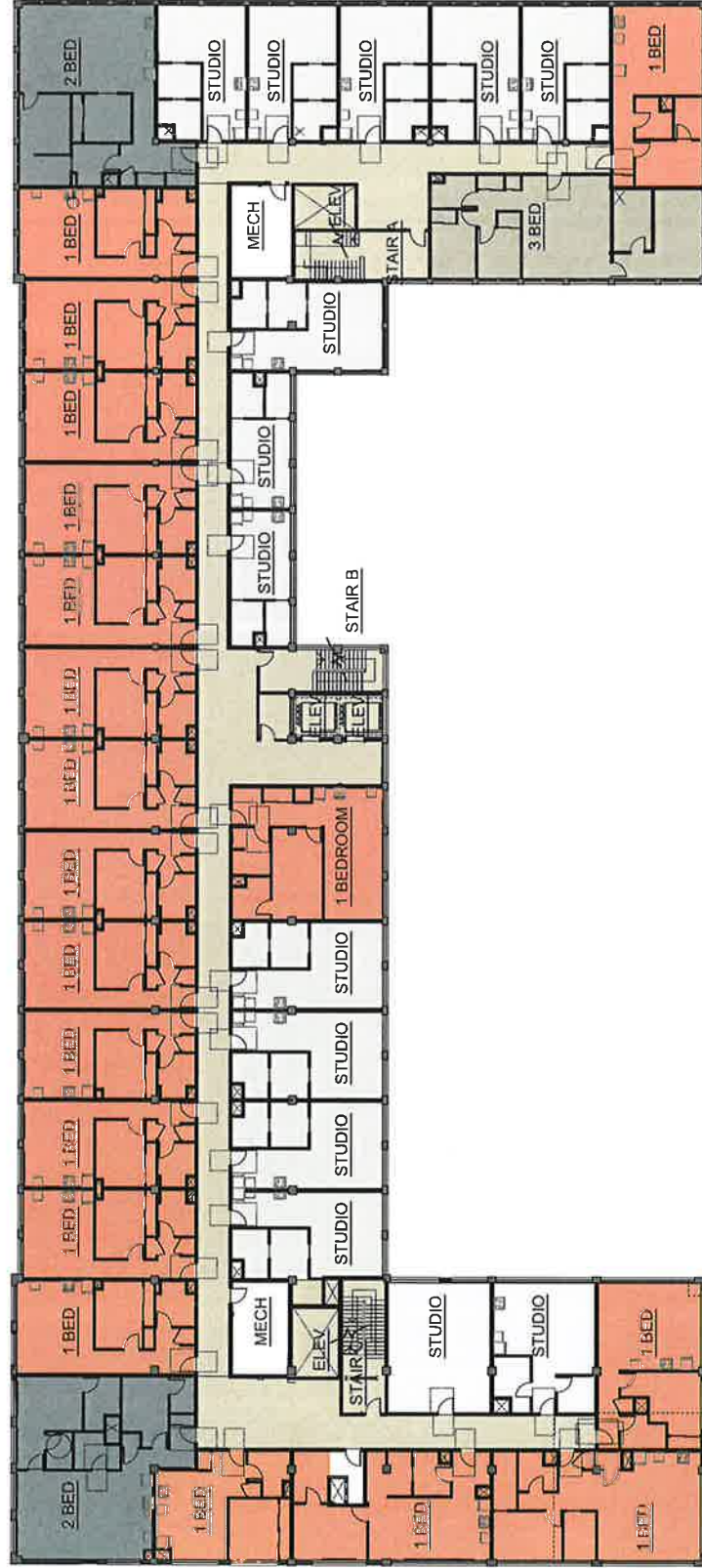


Exhibit G-24
1200 Rock Street
ZBA 051-22



FIFTH FLOOR PLAN

BUILDING B5

MULTI-UNIT



LEGEND

[White Box]	STUDIO (340-570 SF)
[Orange Box]	1 BEDROOM (670-890 SF)
[Green Box]	AMENITY (2680 SF)

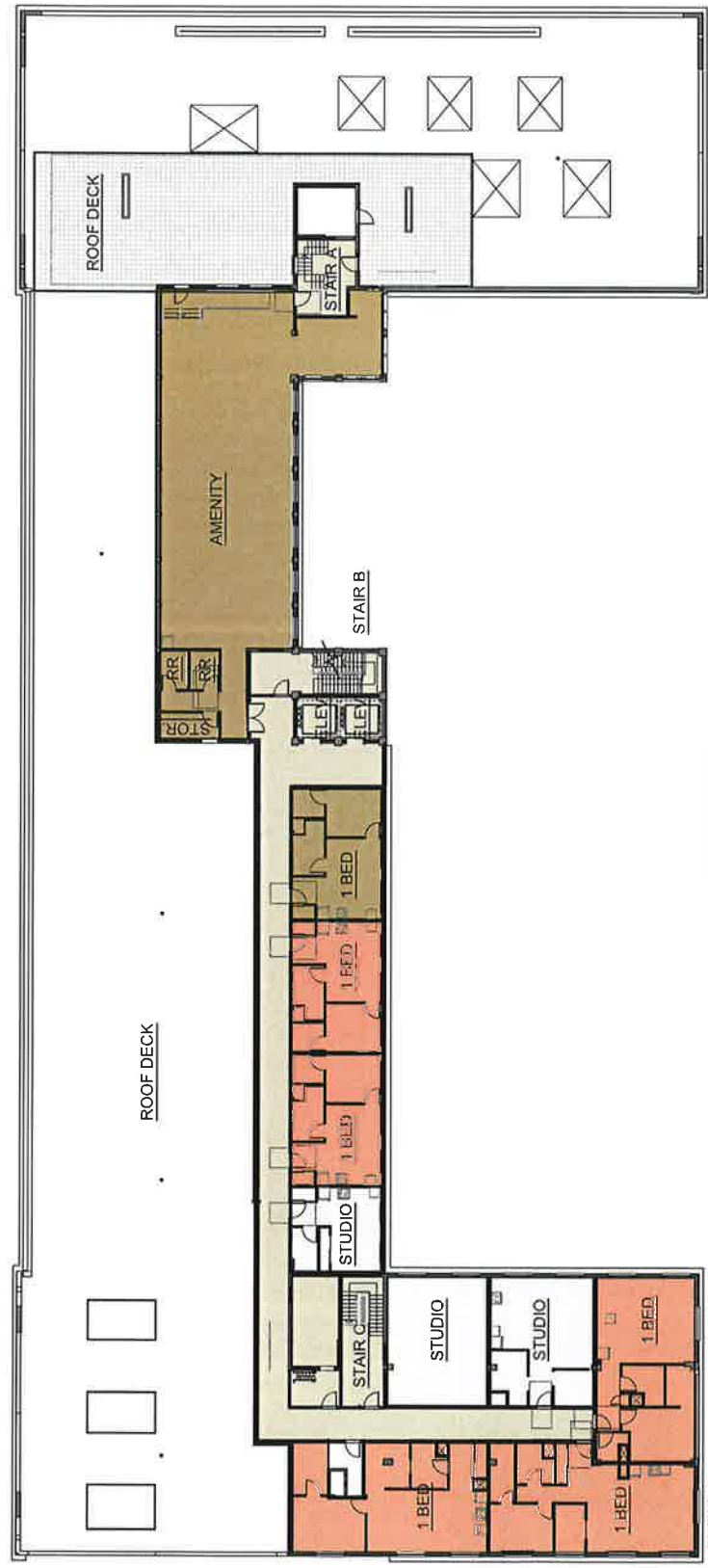


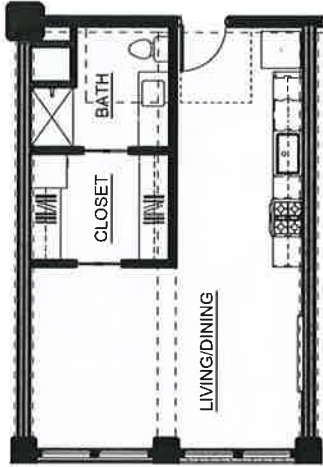
Exhibit G-25
1200 Rock Street
ZBA 051-22



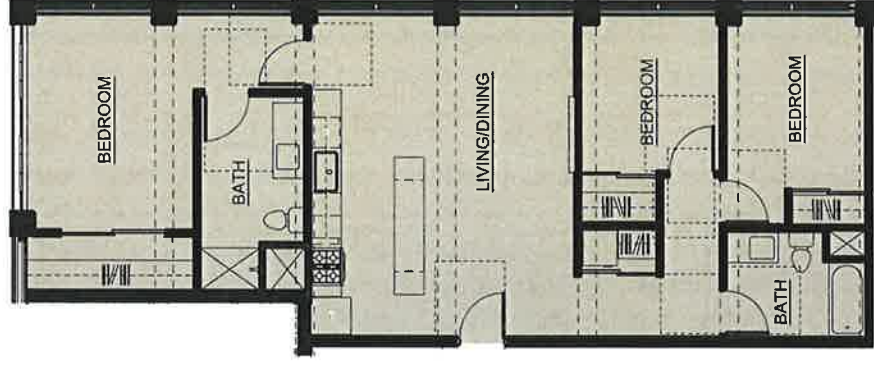
SIXTH FLOOR PLAN

BUILDING B5

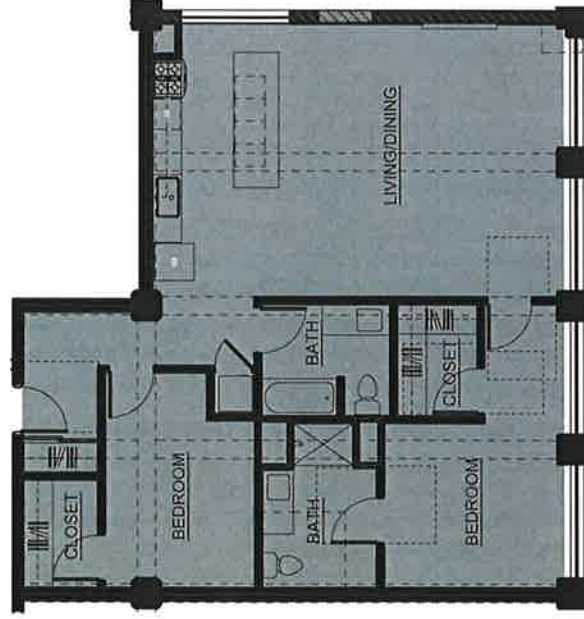
MULTI-UNIT



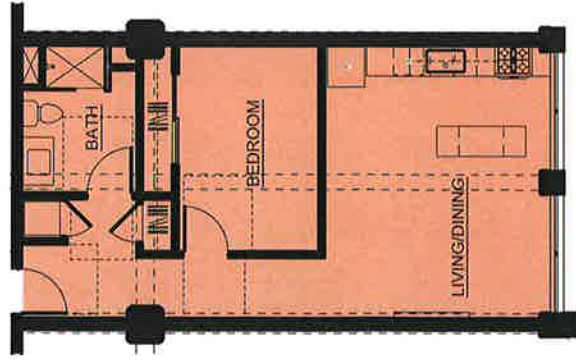
ENLARGED STUDIO PLAN



ENLARGED 3 BED PLAN



ENLARGED 2 BED PLAN



ENLARGED 1 BED PLAN

Exhibit G-26
1200 Rock Street
ZBA 051-22

RENDERING

SITE ARRIVAL

RENDER PERSPECTIVE KEY

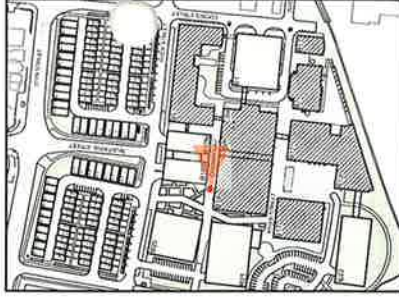


Exhibit G-27
1200 Rock Street
ZBA 051-22

RENDERING

B10 FROM
COLMAN WAY

RENDER PERSPECTIVE KEY

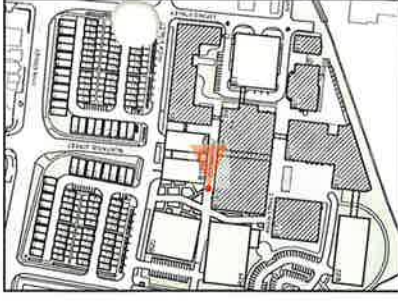


Exhibit G-28
1200 Rock Street
ZBA 051-22

BUILDING B4 & B9

MULTI-UNIT

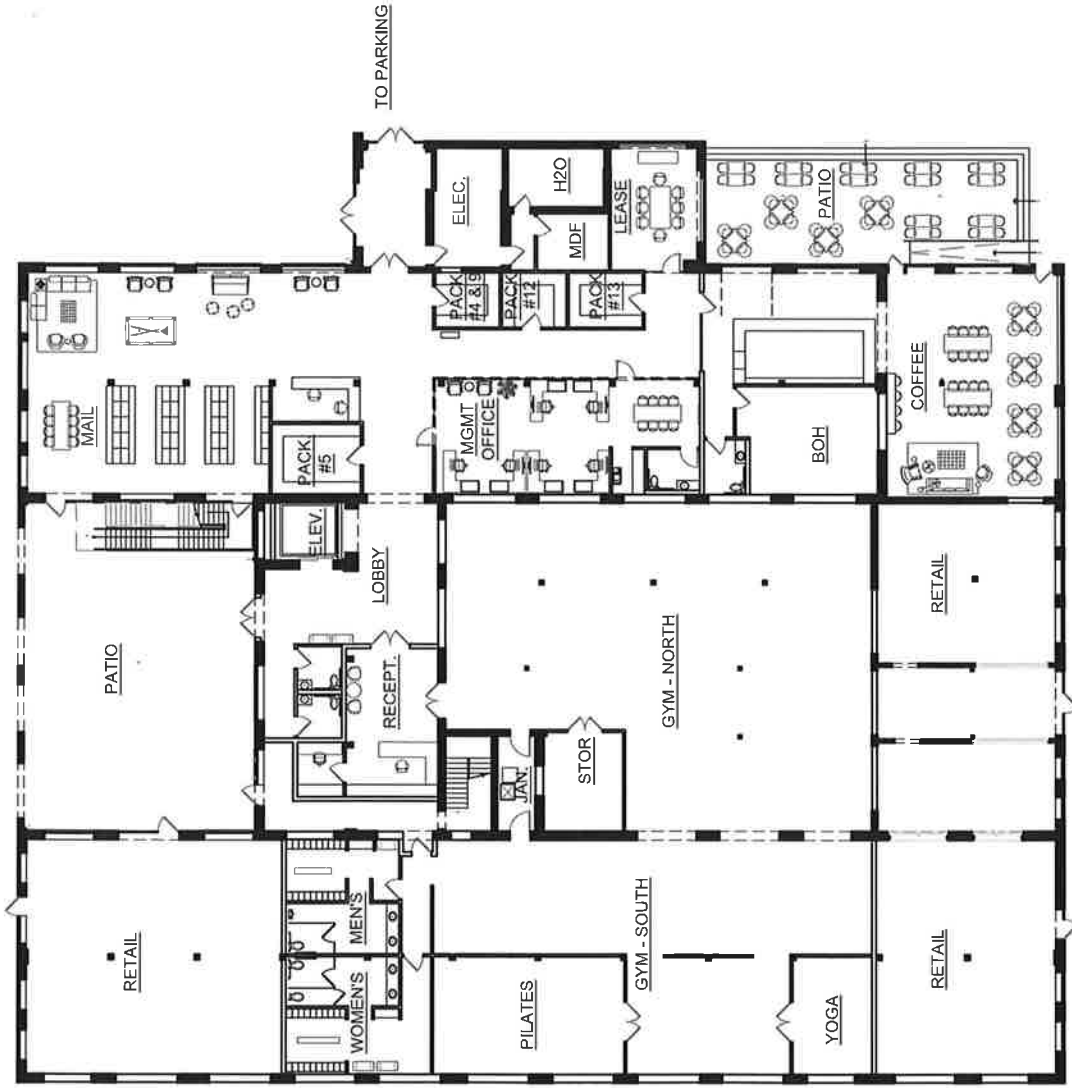


Exhibit G-29
1200 Rock Street
ZBA 051-22

1ST FLOOR PLAN

[illegible]

Exhibit G-30
1200 Rock Street
ZBA 051-22



2ND FLOOR PLAN



TO BLDG'S 12 + 13

BUILDING B4 & B9 MULTI-UNIT



Exhibit G-31
1200 Rock Street
ZBA 051-22



3RD FLOOR PLAN

BUILDING B4 & B9

MULTI-UNIT

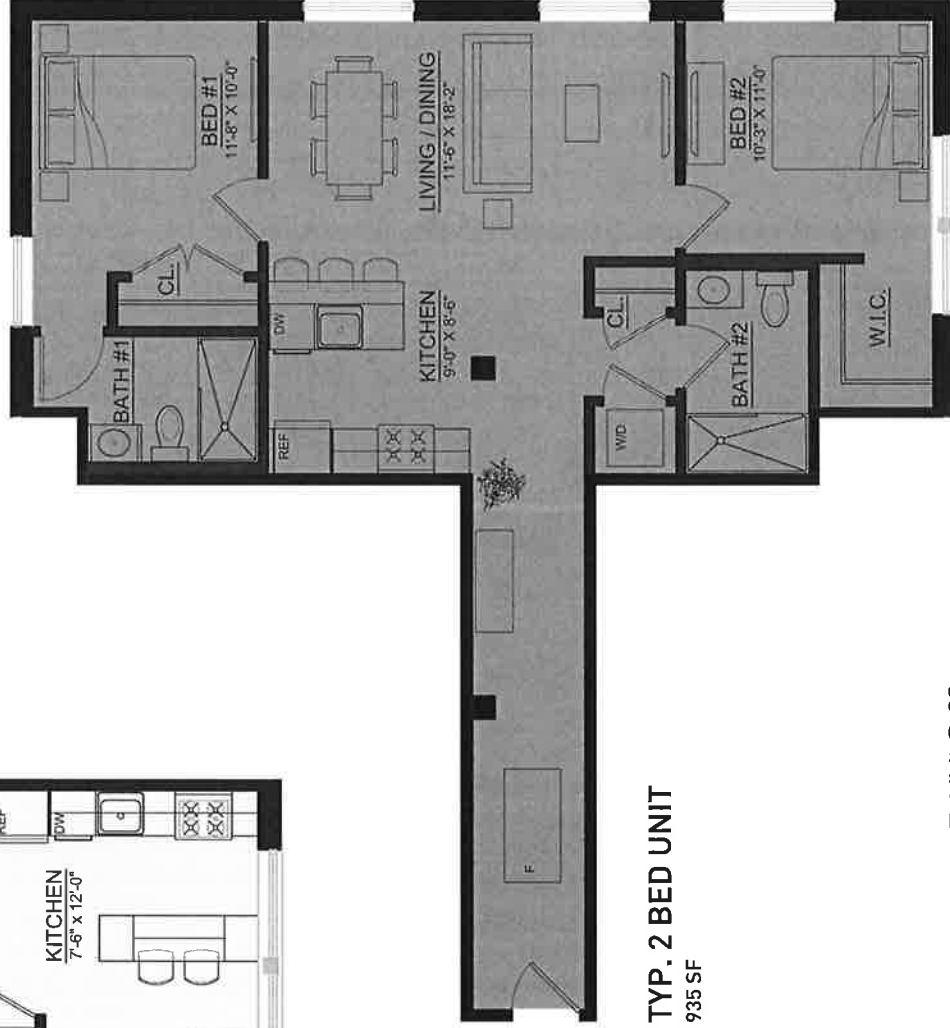
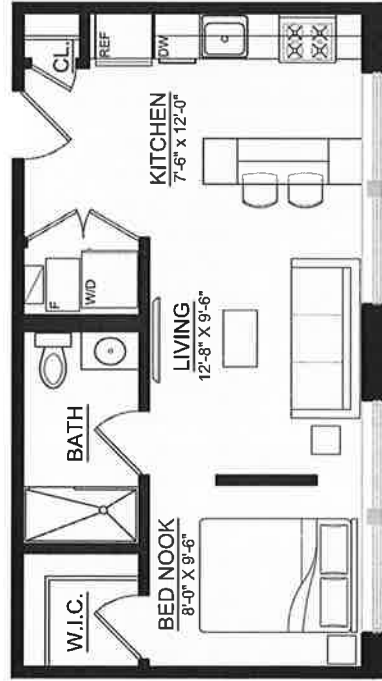


Exhibit G-32
1200 Rock Street
ZBA 051-22

BUILDING B4 & B9

MULTI-UNIT

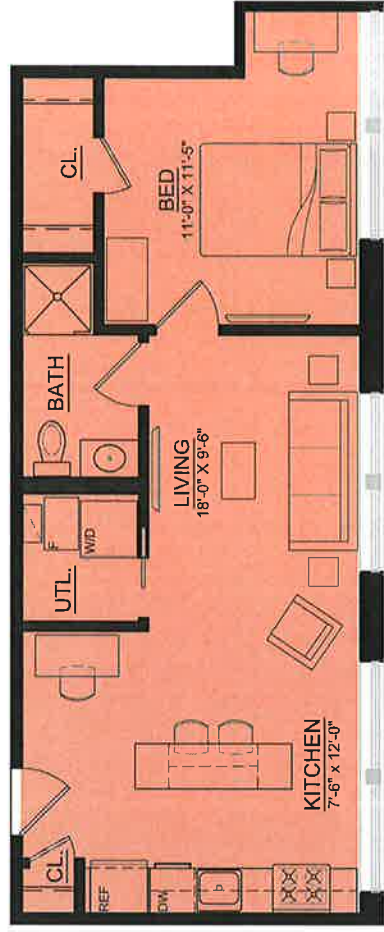
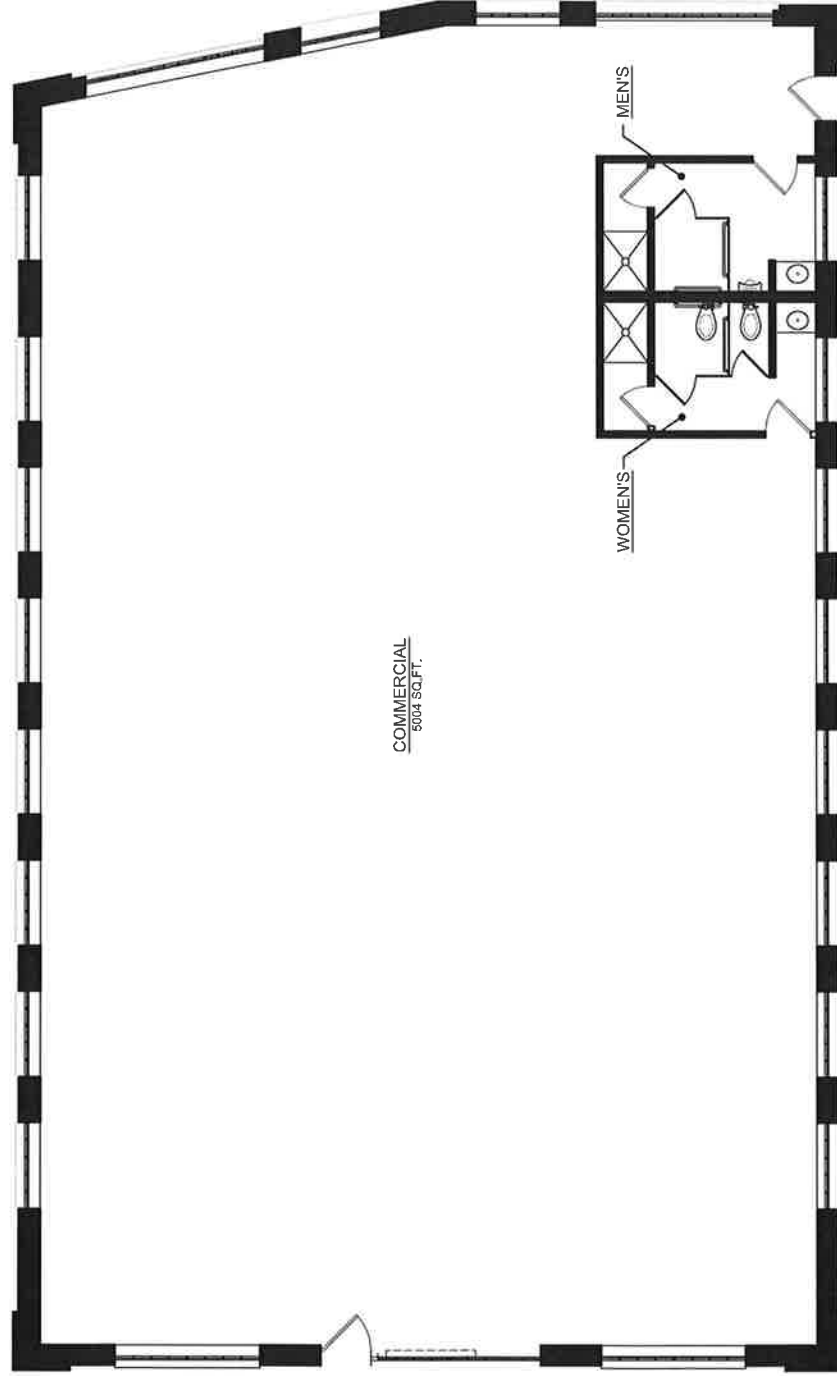


Exhibit G-33
1200 Rock Street
ZBA 051-22

BUILDING B11

COMMERCIAL



COMMERCIAL
5004 SQ.FT.

Exhibit G-34
1200 Rock Street
ZBA 051-22



1ST FLOOR PLAN

BUILDING B11

COMMERCIAL



WEST ELEVATION

Exhibit G-35
1200 Rock Street
ZBA 051-22



RENDERING

RIVER STREET

GATEWAY

RENDER PERSPECTIVE KEY

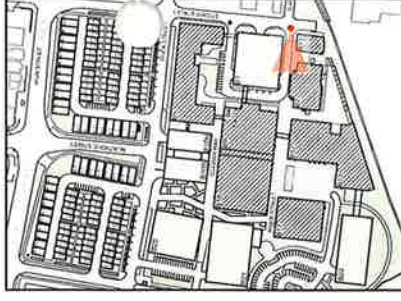


Exhibit G-36
1200 Rock Street
ZBA 051-22

BUILDING B1

PARKING GARAGE

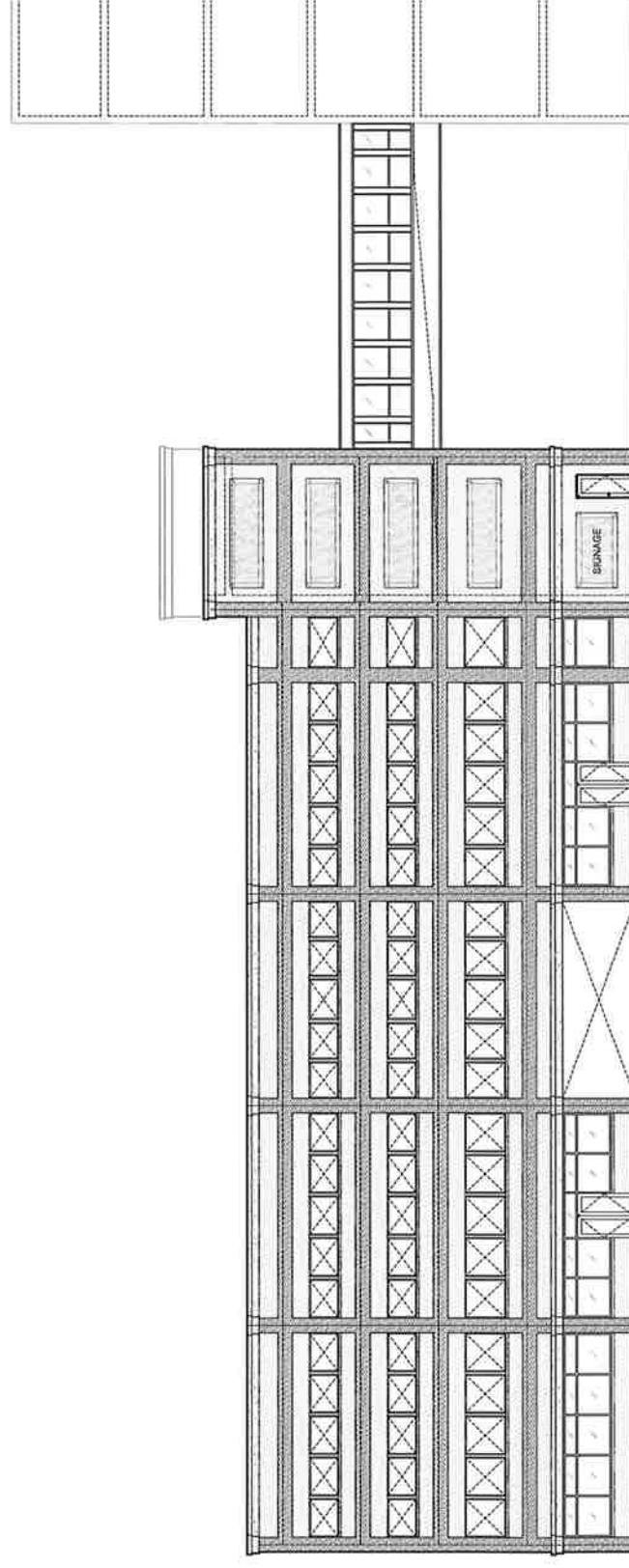
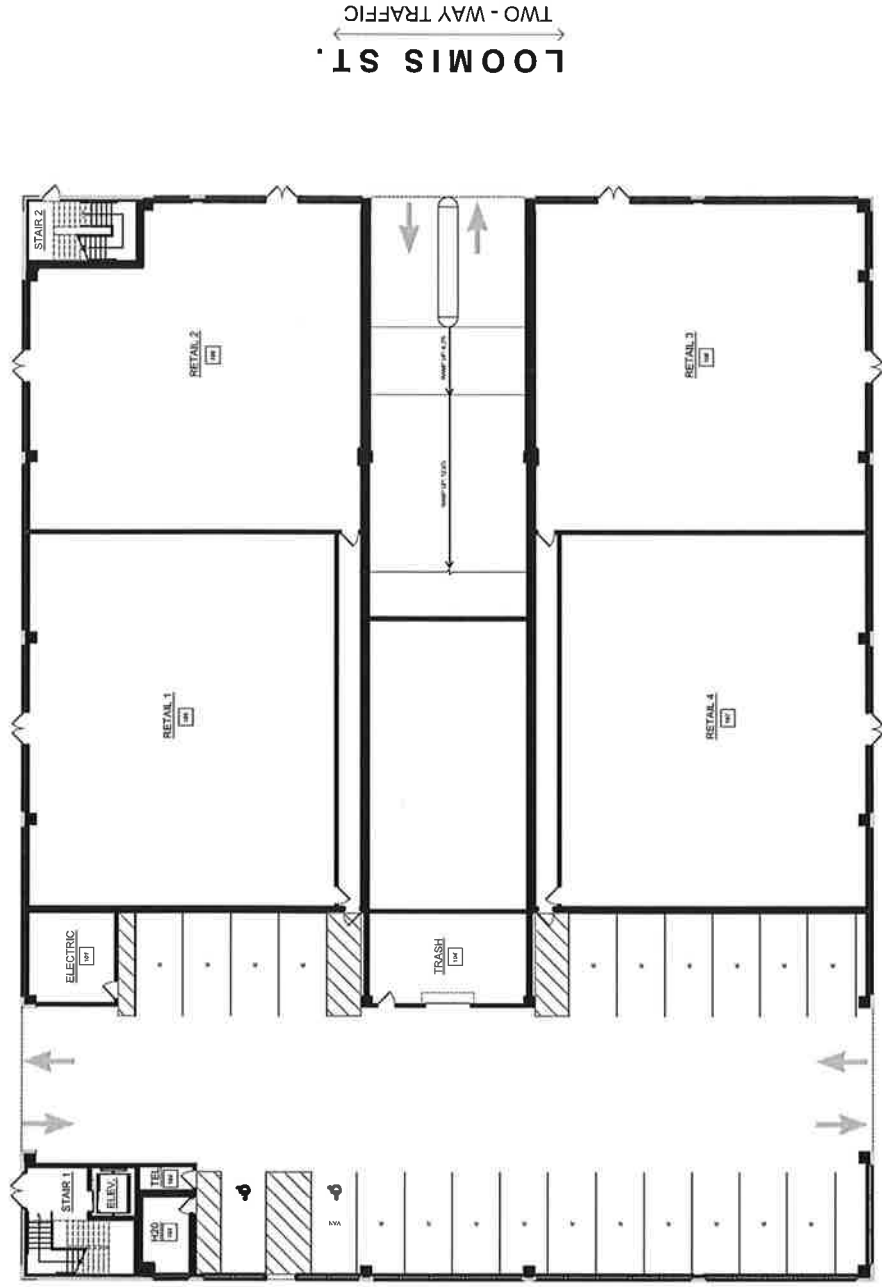


Exhibit G-37
1200 Rock Street
ZBA 051-22

NORTH ELEVATION

BUILDING B1 PARKING GARAGE



LOOMIS ST.
TWO - WAY TRAFFIC

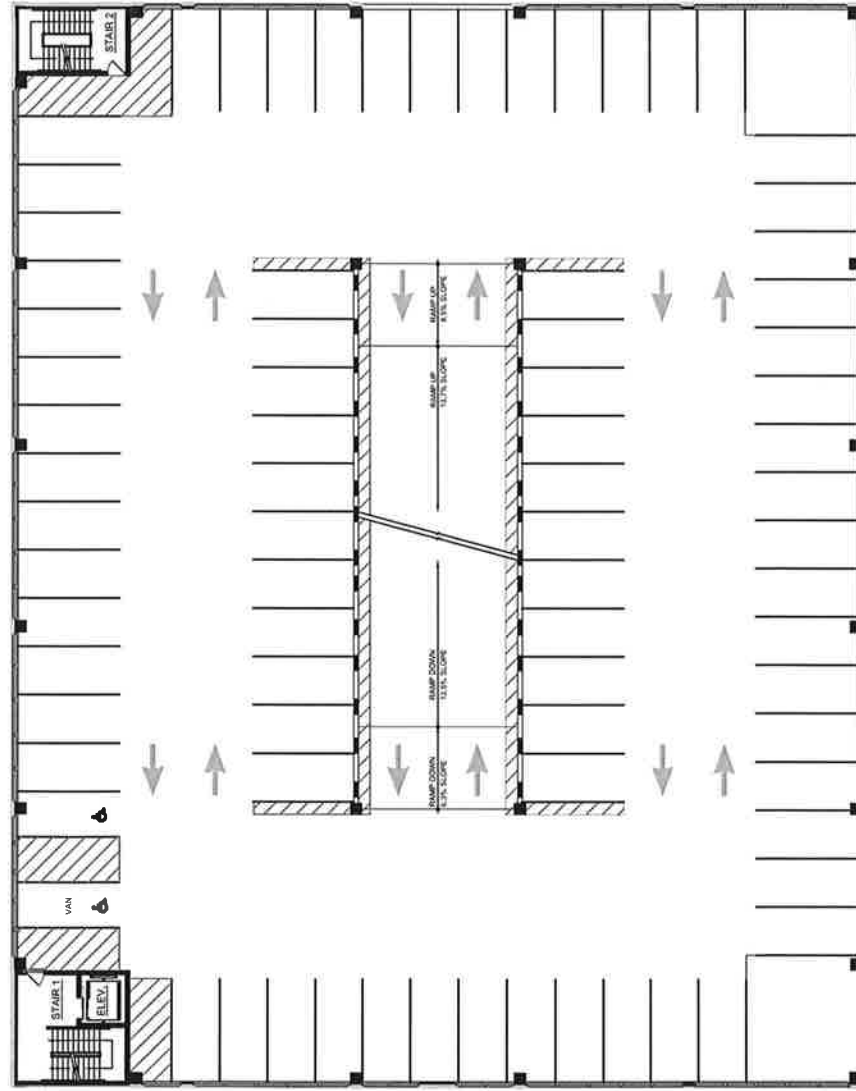
Exhibit G-38
1200 Rock Street
ZBA 051-22



1ST FLOOR PLAN
PARKING TOTAL: 337

BUILDING B1

PARKING GARAGE



2ND FLOOR PLAN
PARKING TOTAL: 337

Exhibit G-39
1200 Rock Street
ZBA 051-22

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BUILDING B1 PARKING GARAGE

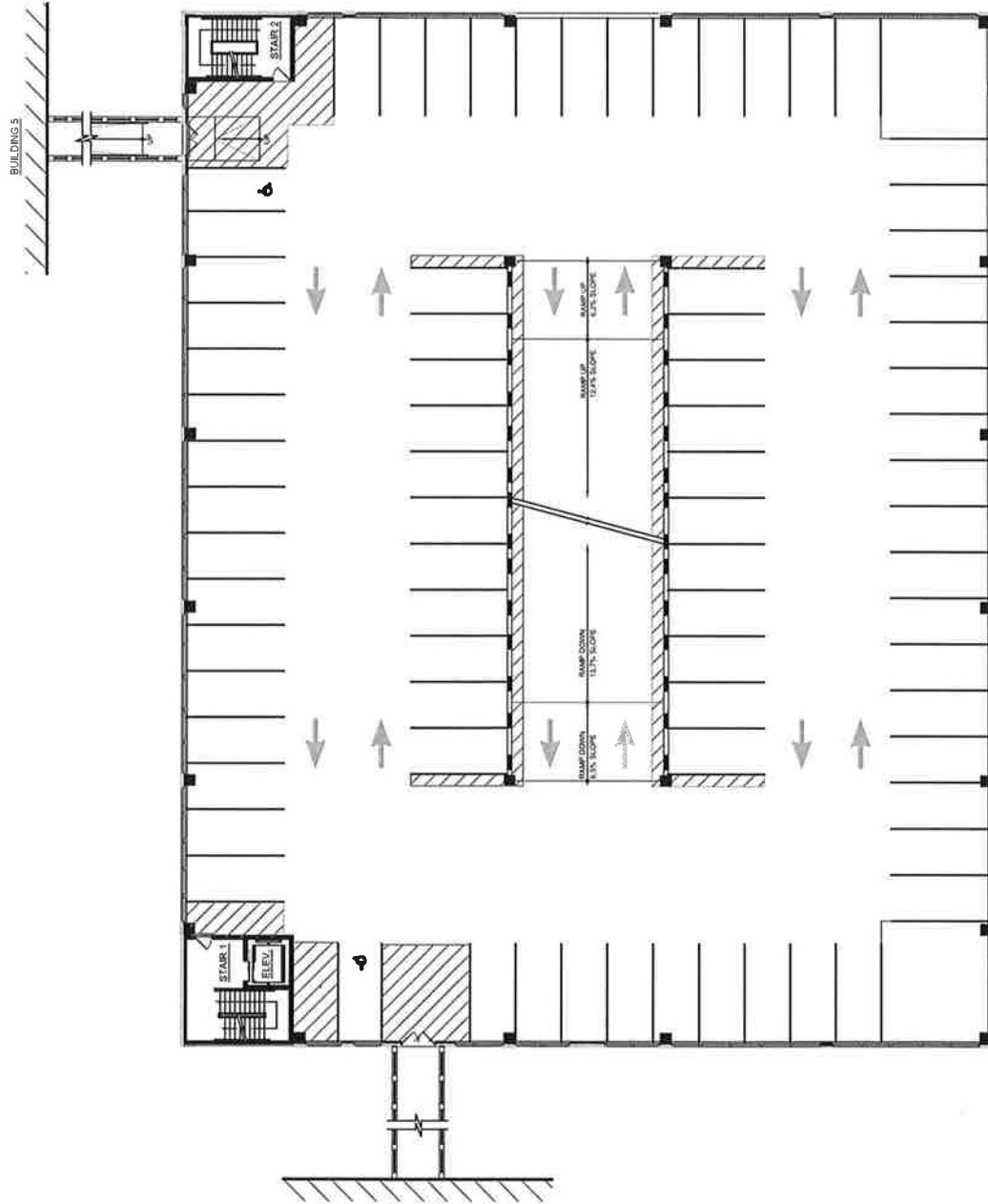


Exhibit G-40
1200 Rock Street
ZBA 051-22



3RD FLOOR PLAN
PARKING TOTAL: 337

BUILDING B1 PARKING GARAGE

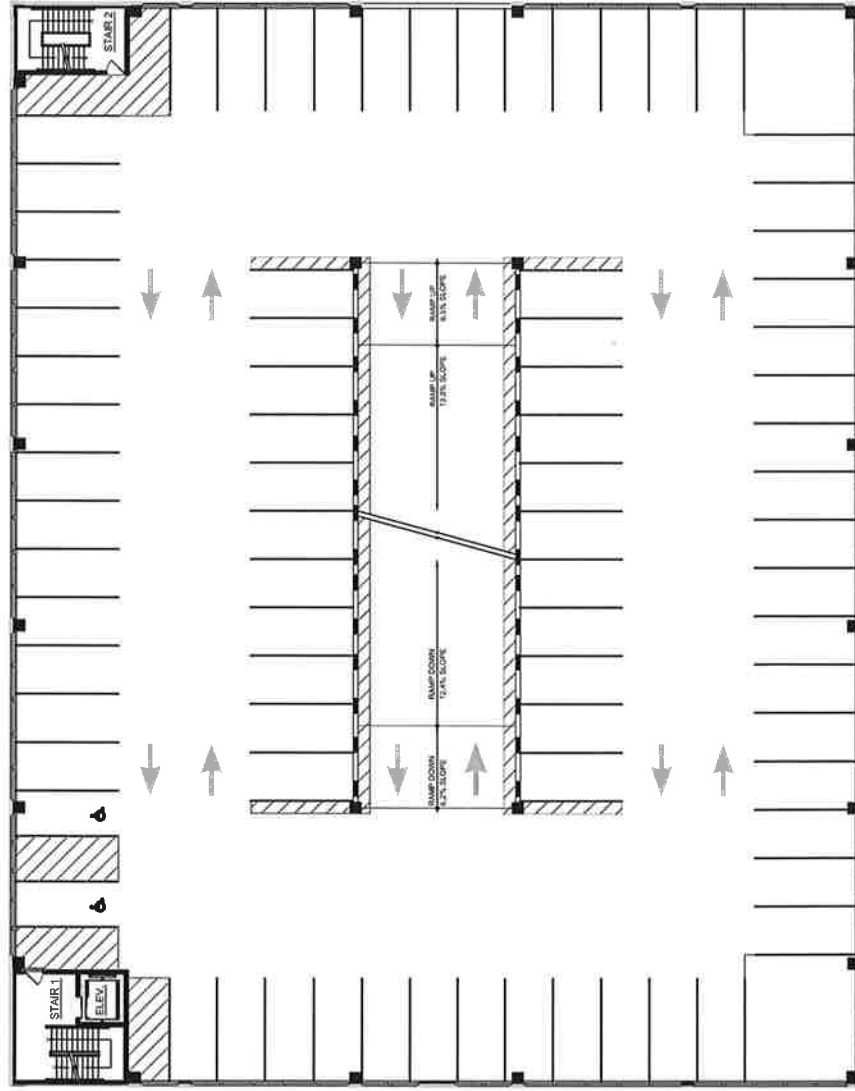


Exhibit G-41
1200 Rock Street
ZBA 051-22



4TH-5TH FLOOR PLAN
PARKING TOTAL: 337

4TH-5TH FLOOR PLAN (REVISED) 12/11/2019

RENDERING

RIVER STREET

RENDER PERSPECTIVE KEY

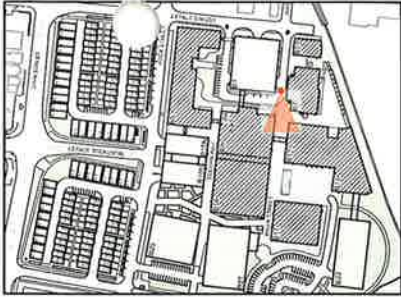


Exhibit G-42
1200 Rock Street
ZBA 051-22

RENDERING

PLAZA AT B12

RENDER PERSPECTIVE KEY

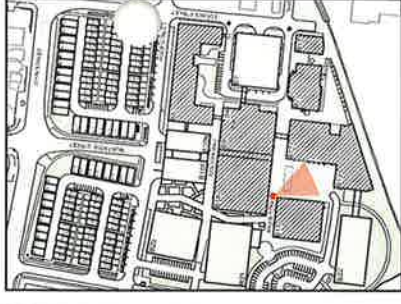


Exhibit G-43
1200 Rock Street
ZBA 051-22

RENDERING

AERIAL FROM SE

RENDER PERSPECTIVE KEY

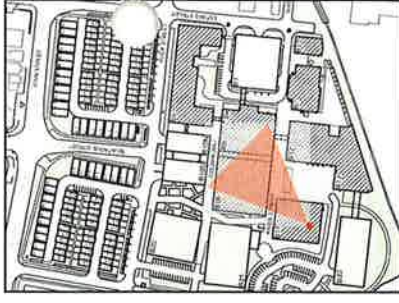


Exhibit G-44
1200 Rock Street
ZBA 051-22

AREA A

SITE PLAN



LEGEND

- (TH) TOWNHOMES (39)
- 3-FLATS (66)
- GREEN SPACE
- 130 PARKING SPACES

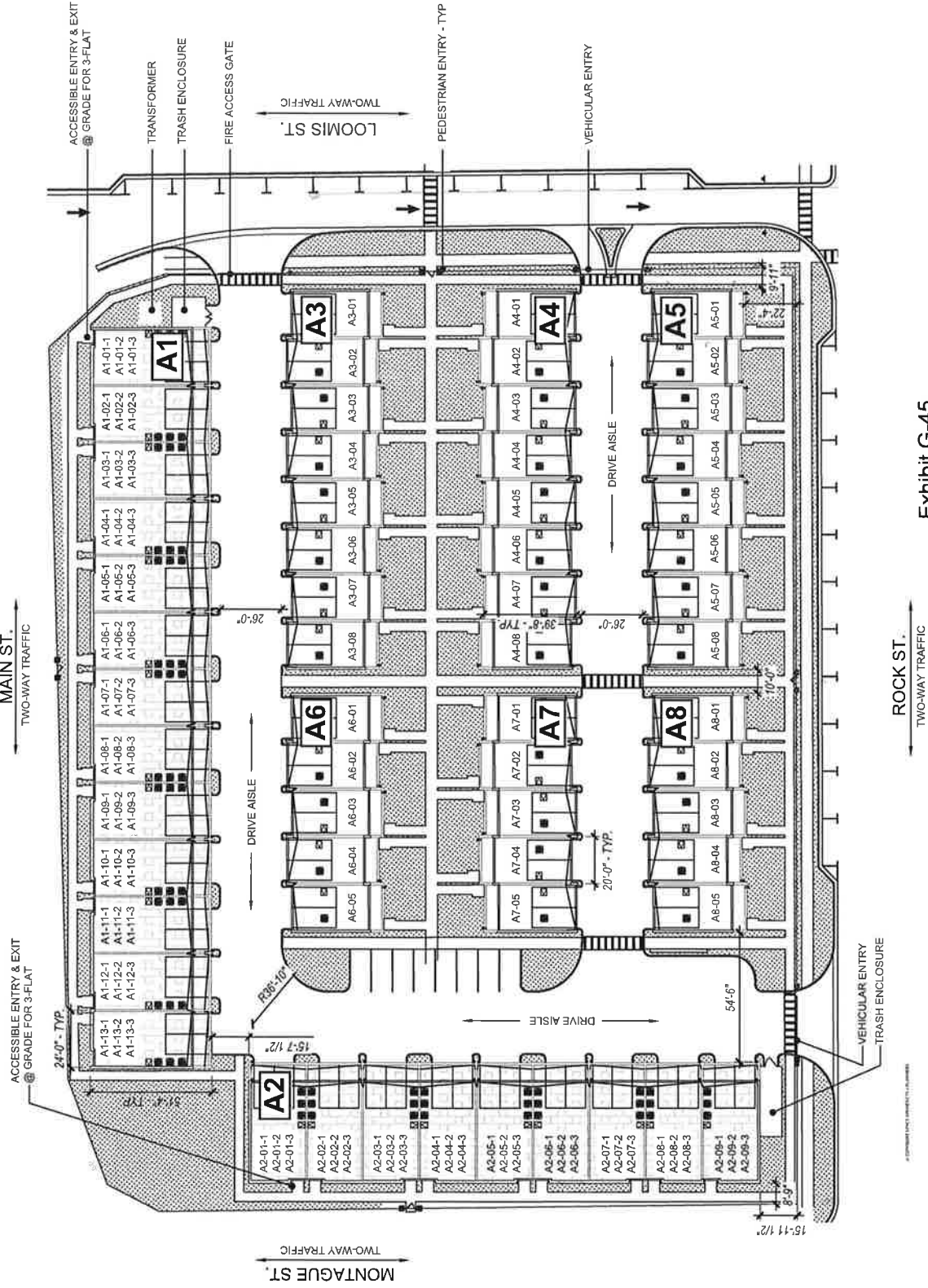


Exhibit G-45
1200 Rock Street
ZBA 051-22

SITE PLAN - AREA A



BUILDING A-1

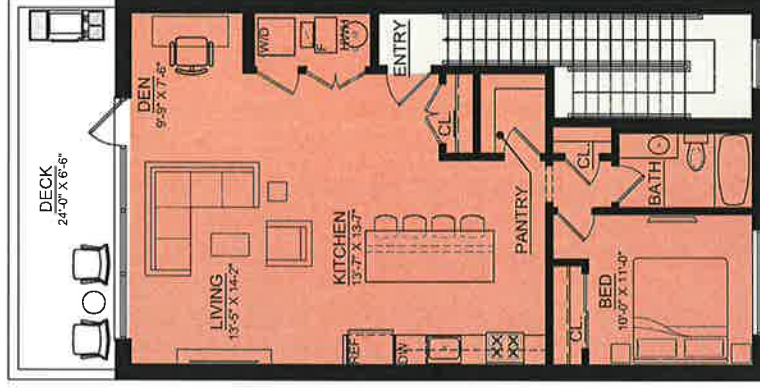
3-FLATS



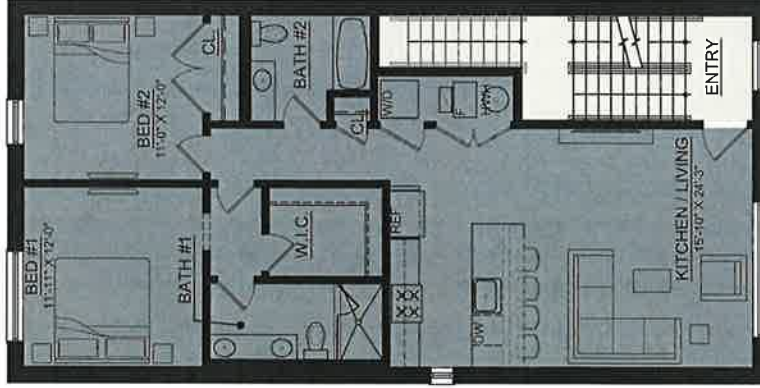
LEGEND

1 BED (QTY 2)

2 BED (QTY 1)

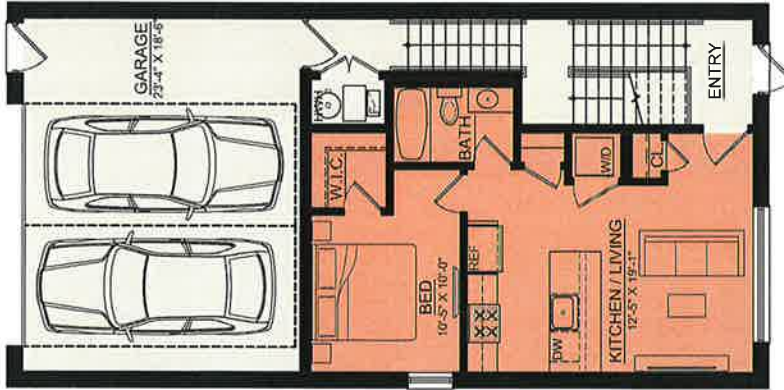


3RD FLOOR - 1 BED / 1 DEN / 1 BATH
918 SF



2ND FLOOR - 2 BED / 2 BATH
1,094 SF

Exhibit G-46
1200 Rock Street
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1ST FLOOR - 1 BED / 1 BATH
576 SF

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BUILDING A-2

TOWNHOMES

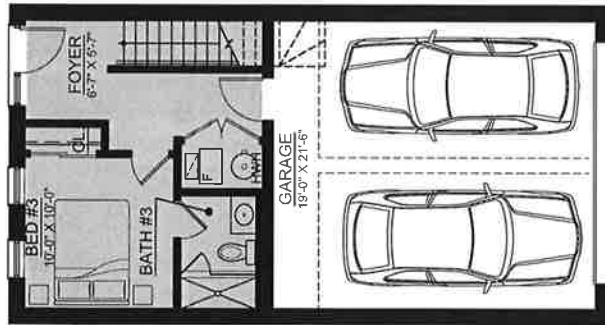
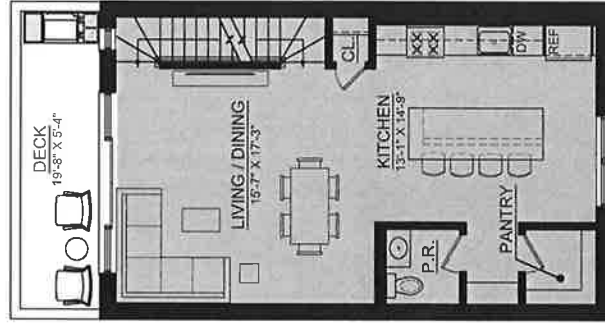
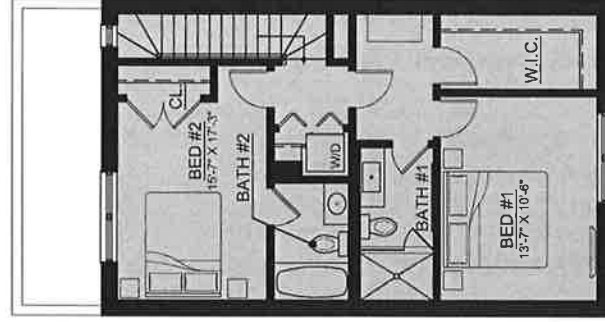
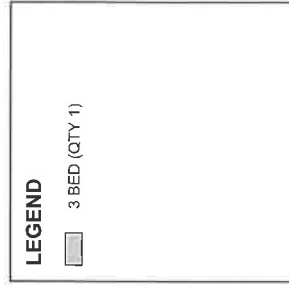


Exhibit G-47
1200 Rock Street
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RENDERING

SITE A



Exhibit G-48
1200 Rock Street
ZBA 051-22

RENDERING

SITE A - 3 FLATS



Exhibit G-49
1200 Rock Street
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RENDERING
SITE A TOWNHOMES



Exhibit G-50
1200 Rock Street
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RENDERING

SITE A DRIVE



Exhibit G-51
1200 Rock Street
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BUILDINGS IN HISTORIC DISTRICT INSPIRATION



Exhibit G-52
1200 Rock Street
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OUT OF DISTRICT INSPIRATION



Exhibit G-53
1200 Rock Street
ZBA 051-22

ZONING ANALYSIS



PREPARED BY:	SPACE A+P							
UPDATED:	09.08.2022							
DESCRIPTION:								
PROJECT NAME:	COLMAN YARDS							
PROJECT ADDRESS:	100 Loomis St.							
	Rockford, IL							
	61101							
Current Building/Property Use(s):			Mixed-use					
Allowed Building/Property Use(s):			Mixed-use					
Site Area - Area A			124,134.81	Sq. Ft.	124,134.81	Sq. Ft.		Sq. Ft.
Site Area - Area B			159,300.60	Sq. Ft.	159,300.60	Sq. Ft.		Sq. Ft.
Site Area - Area C			568,085.50	Sq. Ft.		Sq. Ft.	568,085.50	Sq. Ft.
Site Area - Area D			108,348.88	Sq. Ft.		Sq. Ft.	108,348.88	Sq. Ft.
Site Area - Montague + North 1/2 Rock + Loomis			107,995.76	Sq. Ft.	107,995.76	Sq. Ft.		Sq. Ft.
Site Area - South 1/2 Rock			24,873.21	Sq. Ft.		Sq. Ft.	24,873.21	Sq. Ft.
TOTAL LAND AREA			1,092,738.76	Sq. Ft.	391,431.17	Sq. Ft.	701,307.59	Sq. Ft.
TOTAL LAND AREA - EXCLUDES ROADS			959,869.79	Sq. Ft.	283,435.41	Sq. Ft.	676,434.38	Sq. Ft.
TOTAL LAND AREA - INCLUDES ROADS			1,092,738.76	Sq. Ft.	391,431.17	Sq. Ft.	701,307.59	Sq. Ft.
EXISTING ZONING / AOR			Proposed		Proposed			
			Planned Development		Planned Development			
C-4 (ARTICLE 22)								
Density - No Roads (sq. ft. per unit)			995.72	Sq. Ft.	885.74	Sq. Ft.	1,050.36	Sq. Ft.
Density - with Roads (sq. ft. per unit)			1,133.55	Sq. Ft.	1,223.22	Sq. Ft.	1,088.99	Sq. Ft.
Floor Area Ratio - No Roads:			1.51		1.86		1.37	
Floor Area Ratio - with Roads:			1.33		1.35		1.32	
Proposed Buildable Area:			1,452,000.00	Sq. Ft.	526,968.00	Sq. Ft.	925,032.00	Sq. Ft.

Exhibit G-54
1200 Rock Street
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ZONING ANALYSIS

PHASE I

BUILDING ID	BUILDING USE	ON SITE PARKING	DWELLING UNIT COUNT	PHASE I		PHASE II	
A1	RESIDENTIAL - 3 FLATS	26	39	39	48,360.00 Sq. Ft.		
A2	RESIDENTIAL - 3 FLATS	18	27	27	33,480.00 Sq. Ft.		
A3	RESIDENTIAL - TH	16	8	8	17,280.00 Sq. Ft.		
A4	RESIDENTIAL - TH	16	8	8	17,280.00 Sq. Ft.		
A5	RESIDENTIAL - TH	16	8	8	17,280.00 Sq. Ft.		
A6	RESIDENTIAL - TH	10	5	5	10,800.00 Sq. Ft.		
A7	RESIDENTIAL - TH	10	5	5	10,800.00 Sq. Ft.		
A8	RESIDENTIAL - TH	10	5	5	10,800.00 Sq. Ft.		
	TOTAL	122	105	105	166,080.00 Sq. Ft.		
B1	PARKING	337	0	0	129,084.00 Sq. Ft.		
	RETAIL	0	0	0	15,121.00 Sq. Ft.		
	BRIDGES	0	0	0	840.00 Sq. Ft.		
	TOTAL	337	0	0	145,045.00 Sq. Ft.		
B4 + B9	RESIDENTIAL - APARTMENTS	0	34	34	33,854.00 Sq. Ft.		
	AMENITIES	-	-	-	14,755.00 Sq. Ft.		
	BRIDGES	-	-	-	1,910.00 Sq. Ft.		
	RETAIL	-	-	-	7,258.00 Sq. Ft.		
	TOTAL	0	34	34	57,777.00 Sq. Ft.		
B5	RESIDENTIAL - APARTMENTS	0	181	181	148,976.00 Sq. Ft.		
	AMENITIES	-	-	-	4,240.00 Sq. Ft.		
	TOTAL	0	181	181	153,216.00 Sq. Ft.		
B11	RETAIL	-	-	-	4,850.00 Sq. Ft.		
	TOTAL	0	0	0	4,850.00 Sq. Ft.		
STREET PARKING		42					
	TOTAL	42	0	0			
	PHASE I TOTALS	501	320	320	526,968.00 Sq. Ft.		

Exhibit G-55
1200 Rock Street
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ZONING ANALYSIS

PHASE II



BUILDING ID	BUILDING USE	ON SITE PARKING	DWELLING UNIT COUNT	PHASE I	PHASE II
B7	RETAIL	-	-	-	13,910.00 Sq. Ft.
	TOTAL	0	0	0	13,910.00 Sq. Ft.
B10	PARKING	166	-	-	73,148.00 Sq. Ft.
	RETAIL	-	-	-	4,050.00 Sq. Ft.
	BRIDGES	0	0	-	249.00 Sq. Ft.
	TOTAL	166	0	0	77,447.00 Sq. Ft.
B12	RESIDENTIAL - APARTMENTS	0	24	24	30,500.00 Sq. Ft.
	RETAIL	-	-	-	11,200.00 Sq. Ft.
	TOTAL	0	24	24	41,700.00 Sq. Ft.
B13	RESIDENTIAL - APARTMENTS	0	95	95	102,500.00 Sq. Ft.
	AMENITY	-	-	-	15,025.00 Sq. Ft.
	TOTAL	0	95	95	117,525.00 Sq. Ft.
B17	RETAIL	-	-	-	19,670.00 Sq. Ft.
	TOTAL	0	0	0	19,670.00 Sq. Ft.
B18	RETAIL	-	-	-	34,450.00 Sq. Ft.
	TOTAL	0	0	0	34,450.00 Sq. Ft.
B20	RESIDENTIAL - APARTMENTS	84	84	84	8,200.00 Sq. Ft.
	RETAIL	-	-	-	4,800.00 Sq. Ft.
	TOTAL	84	84	84	13,000.00 Sq. Ft.
B21	RESIDENTIAL - APARTMENTS	84	84	84	103,000.00 Sq. Ft.
	RETAIL	-	-	-	6,800.00 Sq. Ft.
	TOTAL	84	84	84	109,800.00 Sq. Ft.
B22	RESIDENTIAL - APARTMENTS	84	84	84	110,000.00 Sq. Ft.
	TOTAL	84	84	84	110,000.00 Sq. Ft.
C1	RESIDENTIAL - APARTMENTS	176	176	176	216,050.00 Sq. Ft.
	RETAIL	-	-	-	8,100.00 Sq. Ft.
	TOTAL	176	176	176	224,150.00 Sq. Ft.
D1	RESIDENTIAL - 3 FLATS	24	36	36	46,656.00 Sq. Ft.
D2	RESIDENTIAL - 3 FLATS	18	27	27	34,992.00 Sq. Ft.
D3	RESIDENTIAL - TH	8	4	4	9,600.00 Sq. Ft.
D4	RESIDENTIAL - TH	8	4	4	9,600.00 Sq. Ft.
D5	RESIDENTIAL - TH	10	5	5	12,000.00 Sq. Ft.
D6	RESIDENTIAL - TH	14	7	7	16,800.00 Sq. Ft.
D7	RESIDENTIAL - TH	14	7	7	16,800.00 Sq. Ft.
D8	RESIDENTIAL - TH	14	7	7	16,800.00 Sq. Ft.
	TOTAL	110	97	97	163,248.00 Sq. Ft.
GHA	GATE HOUSE	0	0	0	132.00 Sq. Ft.
	TOTAL	0	0	0	132.00 Sq. Ft.
STREET PARKING		113			
	TOTAL	113			
	PHASE II TOTALS	817	644		925,032.00 Sq. Ft.

Exhibit G-56
1200 Rock Street
ZBA 051-22

PROJECT NARRATIVE REDEVELOPMENT OF BARBER COLMAN COMPLEX

Overview of Applicant:

J. Jeffers & Co. (the "Applicant") is a mission-driven real estate development and investment firm based in Milwaukee, Wisconsin, which specializes in large-scale historic preservation, adaptive re-use and architecturally sensitive new construction projects. Jeffers has estimated assets valued at \$364,000,000 under management, 45 properties and 28 employees.

Project Location:

The proposed mixed-use development is located on 22 acres bordered by Loomis Street on the north, Lane and Knowlton Streets on the south, Main Street on the west and the Rock River on the east.

Approvals Sought:

The applicant is seeking approval of a final Planned Unit Development and Plat with relief from certain Design Standards for Phase 1 of the project.

Overview of Development:

The Applicant is proposing to develop a mixed-use development on the site of the former Barber Colman Company. The project includes the following elements:

- *Redevelopment of 10 contributing historic buildings located in the Barber Colman Historic District which were constructed between 1907-1948. The predominant building materials throughout are brick, stone, wood, and concrete. The industrial buildings range in height from one to eight stories.

- *Construction of 73 townhomes, 43 three-flats, four new mixed-use buildings and two enclosed parking garages.

- *Creation of approximately 964 dwelling units made up of historic apartments and new townhomes and flats.

- *Provision of an additional ~130,210 s.f. of neighborhood retail uses and in excess of 150,000 s.f. of open space which will include extensive public spaces, a public central yard and grass amphitheater located along the river.

- *Provision of 1,318 parking spaces to serve the proposed uses and accommodate the public who will be visiting the site.

Exhibit H
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*Phase 1(a) – Historic Rehabilitation and New Parking Garage. The Barber Colman Company Historic District is made up of 10 contributing buildings (nine buildings and one gatehouse.) Phase 1(a), which is an historic tax credit project, includes the rehabilitation of Buildings 4, 5, 9, and 11 (as noted on the attached Comprehensive Plan, Phase 1 (p. 6 of CDP10),) which will be converted into a mix of multi-family residential, commercial, and office spaces.

In addition, the subject project includes the construction of a new building located east of Building 5 and west of Building 11 (as noted on the attached Comprehensive Plan, Phase 1 (p. 6 of CDP10),) at the location of a building that was previously demolished. Building 1 will have an industrial appearance that is compatible with the character of the historic site and will be constructed of reinforced concrete faced with red brick and will stand four stories tall. The first floor will contain retail space while floors two through four (plus the roof) will be dedicated to 337 parking spaces. Two enclosed bridges will be constructed to connect Building 1 to Building 4 to the south and to Building 5 to the west at levels two and three. Bridges will be constructed of a steel frame and infilled with glass and metal panels at the exposed elevations.

As part of the proposed rehabilitation, new mechanical systems will be installed to upgrade the building's heating, cooling, and ventilation systems. All mechanical equipment will be centrally located on the roof so that it is not visible from the public right-of-way. The electrical and plumbing systems will be replaced and brought up to current code standards. A full fire sprinkler system will be installed throughout the buildings.

*Phase 1(b) – New Construction. Phase 1(b) will be located between Main Street, Loomis Street, Rock Street and Montague Street, to the west of the Barber Colman Historic District. This phase will consist of 105 newly constructed residential units - located in three-flat buildings and townhomes. Each townhome will have two parking spaces and each three-flat apartment building will have two parking spaces; there will be a total of 130 (122 internal and 8 surface) parking spaces provided. There are an additional 34 surface parking spaces on the periphery of the site.

The new three-flats and townhomes proposed for Sites A and D will be designed with a material palette complementary to the historic nature of the development and shall incorporate brick, stone, steel, glass and wood in different aspects of each buildings' design.

*Site Improvements: As part of the new construction and proposed rehabilitation, the applicant will undertake the site work associated with the rehabilitation of Buildings 4, 5, 9, 11 and construction of the new buildings. The remainder of the site will remain in its current condition until commencement of later phases. The deteriorated drive lanes and former parking and loading areas will be removed. The site will be re-graded as required to accommodate new streets, parking lots, curb and gutter, entry stairs, ramps, stoops, and walkways around each of the buildings. These new features will be designed to be in keeping with the overall design of the historic complex which is industrial in nature. See the attached Comprehensive Plan, Landscape Plan (p. 17 of CDP10,) which will enhance the overall surrounding site and be Code-compliant.

Drives and walkways will be a combination of concrete, asphalt, and pavers. Additional site work includes new water, sanitary, and storm water connections to within 5'-0" of each building.

Exhibit H-2
1200 Rock Street
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Project Schedule:

The work will occur simultaneously or sequentially. It is anticipated that the project will be undertaken over a 60-month phased rehabilitation. The future phases for the project are as follows:

Phase I: Description provided above

Closing: Q4 of 2022

Construction Completion: Q1 of 2024

Phase II: Completion of the remaining stock of historic buildings (Buildings 12, 13, 17 & 18) as well as new construction of a parking garage and three 84-unit apartment buildings.

- Total apartment units: 371 (252 new construction, 119 historic rehab)
- Commercial Space: approximately 80,000 SF
- Parking Garage

Closing: Q4 of 2023

Construction Completion: Q3 of 2025

Phase III: New construction of townhomes and 3-flats within Site D (west of Rock St./south of Montague St./north of Knowlton St.) and one apartment building outside the historic district.

- Total apartment units: 273 (34 townhomes, 21 3-flats, and a 176-unit new construction apartment building)
- Commercial space: approximately 8,100 SF

Closing: Q3 of 2026

Construction Completion: Q1 of 2028

Miscellaneous Government Reviews:

1. Illinois Department of Natural Resources: IDNR permits will be required for this project, permit applications will be prepared and submitted upon completion of the design documents. The anticipated IDNR submittals include Office of Water Resources, Rivers, Lakes, and Streams Act Approval through a Joint Permit Application, Fish and Wildlife Coordination Act review through a Joint Permit Application, Illinois Endangered Species Protection Act and Illinois Natural Areas Preservation Act review through the Ecological Compliance Assessment Tool (EcoCAT), and Illinois Historic Preservation Division application review.

2. Illinois Department of Transportation, Division of Highways and Winnebago County Highway Department: An access permit is not required as there is no access proposed onto State or County roads. However, there are proposed modifications to the intersection of

Loomis and Main Streets. IDOT has been made aware of these changes and is in the process of reviewing the modifications for approval. The water main design will require working within the State right-of-way as well, so a Utility Permit will be required from IDOT. The Utility Permit will be sought once the water main design has been approved by the City of Rockford.

3. The Winnebago County Soil and Water Conservation District: The application form, fee, and attachments have been submitted to the WCSWCD and the project team is awaiting a response.

Section 30-007-A. General standards that apply to all planned unit developments

Applicants must demonstrate that:

1. Unless otherwise approved as part of the planned unit development, all buildings, structures, and uses of land within the planned unit development shall conform to the area, lot width, yard, height, bulk and character standards of the zoning district in which the planned unit development is located or, for those uses which are not allowed in that zoning district but are allowed as part of the planned unit development, the area, lot width, yard, height, and bulk regulations of the most restrictive district in which they are permitted. A planned unit development application may be combined with (or may consolidate) applications for special use approvals. Regulations otherwise applicable under this ordinance including the character standards of Section 20-007 may be modified as part of the planned unit development approval by the city council in cases where the city council determines that the changes will not negatively affect the value or enjoyment of surrounding property, the provision of municipal services, or the flow of traffic on local streets and that the changes are justified by the standards set forth in this Section.

Applicant Response: The underlying zoning is a C-4 Urban Mixed-Use District. A planned development is sought due to the size of the site, the nature of the proposed mixed-uses and the provision of public amenities. The proposed uses are permitted by the underlying zoning. See the attached Zoning Analysis which confirms that the project complies with the underlying C-4 zoning with regards to floor area ratio, density, setbacks, height, parking and loading. Relief is required from certain C-4 "Urban Street" Design Standards as outlined below:

*Section 22-007-B: Sites A and D, the 3-Flats and Townhomes, do not comply with the setback requirements.

*Section 22-007-C: Sites A and D, the 3-Flats and Townhomes, do not provide the required amount of glazing.

2. Common open space or recreation facilities must be provided in large useable areas and may be designed to provide either active or passive recreation. For residential projects, the open space provided must be equal to or greater in size than the total square footage of any lot size reductions from the underlying zoning requirements. For multifamily or mixed-use development projects with more than 40 dwelling units, open space, or recreation facilities must be provided at a rate equal to 50 square feet per dwelling unit.

Exhibit H-4
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Applicant Response: The proposed development takes advantage of its excellent location on the banks of the Rock River. Significant common open spaces and recreational facilities will be available to the public which will include outdoor and café seating, a splash pad, a dog park, an area for food trucks, gardens, access to water sports, a plaza/market, and amphitheater and wildlife area as noted on the attached Comprehensive Plan, Site Activities (p. 11 of CDP10). In excess of 150,000 s. f. of open space is provided to meet the requirement of 50 s. f. of open space required for each proposed dwelling unit as depicted in the Comprehensive Plan, Open Space (p. 15 of CDP10). Each dwelling unit in Sites A and D have approximately 250 s.f. of open space per unit.

3. Commercial and retail projects with more than 50,000 square feet of floor space must provide pedestrian amenities and facilities at a rate equal in square footage to 1% of the total lot area plus 1% of the total building area. Pedestrian amenities may include paved walking surfaces from parking lots to storefronts; plaza spaces that incorporate outdoor seating and landscaping; or open spaces that can be used for festivals or special events.

Applicant Response: The proposed development complies with Code. In addition to providing in excess of 150,000 s. f. of open space (as described in Paragraph No. 2 above), the project will include in excess of 80,000 sq. ft. of pedestrian-only areas (along Colman Way and River Street), an exterior plaza around Building 7 and another plaza between Buildings 17, 18 and 21.

4. The project incorporates coordinated architectural design elements in terms of building materials, building styles, scale, mass, and character. This standard is not intended to restrict innovation or creative variation in building materials, architectural detailing, building orientation, or building types.

Applicant Response: The Barber Colman Historic District is industrial in character with the buildings being made primarily of brick, stone, wood, and concrete and one to eight stories in height. Proposed new construction will be designed of compatible style and materials and be consistent in height, scale and mass. See the proposed building elevations and renderings for Phase 1 attached within CDP10.

5. A planned unit development must be developed with connections to adjoining properties. Designs should emphasize accessibility, open views, and connections with the larger community and discourage development that divides neighborhoods or restricts access to adjacent property. The design of lots, streets, sidewalks, and paths within a planned unit development must make provisions for the continuation of roads, sidewalks, trails, or paths to adjoining areas.

Applicant Response: The proposed development contains strong pedestrian and vehicular connections to the surrounding neighborhoods. The following existing public streets and sidewalks will be extended into the Colman Yards neighborhood: Montague (via a pedestrian street through Building 10, connecting to Colman Way), Loomis, Knowlton, Rock and River Streets. Additional private roads and sidewalks will connect into the existing street grid. To be clear, any "internal streets" on private property will not be a City of Rockford Street but a privately maintained and used street. In addition, new bicycle and pedestrian paths will be extended to connect to the riverfront. Please see the proposed street and pedestrian improvements noted on the attached Comprehensive Plan, Pedestrian Pathways (p. 14 of CDP 10).

Section 30-008-F. Criteria for approval of a Planned Unit Development

The Zoning Board of Appeals will not recommend approval of nor shall the city council approve a special use for a planned unit development or a major change to the planned unit development unless the proposed development or change complies with all of the following criteria:

1. The design of the planned unit development presents an innovative and creative approach to the development of land and living environments.

Applicant Response: The Barber Colman property has been vacant for 21 years. The proposed development revitalizes the historic district and its landmark buildings. It will provide much needed housing and vibrant open spaces providing amenities for the public. It will take advantage of its location adjacent to the Rock River. Colman Yards will be an excellent example of an urban redevelopment that reflects Rockford's industrial past while looking forward to energizing its downtown and meeting its future needs.

2. The planned unit development meets the requirements and standards of the planned unit development regulations.

Applicant Response: The proposed planned unit development will comply with all planned development regulations except relief will be sought from the following Design Standards listed below:

Design Standards for C-4 "Urban Street (Sections 22-007-B and -C.)

3. The physical design of the planned unit development efficiently utilizes the land and adequately provides for transportation and public facilities while preserving the natural features of the site.

Applicant Response: Attached is the Comprehensive Plan, Transit Routes (p. 13 of CDP10) which depicts the transportation and public facilities that will be provided on site. Colman Yards will take advantage of an existing bus stop at Main and Montague Streets and provide a new bus stop across the intersection. Three ride share opportunities will be located within the development. Colman Yards is located in close proximity to a proposed Amtrak station that will provide access to Chicago and other communities. Finally, there will be designated bike and pedestrian paths that will connect to existing paths in the surrounding area.

4. Open space, common open space, and recreational facilities are provided as required.

Applicant Response: There will be extensive open spaces and recreational facilities provided within Colman Yards, which includes in excess of 150,000 s.f. of open space for its residents and public. Common open spaces will include outdoor and café seating, a splash pad, a dog park, an area for food trucks, gardens, access to water sports along the Rock River, a plaza/market, an amphitheater, and wildlife area.

Exhibit H-6
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5. The modifications in design standards from the subdivision control regulations and the waivers in bulk regulations from the zoning regulations fulfill the intent of those regulations.

Applicant Response: The proposed development will comply with the C-4 bulk regulations, if any. No modifications from subdivision control regulations are needed.

6. The planned unit development is compatible with the adjacent properties and nearby land uses.

Applicant Response: The proposed mixed-use development is consistent with nearby commercial businesses and takes advantage of the opportunity to extend Rockford's residential neighborhoods through the creation of multi-family housing in closer proximity to the Rock River.

7. The planned unit development fulfills the objectives of the official comprehensive plan and planning policies of the city.

Applicant Response: The proposed planned unit development fulfills the objectives of Rockford's Comprehensive Plan which contemplates CD mixed-uses on the subject site. The proposed development is a classic example of the Smart Growth Principles called for by Rockford's Comprehensive Plan and the project meets each of the below goals:

- a. Promote mixed use development;
- b. Take advantage of compact building design;
- c. Create a range of housing opportunities and choices;
- d. Create a walkable community
- e. Foster a distinctive, attractive community with a strong sense of place
- f. Preserve open space, farmland, natural beauty and critical environmental areas
- g. Strengthen and direct development towards the existing urban area
- h. Provide a variety of transportation choices
- i. Make development decisions predictable, fair and cost effective
- j. Encourage community and stakeholder collaboration in development decisions

In addition, the proposed planned unit development is consistent with the design guidelines for projects to be located adjacent to the Rock River. The proposed project complies with the guideline providing that "Obsolete and incompatible industrial uses should be replaced with commercial, residential or recreational uses." The project complies with the City's goal to provide public access physically and visually to the river and to provide access to restaurants, cultural uses and active and passive recreational opportunities for Rockford citizens. Through the provision of an amphitheater, the project will also comply with the guideline to "Provide a major public plaza on the riverfront suitable for accommodating community festivals, concerts and other large-scale community events." New construction and parking will be set back a minimum of 14 feet from the riverbank with a minimum of 14 feet of landscaping/buffering along the riverfront.

8. The Zoning Board of Appeals shall be required to make written findings of fact based on the criteria for approval on a planned unit development application or any changes to a planned unit development.

Exhibit H-7
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Applicant Response:

*The establishment, maintenance or operation of the special use permit will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

Applicant Response: The proposed planned development will preserve the public health, safety, morals, comfort and general welfare. The project will be designed in conformity with Smart Growth Principles and in compliance with all federal, state and local laws, codes and regulations. The proposed use will enhance public health through remediation of existing environmental conditions and compliance with all building codes.

*The special use permit will not be injurious to the use and enjoyment of other property in the immediate vicinity nor substantially diminish or impair property values within the neighborhood.

Applicant Response: The proposed development will enhance the use and enjoyment of other property in the area through the redevelopment of a long-vacant property, the rehabilitation of an historic district and its contributing buildings, the introduction of much needed retail and commercial uses and the jobs that they will create, attractive landscaping, and open space, riverfront and pedestrian amenities available to the public. New multi-unit housing will also create diverse residential opportunities for this community. The end result will be enhanced property values within the neighborhood.

*The establishment of the special use will not impede the normal or orderly development and improvement of the surrounding property for uses permitted in the district.

Applicant Response: The proposed planned development will enhance the normal and orderly development and improvement of surrounding uses and will be an enhancement of the overall area.

*Adequate utilities, access roads, drainage and/or necessary facilities have been, are being, or will be provided.

Applicant Response: All necessary utilities, access roads, drainage and other needed facilities will be provided as noted on the Comprehensive Plan, Setback and Utility Plan (p. 18 of CDP10).

*Adequate measures have been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets.

Applicant Response: The Applicant is working closely with the Rockford Transportation Department and IDOT to ensure that all necessary measures are being taken to minimize traffic congestion on the public streets.

*The special use must, in all other respects, conform to the applicable regulations of the district in which it is located, except in those instances wherein either the use of the property is nonconforming, in which case, exceptions may be made as appropriate to result in the nonconforming use, or property becoming more compatible with the existing character of the area.

Exhibit H-8
1200 Rock Street
ZBA 051-22

Applicant Response: The project will comply with all applicable regulations of the district except for certain Design Standards as outlined below:

Design Standards for C-4 "Urban Street (Sections 22-007-B and -C.)

Exhibit H-9
1200 Rock Street
ZBA 051-22

Darius Morrow

From: Steve McKeever <stevepiem@aol.com>
Sent: Wednesday, October 5, 2022 12:56 PM
To: Darius Morrow
Subject: Special Use Permits for 1XX ROCK STREET and or BARBER COLMAN REDEVELOPMENT PROJECT

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

10/5/2022

Mr. Morrow

Could you please ask at our upcoming city zoning board of appeals the following questions on our October 18, 2022 public hearing the following questions?

1. Will this mixed use special permit that is being applied for by J. Jeffers company change or attempt to change any of the next door neighbors "north" of the development they're zoning on they're properties?
2. Is it the cities intention and or Jeffers group to make green space of the properties north of Loomis and Rock street?
3. Would it be fair to say that commercial properties North of the development of (Loomis St and Rock St) will be acquired by ether the city of Rockford and or the J. Jeffers group to help facilitate this development along with provide clear accessibility to the Morgan Street bridge? If so, have the owners of these properties been contacted or presented with potential buyout terms?

Thank you

Steve McKeever



September 22, 2022

City of Rockford
425 E. State Street
Rockford, IL 61104
Attn: Zoning Board of Appeals

Dear City of Rockford Zoning Board of Appeals,

The Rockford Area Economic Development Council is pleased to support J. Jeffers & Co.'s proposed Planned Unit Development for the 22-acre site featuring the treasured Barber-Colman Company Historic District.

Representing a nearly \$400MM total investment in historic rehabilitation, adaptive reuse and new construction, the project will provide a highly accessible, integrated mix of uses – residential, commercial and substantial green/public amenity spaces – that will enable meaningful and unique riverfront activation.

RAEDC has had the opportunity to learn about J. Jeffers & Co.'s initial design and activation plans for the Barber-Colman site and appreciates the comprehensive and thoughtful approach that the company has taken in its redevelopment proposal. Throughout its due diligence period, J. Jeffers & Co. has exhibited a commitment to *place-keeping* alongside *place-making*, and we look forward to continuing our dialogue with the company about how we, together, leverage these new spaces for inclusive, generative growth in Southwest Rockford and beyond.

Redevelopment of the Barber-Colman Company Historic District will demonstrate to the business community that Rockford is a thriving community where investment is welcome. New homes mean that talent is available – the first factor to business retention and attraction that is the core mission of the Rockford Area Development Council. This exciting redevelopment project signals that Rockford is ready for growth.

Thank you for your consideration of this important project and opportunity.

Sincerely,

Theresa Thill





September 22, 2022

City of Rockford
425 E. State Street
Rockford, IL 61104
Attn: Zoning Board of Appeals

Dear City of Rockford Zoning Board of Appeals,

Comprehensive Community Solutions, Inc. is pleased to support J. Jeffers & Co.'s proposed Planned Unit Development for the 22-acre site featuring the treasured Barber-Colman Company Historic District.

Representing a nearly \$400MM total investment in historic rehabilitation, adaptive reuse and new construction, the project will provide a highly accessible, integrated mix of uses – residential, commercial and substantial green/public amenity spaces – that will enable meaningful and unique riverfront activation.

Comprehensive Community Solutions, Inc. has had the opportunity to learn about J. Jeffers & Co.'s initial design and activation plans for the Barber-Colman site and appreciates the comprehensive and thoughtful approach that the company has taken in its redevelopment proposal. Throughout its due diligence period, J. Jeffers & Co. has exhibited a commitment to *place-keeping* alongside *place-making*, and we look forward to continuing our dialogue with the company about how we, together, leverage these new spaces for inclusive, generative growth in Southwest Rockford and beyond.

Comprehensive Community Solutions, Inc. plans to leverage this development to advance our priority of connecting young people to apprenticeship jobs that will work on the development. This supports the diversification of the trades.

Thank you for your consideration of this important project and opportunity.

Please find attached requested documents.

Sincerely,

William Chatman,
Executive Director/CEO
Comprehensive Community Solutions, Inc.

September 22, 2022



713 East State Street
Rockford, Illinois 61104
815-963-6765
www.artsforeveryone.com

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City of Rockford
425 E. State Street
Rockford, IL 61104
Attn: Zoning Board of Appeals

Dear City of Rockford Zoning Board of Appeals,

The Rockford Area Arts Council is pleased to support J. Jeffers & Co.'s proposed Planned Unit Development for the 22-acre site featuring the treasured Barber-Colman Company Historic District. Rockford's South Main Corridor is experiencing an overdue overhaul and as the City looks ahead to what's next—the Barber-Colman site is optimally placed to be the epicenter of the Corridor's renaissance.

Representing a nearly \$400MM total investment in historic rehabilitation, adaptive reuse, and new construction, the project will provide a highly accessible, integrated mix of uses – residential, commercial, and substantial green/public amenity spaces – that will enable meaningful and unique riverfront activation.

In its meeting with the J. Jeffers Team, the Rockford Area Arts Council has had the opportunity to learn about J. Jeffers & Co.'s initial design and activation plans for the Barber-Colman site and appreciates the comprehensive and thoughtful approach that the company has taken in its redevelopment proposal. Throughout its due diligence period, J. Jeffers & Co. has exhibited a commitment to *place-keeping* alongside *place-making*, and we look forward to continuing our dialogue with the company about how we, together, leverage these new spaces for inclusive, generative growth in Southwest Rockford and beyond.

J. Jeffers team members, at their meeting with the Arts Council, demonstrated intentionality in their inclusive approach to community input. In alignment with the Arts Council's mission, J. Jeffers team members agree that increased access to a vibrant arts and culture life is essential to the success of the South Main Corridor, and the greater Rockford community. The Barber-Colman site offers endless opportunities for access to and engagement in the arts, from potential arts and culture organization's office spaces to the installation of indoor/outdoor performance spaces for local artists and musicians. The incorporation of arts and culture into the Barber-Colman site, offered by J. Jeffers, is a thrilling proposition—and one that I hope the Zoning Board seriously considers.

Thank you for your consideration of this important project and opportunity.

Sincerely,

Mary McNamara Bernsten

Rockford Area Arts Council, Executive Director



30 N. Michigan Ave.
Suite 2020
Chicago, IL 60602
www.landmarks.org
(312) 922-1742

September 30, 2022

Rockford Zoning Board of Appeals
Rockford Historic Preservation Commission
City of Rockford
425 E. State Street
Rockford, IL 61104

To the Rockford Zoning Board of Appeals and Historic Preservation Commission:

On behalf of Landmarks Illinois, please accept this letter of support for the proposed rehabilitation of the Barber Colman (Colman Yards) campus by J. Jeffers & Co. The reuse and rehabilitation of the Barber Colman site, listed in the National Register of Historic Places, will provide much-needed investment and activity to the vacant property.

Founded in 1971, Landmarks Illinois is the state's leading voice for historic preservation. Our mission is to inspire and empower people to save the places that matter to them and their communities. In 2012, Landmarks Illinois helped to pass the River Edge Historic Tax Credit Program (RE-HTC) in Rockford and four other communities with the goal of incentivizing the revitalization of historic structures while creating jobs and stimulating local economies. Landmarks Illinois then worked to extend the RE-HTC, which is now available until December 31, 2026.

The proposed rehabilitation of the Barber Colman campus is currently in process for both the RE-HTC and the Federal Historic Preservation Tax Credit, leveraging these state and federal incentives to benefit the local economy. Rockford has seen the transformative impact of similar projects, including the rehabilitation and reopening of the Prairie Street Brewhouse building and the Ziock Building. The Friends of Ziock group received statewide acclaim for their advocacy that inspired the reuse of the Ziock Building as an Embassy Suites, including a 2020 Landmarks Illinois Richard H. Driehaus Foundation Preservation Award. The Barber Colman (Colman Yards) project will use these same incentives to build upon these Rockford success stories.

Landmarks Illinois offers its support of the proposed rehabilitation project at the historic Barber Colman (Colman Yards) campus as a continuation of Rockford's revitalization and vision for the future.

Sincerely,

Frank Butterfield
Chief Operating Officer

October 7, 2022

City of Rockford
425 E. State Street
Rockford, IL 61104
Attn: Zoning Board of Appeals

Dear City of Rockford Zoning Board of Appeals,

The Community Foundation of Northern Illinois is pleased to support J. Jeffers & Co.'s proposed Planned Unit Development for the 22-acre site featuring the treasured Barber-Colman Company Historic District. Representing a nearly \$400MM total investment in historic rehabilitation, adaptive reuse and new construction, the project will provide a highly accessible, integrated mix of uses – residential, commercial and substantial green/public amenity spaces – that will enable meaningful and unique riverfront activation.

J. Jeffers & Co. reached out to the Community Foundation very early on in its development process seeking input on how to best serve the community and engage with its residents. Representatives from J. Jeffers truly sought to truly understand Rockford, its history and both its challenges and successes. Since that initial meeting, the team at J. Jeffers has continued to engage with the Foundation in a variety of ways, including helping us promote the legacy of giving and innovation embodied by Howard D. Colman by participating in a celebration of our current round of Colman Scholars at the historic site.

It is my personal belief that this project will be truly transformational for the city and, in particular, for the residents of Southwest Rockford. Further, it is my belief that opportunities will continue for the Foundation to partner with J. Jeffers in helping us fulfill our mission of creating a healthy and sustainable community, and I look forward to working with them for years to come.

Thank you for your consideration of this important project and opportunity.

Sincerely,



Daniel Ross
President



COMMUNITY FOUNDATION
OF NORTHERN ILLINOIS

946 N. SECOND STREET • ROCKFORD, IL 61107 • 815-962-2110 • www.cfnil.org