

STATE OF ILLINOIS       )  
  ) SS  
COUNTY OF WINNEBAGO   )


**CERTIFICATE OF PUBLICATION IN PAMPHLET FORM**

I, the undersigned, do hereby certify that I am the duly qualified and acting Legal Director and ex officio Keeper of the Records and Seal of the City of Rockford, Winnebago and Ogle Counties, Illinois (the "City"), and as such official I am the keeper of the official journal of proceedings, books, records, minutes and files of the City and of the City Council (the "City Council") thereof.

I do further certify that on the 28th day of June 2021 there was published in pamphlet form, by authority of the City Council, a true, correct and complete copy of Ordinance No. **2021-120-O** and said resolution was so published on said date readily available for public inspection and distribution, in sufficient number, at my office as Legal Director and ex officio Keeper of the Records and Seal located in the City.

IN WITNESS WHEREOF I have affixed hereto my official signature and the seal of the City, this 28th day of June 2021.

[SEAL]

  
\_\_\_\_\_  
LEGAL DIRECTOR AND *EX OFFICIO*  
KEEPER OF THE RECORDS AND SEAL

**ORDINANCE NO. 2021- 120 -O**

**AN ORDINANCE OF THE CITY OF ROCKFORD, WINNEBAGO AND OGLE  
COUNTIES, ILLINOIS, APPROVING THE CITY OF ROCKFORD KISHWAUKEE  
AND HARRISON TAX INCREMENT FINANCING DISTRICT REDEVELOPMENT  
PROJECT AREA REDEVELOPMENT PLAN AND PROJECT**

**WHEREAS**, the City of Rockford, Winnebago and Ogle Counties, Illinois (the "*City*"), is a duly organized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

**WHEREAS**, it is desirable and in the best interest of the citizens of the City of Rockford, Winnebago and Ogle Counties, Illinois, for the City to implement tax increment allocation financing pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 *et seq.*, as amended (the "*Act*"), for the proposed Kishwaukee and Harrison Tax Increment Financing District ("Kishwaukee Harrison TIF District) redevelopment plan and redevelopment project (the "*Plan and Project*") within the municipal boundaries of the City within a proposed redevelopment project area (the "*Area*") described in Section 2(A) of this Ordinance, which Area constitutes in the aggregate more than one and one-half acres; and

**WHEREAS**, the City authorized a study in regard to the designation of the Area for the Kishwaukee Harrison TIF District and the preparation of the Plan in relation thereto; and

**WHEREAS**, the City made available for public inspection the Plan and Project, with said Plan containing an eligibility study (or qualifications report) for the Kishwaukee Harrison TIF District, addressing the tax increment financing eligibility of the Area (the "Eligibility Study"); and

**WHEREAS**, the Mayor and City Council of the City (the "*Corporate Authorities*") desire to implement tax increment financing pursuant to the Act for the Plan and Project within the municipal boundaries of the City and within the Area described and depicted in Exhibit A, Exhibit B, and Exhibit C, each being attached hereto and made part hereof; and

**WHEREAS**, pursuant to Section 11-74.4-5 of the Act, the Corporate Authorities called a public hearing relative to the Plan and Project and the designation of the Area as a redevelopment project area under the Act for May 17, 2021; and

**WHEREAS**, due notice with respect to such hearing was given pursuant to Section 11-74.4-5 of the Act, said notice being given to taxing districts and to the Department of Commerce and Economic Opportunity of the State of Illinois by certified mail on March 30 2021, by publication on March 25, 2021, and May 1 and May 2, 2021, by certified mail to taxpayers within the Area on April 30, 2021, and to residential addresses within 750 feet of the boundaries of the Area on April 30, 2021; and

**WHEREAS**, the City has heretofore convened a joint review board as required by and in all respects in compliance with the provisions of the Act; and

**WHEREAS**, the joint review board met on April 15, 2021, to review the public record, planning documents and proposed ordinances approving the Plan and Area and consider whether the Plan and Area satisfy the requirements of the Act; and

**WHEREAS**, on April 15, 2021, the joint review board considered and approved a resolution recommending approval of the Area, Plan and the designation of the Area; and

**WHEREAS**, pursuant to the Act, the Corporate Authorities have waited at least fourteen (14) days, but not more than (90) days, from the public hearing date to introduce this Ordinance to the City Council of the City.

**WHEREAS**, the Corporate Authorities have reviewed the information concerning such factors presented at the public hearing and have reviewed other studies and are generally informed of the conditions in the proposed Area that could cause the Area to be a “conservation area” as defined in the Act; and

**WHEREAS**, the Corporate Authorities have reviewed the conditions pertaining to lack of private investment in the proposed Area to determine whether private development would take place in the proposed Area as a whole without the adoption of the proposed Plan; and

**WHEREAS**, it is the intent of the Corporate Authorities to utilize the tax increment from all sources authorized by law; with such revenues to be exclusively utilized for the development of the Plan within the Area (except as provided in 65 ILCS 5/11-74.4-4(q)); and

**WHEREAS**, the Area would not reasonably be redeveloped without the use of such incremental revenues; and

**WHEREAS**, the Corporate Authorities have reviewed the conditions pertaining to real property in the proposed Area to determine whether contiguous parcels of real property and improvements thereon in the proposed Area would be substantially benefited by the proposed Plan improvements; and

**WHEREAS**, the Corporate Authorities have reviewed the proposed Plan and Project and also the existing Comprehensive Plan for development of the City as a whole to determine whether the proposed Plan and Project conform to the comprehensive planning process of the City.

**NOW, THEREFORE, BE IT ORDAINED** by the Corporate Authorities of the City of Rockford, Winnebago and Ogle Counties, Illinois, as follows:

**SECTION 1. *Recitals.*** That the above recitals and findings are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

**SECTION 2. Findings.** That the Corporate Authorities hereby make the following findings:

a. The Area is legally described in Exhibit A, a copy of which is attached hereto and made a part hereof, as if fully set forth in its entirety. The general street location for the Area is described in Exhibit B, a copy of which is attached hereto and made a part hereof, as if fully set forth in its entirety. The map of the Area is depicted on Exhibit C, a copy of which is attached hereto and made a part hereof, as if fully set forth in its entirety.

b. There exist conditions that cause the Area to be subject to designation as a redevelopment project area under the Act and classified as a “conservation area” as defined in the Act.

c. The proposed Area on the whole has not been subject to growth and development through investment by private enterprise and would not be reasonably anticipated to be developed without the adoption of the Plan.

d. The Area would not reasonably be redeveloped without the tax increment derived from real property tax incremental revenues, and the increment from such revenues will be exclusively utilized for the redevelopment as outlined in the Plan within the Area (except as provided in 65 ILCS 5/11-74.4-4(q));

e. The Plan and Project conform to the comprehensive planning process for the development of the City as a whole.

f. As set forth in the Plan it is anticipated that all obligations incurred to finance redevelopment project costs, if any, as defined in the Plan shall be retired within twenty-three (23) years after the date of adoption of the original Area.

g. The parcels of real property in the proposed Area are contiguous, and only those contiguous parcels of real property and improvements thereon that will be substantially benefited by the proposed Project improvements are included in the proposed Area.

**SECTION 3. *Plan and Project Approved.*** That the Plan and Project, which were the subject matter of the public hearing held on May 17, 2021, are hereby adopted and approved. A copy of the Plan and Project is set forth in Exhibit D, a copy of which is attached hereto and made a part hereof, as if fully set forth in its entirety.

**SECTION 4. *Severability.*** This Ordinance, and its parts, is declared to be severable and if any section, clause, provision, or portion thereof of this Ordinance is declared invalid, the invalidity thereof shall not affect the validity of any other provisions of this Ordinance which shall remain in full force and effect.

**SECTION 5. *Superseder.*** All ordinances, resolutions, motions, or orders in conflict with any provision of this Ordinance are, to the extent of such conflict, hereby repealed.

**SECTION 6. *Effective Date.*** This Ordinance shall be in full force and effect upon its passage, approval and publication as provided by law.

**PASSED BY THE MAYOR AND THE CITY COUNCIL** of the City of Rockford, Illinois,  
at a regular meeting thereof on the 21st day of June, 2021, and approved by me  
as Mayor on the same day.

**VOTING AYE:** LOGEMANN, TUNEBERG, FROST, TORINA, PRUNTY, WILKINS,

HOFFMAN, ROSE, BEACH, QUINONEZ, MEEKS, MCNEELY, BONNE

**VOTING NAY:** \_\_\_\_\_

**ABSENT:** DURKEE

**ABSTAIN:** \_\_\_\_\_

**APPROVED:** June 28, 2021

Thomas P. McNamee  
MAYOR

**ATTESTED:**

Michael J. McNamee  
LEGAL DIRECTOR

**PASSED:** 6/21/21

**APPROVED:** 6/28/21

**PUBLISHED:** 6/28/21

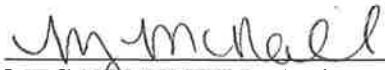
**ATTESTED** and **FILED** in my office this 28th day of June, 2021, and  
published in pamphlet form this 28th day of June, 2021 by order of the City  
Council of the City of Rockford, Illinois.

Michael J. McNamee  
Legal Director and ex officio  
Keeper of the Records and Seal

APPROVED BY:

  
NICHOLAS O. MEYER, Legal Director

RECOMMENDED BY:

  
MEGAN MCNEILL, Assistant City Attorney



## **EXHIBIT A**

### **LEGAL DESCRIPTION**

Part of the North Half of Section 2, Township 43 North, Range 1 East of the Third Principal Meridian and part of the South Half of Section 35, Township 44 North, Range 1 East of the Third Principal Meridian, bounded and described as follows to-wit: Commencing at the Northeast corner of Lot 9 as designated upon Plat of Harrison Avenue Subdivision, the Plat of which being recorded in Book 12 of Plats on page 16 in the Recorder's Office of Winnebago County, Illinois; thence East, 50 feet to the Northwest corner of Lot 8 in said Subdivision and the point of beginning for the following described TIF; thence South, along the East line of South Fifth Street in said Subdivision, 690 feet to the Southwest corner of Lot 23 in said Subdivision; thence East, along the North line of Park Court in said Subdivision, 300 feet to the Southeast corner of Lot 40 in said Subdivision; thence East, 50 feet to the Northwest corner of Lot 41 in said Subdivision; thence East, along the North line of said Lot 41, a distance of 310 feet to the Northeast corner thereof and the West line of premises conveyed to the Illinois, Iowa and Minnesota Railway Company by Deed recorded in Book 187 of Deeds on page 336 in said Recorder's Office; thence North, along the East lines of Lots 42 and 43 in said Plat, 100.0 feet to the Southeast corner of Lot 44 in said Plat; thence East, parallel with the North line of said Section 2, a distance of 132.06 feet to a line which is 15.0 feet East from and parallel with the centerline of track of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, as now laid out and used; thence South, along said parallel line, 43.97 feet; thence South, along said parallel line, 676.28 feet to a line which is 1230.32 feet distant South from and parallel with the North line of said Section 2; thence East, along said parallel line, 60.71 feet to a line which is 100.0 feet perpendicularly distant East from and parallel with the West line of the East Half of the Northeast Quarter of said Section 2; thence South, along said parallel line, 19.50 feet; thence West, parallel with the North line of said Section 2, a distance of 60.50 feet to a line 15.0 feet perpendicularly distant East from and parallel with the centerline of said last mentioned track; thence South, along said parallel line, 39.31 feet; thence West, 139.50 feet to the West line of premises recorded in Book 187 of Deeds on page 336 in said Recorder's Office; thence South, along the West line of said last mentioned premises, 1309.22 feet to the South line of the Northeast Quarter of said Section 2; thence West, along the South line of the Northeast Quarter of said Section 2, a distance of 10.59 feet to the Northeasterly line of premises conveyed to the Chicago, Rockford and Northern Railroad Company, as recorded in Book 93 of Deeds on page 436 in said Recorder's Office; thence Northwesterly, along said last mentioned Northeasterly line, 2302.5 feet to the West line of Kishwaukee Street, as now located and laid out; thence North, along the West line of Kishwaukee Street, 535 feet to a line which is 183.0 feet South from and parallel with the North line of the Northwest Quarter of said Section 2; thence West, along said last mentioned parallel line, 369.58 feet to the East line of said last mentioned Railroad; thence North, along said East line, 250 feet to the North line of Harrison Avenue, as now located and laid out; thence Easterly and Northeasterly, along the North line of said Harrison Avenue, 500 feet to the West line of said Kishwaukee Street; thence North, along the West line of Kishwaukee Street to its intersection with the Westerly production of the Northerly line of Lot 3 as designated upon Plat of Andrew G. Anderson's Kishwaukee Street Subdivision, the Plat of which being recorded in Book 14 of Plats on page 91 in said Recorder's Office; thence East, along said Westerly production and along the North lines of Lots 3, 19 and 18 in said last mentioned Plat, 304 feet to the Northeast corner of said Lot 18; thence South, along the East line of said Lot

18, a distance of 124 feet to the North line of Harrison Avenue, as now located and laid out; thence East, along the North line of said Harrison Avenue, 340 feet to the Northerly production of the Westerly line of Lot 8 in said Plat of Harrison Avenue Subdivision as aforesaid; thence South, along said last mentioned line, 66 feet to the point of beginning. Situated in Winnebago County, Illinois.

HERITAGE ENGINEERING, LTD.  
P.O. Box 5145  
Rockford, IL 61125

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John P. Malburg, I.P.L.S. 035-002224

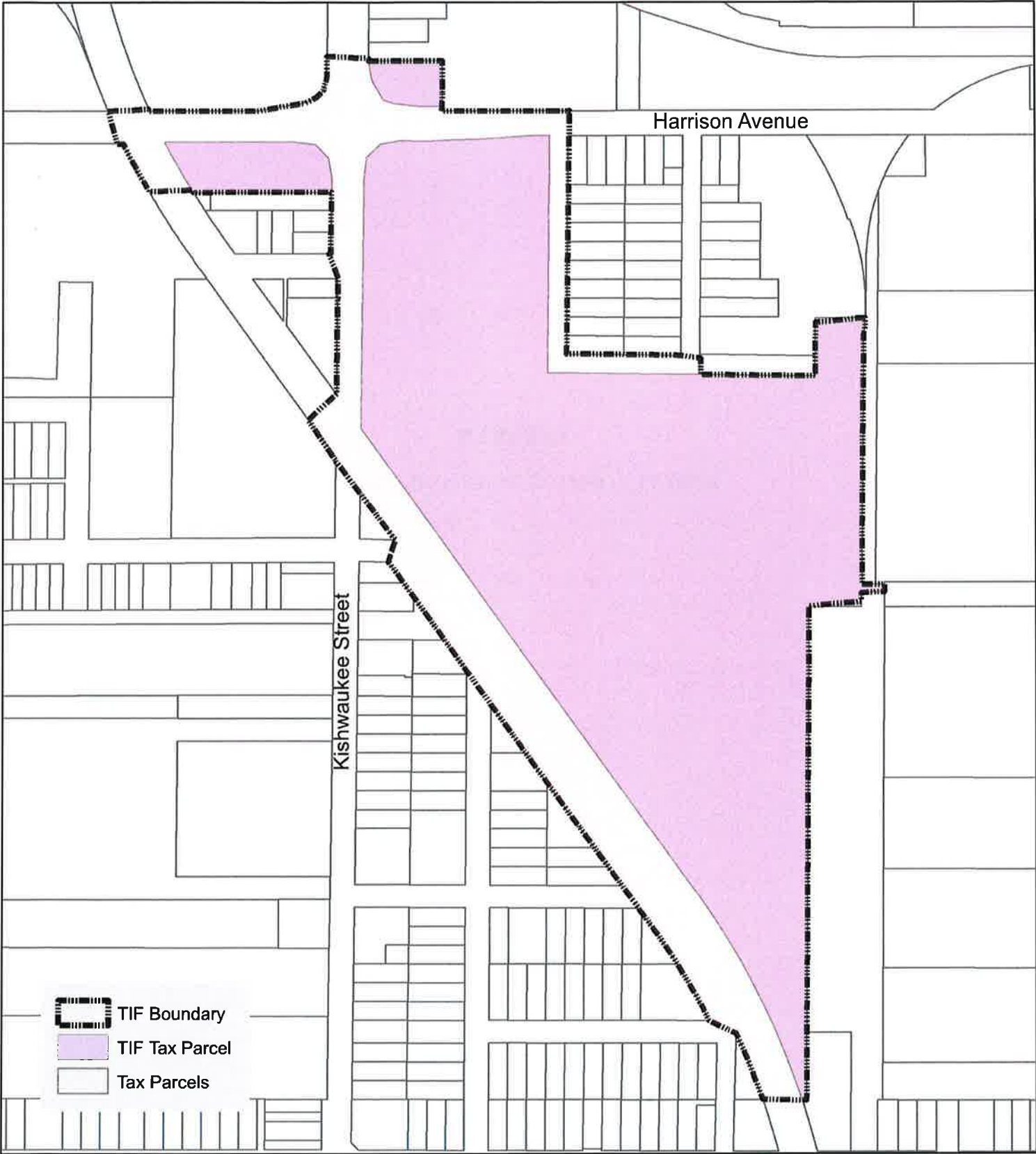
## **EXHIBIT B**

### **GENERAL STREET LOCATION**

The RPA generally consists of tax parcels on the northeastern, southeastern and southwestern corners of the intersection of Kishwaukee Avenue and Harrison Avenue. The Study Area is comprised of a vacated industrial property commonly known as the former Rockford Products Company Building and its associated parking lots.

The RPA consists of 3 tax parcels that total approximately 38 acres in size excluding right-of-ways.

City of Rockford  
Kishwaukee and Harrison TIF Boundary Map



Prepared by:  
 **Kane, McKenna**  
and Associates, Inc.

0 0.025 0.05 0.1 Miles

Sources: WINGIS tax parcel shapefile accessed 03/24/2021

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**CITY OF ROCKFORD, ILLINOIS  
KISHWAUKEE AND HARRISON TIF DISTRICT  
REDEVELOPMENT PLAN**

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**Prepared By:**

**City of Rockford, Illinois  
&  
Kane, McKenna and Associates, Inc.**

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**June, 2021**

## **I. Introduction**

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The City of Rockford, Illinois (the “City”) is a community located in Winnebago County, approximately 90 miles northwest of the City of Chicago. The City is generally bounded by the municipalities Belvidere and Cherry Valley to the east, Loves Park and Machesney Park to the north and Winnebago and Pecatonica to the east. The City’s economy and real estate market is increasingly intertwined with the metropolitan Chicago area.

The Redevelopment Project Area’s (RPA) history follows the greater history of industrial development in the City and along the Kishwaukee Avenue Corridor. Rockford Products Company (RPC) originally began operations as a manufacturer in the early 20<sup>th</sup> Century as the City was gaining its reputation as one of the nation’s largest manufacturing centers. RPC expanded throughout the early 20<sup>th</sup> Century, eventually becoming a leader in the manufacturing of aircraft boltes. With its continued success RPC expanded in the mid-1950s by building a facility located at the intersection of Kishwaukee Avenue and Harrison Avenue. Subsequent expansions of the facility followed future waves of success.

The company continued to thrive up until the latter half of the 20<sup>th</sup> Century when confronted with national and regional shifts in manufacturing. The final expansion of the facility occurred in 1984 and since that time manufacturing activity at the facility has declined. As activity declined, maintenance of the property became less regular, ultimately allowing for deterioration of improvements to set in. The facility was eventually vacated in 2016.

In February 2009 the City completed the Kishwaukee Street Corridor Revitaliation Plan (the “Subarea Plan”). In this Subarea Plan the importance of developing the Kishwaukee Street Corridor is established and the RPA is specifically named as a Key Opportunity Zone. Recognizing the benefits of redevelopment of the RPA and identifying the adverse visual impact to surrounding properties of growing deterioration and lack of maintenance in the area, the City is now pursuing strategies for the redevelopment of the area that will return it to its maximum productive use, integrate the area into the larger community and obtain various community and economic development goals.

Given the existing conditions of the area the City has determined that the area as a whole would not be redeveloped in a coordinated manner without the adoption of a Tax Increment Financing Redevelopment Plan. The City with the assistance of Kane, McKenna and Associates, Inc. (KMA), has commissioned this Redevelopment Plan to use tax increment financing in order to alleviate those conditions which deter private investment in the area and to meet redevelopment goals and objectives.

### **A. Overview of Tax Increment Financing (TIF)**

Tax Increment Financing (TIF) is an economic development tool which uses incremental property tax revenues to finance eligible redevelopment activities. In the State of Illinois an area can be designated as a TIF district if it faces certain impediments to redevelopment. At the time of designation the equalized assessed value of tax parcels within the boundaries of the district are

## **II. Redevelopment Project Area**

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### **A. Redevelopment Project Area Summary**

The RPA is located in the southern portion of the City of Rockford, Illinois along the Kishwaukee Avenue Corridor. The surrounding area is primarily characterized by residential, industrial and commercial land uses.

The RPA generally consists of tax parcels on the northeastern, southeastern and southwestern corners of the intersection of Kishwaukee Avenue and Harrison Avenue. The Study Area is comprised of a vacated industrial property commonly known as the former Rockford Products Company Building and its associated parking lots.

The RPA consists of 3 tax parcels that total approximately 38 acres in size excluding right-of-ways.

Please see Appendix A of Exhibit 3 for a list of the tax parcels included in the RPA and Exhibit 1 for a visual depiction of the RPA, both of which are attached hereto and made a part hereof.

### **B. Legal Description of Redevelopment Project Area**

The Redevelopment Project Area legal description is attached as Exhibit 2, attached hereto and made a part hereof.

Implementation of the Redevelopment Project will facilitate the accomplishment of these goals and principles as described in the Comprehensive Plan and Subarea Plan.

### **B. Redevelopment Project Goals and Objectives**

Given the potential public benefits that may be gained from redevelopment of the RPA, efforts should be made to achieve the following in the RPA:

1. Reduce or eliminate those adverse impacts described in the TIF Eligibility Report which deter private investment in the RPA
2. Return underutilized property located within the RPA to productive use and strengthen and enhance the City's tax base
3. Provide for high-quality development within the RPA that facilitates community and economic development goals
4. Accomplish redevelopment of the RPA over a reasonable time period

These goals may be accomplished by pursuing the following objectives for the RPA:

1. Provision for the assembly or coordination of private and public property for viable redevelopment projects
2. Improvement of public infrastructure systems, where necessary, to facilitate redevelopment projects
3. Provision of necessary site preparation including, but not limited to, grading, demolition and environmental remediation to facilitate redevelopment projects
4. Facilitation of programs which encourage growth in local employment and which strengthen the local economy

These objectives may be pursued independently by the City, in conjunction with other units of government or in private partnership by entering into redevelopment agreements in order to redevelop existing property or induce new development to locate within the RPA.



## **V. Assessment of Fiscal Impact on Affected Taxing Districts**

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It is anticipated that the implementation of this Redevelopment Plan and Project will have a positive financial impact on the affected taxing districts. Actions to be taken by the City to enhance the tax base through the implementation of this Redevelopment Plan and Project will also have a positive impact on the affected taxing districts.

It is anticipated that the RPA will require no increased services from any affected taxing districts outside of the City. Strategies will be encouraged to promote growth via private investment within the area, while specific objectives will be geared toward stabilizing the RPA's existing strengths and revitalizing the RPA's redevelopment potential.

Should the City achieve success in attracting private investment which does result in the need for documented increased services from any taxing districts, the City will consider the declaration of sufficient surplus funds (which funds are neither expended nor obligated) as provided by the TIF Act, to assist affected taxing districts in paying the costs for the increased services.

Any surplus funds that may exist will be proportionately shared, based on the appropriate tax rates for a given year, with the various taxing districts including the City. Prior to any surplus disbursement, all TIF eligible costs either expended or incurred as an obligation by the City will be duly accounted for through the administration of the Special Tax Allocation Fund to be established by the City as provided by the TIF Act.

Any impacts to school districts are expected to be addressed through the utilization of payments provided by the TIF Act in connection with residential projects receiving TIF funding. Please see Section VI (D) of this report for more information regarding these payments.

## **VII. Redevelopment Project**

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### **A. Redevelopment Activities**

The City will implement a coordinated program of actions, which may include, but is not limited to, the following:

Property Assembly: Property within the RPA may be acquired, assembled and reconfigured into appropriate redevelopment sites.

Site Preparation, Clearance, and Demolition: Property within the RPA may be improved by site clearance, excavation, regrading, environmental remediation and demolition.

Public Improvements: Public improvements within the RPA may be provided or repaired to support the Redevelopment Plan and Project. Examples of such public improvements may include, but are not limited to: public utilities and infrastructure including roadways, water mains, sanitary sewer systems, stormwater sewer systems and other stormwater management and detention facilities, landscaping, lighting, traffic signalization; signage; and other improvements to the streetscape.

Job Training: Assisting facilities and enterprises located within the RPA in providing job training assistance. Job training and retraining programs currently available from or through other governments include, but are not limited to; federal programs, state programs, applicable local vocational educational programs including community college sponsored programs and other federal, state, county or non-profit operated programs that are available or will be developed and initiated over time.

Interest Rate Write-Down: Entering into agreements with property owners/developers whereby a portion of the interest cost of a construction, renovation or rehabilitation project is paid for on annual basis out of the Special Tax Allocation Fund of the RPA, in accordance with the Act.

### **B. General Land Use Plan**

Existing land uses consist of commercial and industrial uses. Existing land uses are shown in Exhibit 4, attached hereto and made a part hereof.

Intended land uses in the RPA consist of industrial and/or business park uses. Intended land uses will conform to the City's Comprehensive Plan. Exhibit 5, attached hereto and made a part of this Plan designates the intended general land uses in the Redevelopment Project Area.

### **C. Additional Design and Control Standards**

The appropriate design controls as set forth in the City's Zoning Ordinance, as amended, shall apply to the RPA.

5. *Public works and improvements* - Costs of the construction of public works or improvements, including any direct or indirect costs relating to Green Globes or LEED certified construction elements or construction elements with an equivalent certification, except that on and after November 1, 1999 redevelopment project costs shall not include the cost of constructing a new municipal public building principally used to provide offices, storage space, or conference facilities or vehicle storage, maintenance, or repair for administrative, public safety, or public works personnel and that is not intended to replace an existing public building as provided under paragraph (3) of subsection (q) of Section 11-74.4-3 unless either (i) the construction of the new municipal building implements a redevelopment project that was included in a redevelopment plan that was adopted by the municipality prior to the effective date of this amendatory Act of the 91<sup>st</sup> General Assembly or (ii) the municipality makes a reasonable determination in the redevelopment plan, supported by information that provided that basis for that determination, that the new municipal building is required to meet an increase in the need for public safety purposes anticipated to result from the implementation of the redevelopment plan;
6. *Job training* - Costs of job training and retraining projects including the costs of ‘welfare to work’ programs implemented by businesses located within the redevelopment project area;
7. *Financing incentives* - Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations and which may include payment of interest on any obligations issued pursuant to the Act accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not exceeding 36 months thereafter and including reasonable reserves related thereto;
8. *Capital costs* - To the extent the municipality by written agreement accepts and approves the same, all or a portion of a taxing district’s capital (and additional student tuition) costs resulting from the redevelopment project necessarily incurred or to be incurred within a taxing district in furtherance of the objectives of the redevelopment plan and project;
9. *School-related costs* - For redevelopment project areas designated (or redevelopment project areas amended to add or increase the number of tax-increment-financing assisted housing units) on or after November 1, 1999 an elementary, secondary, or unit school district’s increased costs attributable to assisted housing units located within the redevelopment project area for which the developer or redeveloper receives financial assistance through an agreement with the municipality or because the municipality incurs the cost of necessary infrastructure improvements within the boundaries of the assisted housing sites necessary for the completion of that housing as authorized by the Act, and which costs shall be paid by the municipality from the Special Tax Allocation Fund when the tax increment revenue is received as a result of the assisted housing units and shall be calculated annually as follows:

Code attributable to these added new students subject to the following annual limitations:

- (i) for unit school district, no more than 40% of the total amount of property tax increment revenue produced by those housing units that have received tax increment finance assistance under this Act;
  - (ii) for elementary school district, no more than 27% of the total amount of property tax increment revenue produced by those housing units that have received tax increment finance assistance under this Act; and
  - (iii) for secondary school districts, no more than 13% of the total amount of property tax increment revenue produced by those housing units that have received tax increment finance assistance under the Act.
- c) Any school district in a municipality with a population of 1,000,000, additional restrictions apply. Any school district seeking payment shall, after July 1 and before September 30 of each year, provide the municipality with reasonable evidence to support its claim for reimbursement before the municipality shall be required to approve or make the payment to the school district. If the school district fails to provide the information during this period in any year, it shall forfeit any claim to reimbursement for that year. School districts may adopt a resolution waiving the right to all or a portion of the reimbursement otherwise required by the Act. By acceptance of this reimbursement the school district waives the right to directly or indirectly set aside, modify, or contest in any manner the establishment of the redevelopment project area or projects;

10. *Library costs* - For redevelopment project areas designated (or redevelopment project areas amended to add or increase the number of tax-increment-financing assisted housing units) on or after January 1, 2005, a public library district's increased costs attributable to assisted housing units located within the redevelopment project area for which the developer or redeveloper receives financial assistance through an agreement with the municipality or because the municipality incurs the cost of necessary infrastructure improvements within the boundaries of the assisted housing sites necessary for the completion of that housing as authorized by this Act shall be paid to the library district by the municipality from the Special Tax Allocation Fund when the tax increment revenue is received as a result of the assisted housing units. This paragraph applies only if (i) the library is located in a county that is subject to the Property Tax Extension Limitation Law or (ii) the library district is not located in a county that is subject to the Property Tax Extension Limitation Law but the district is prohibited by any other law from increasing its tax levy rate without a prior voter referendum.

describes the program to be undertaken, including but not limited to the number of employees to be trained, a description of the training and services to be provided, the number and type of positions available or to be available, itemized costs of the program and sources of funds to pay for the same, and the term of agreement. Such costs include, specifically, the payment by community college districts of costs pursuant to Section 3-37, 3-38, 3-40 and 3-40.1 of the Public Community College Act and by school districts of costs pursuant to Section 10-22.20a and 10-23.3a of the School Code;

14. *Interest costs* – for incurred by a redeveloper related to the construction, renovation or rehabilitation of a redevelopment project provided that:

- a) such costs are to be paid directly from the Special Tax Allocation Fund established pursuant to the Act;
- b) such payments in any one-year may not exceed 30% of the annual interest costs incurred by the developer pertaining to the redevelopment project during that year;
- c) if there are not sufficient funds available in the Special Tax Allocation Fund to make the payment pursuant to this paragraph then the amounts so due shall accrue and be payable when sufficient funds are available in the Special Tax Allocation Fund;
- d) the total of such interest payments paid pursuant to the Act may not exceed 30% of the total (i) cost paid or incurred by the redeveloper for the redevelopment project plus (ii) redevelopment project costs excluding any property assembly costs and any relocation costs incurred by a municipality pursuant to the Act;
- e) the cost limits set forth in subparagraphs (b) and (d) shall be modified for the financing of rehabilitated or new housing units for low-income households and very low-income households, as defined in Section 3 of the Illinois Affordable Housing Act and the percentage of 75% shall be substituted for 30% in subparagraphs (b) and (d);
- f) Instead of the eligible costs provided by subparagraphs (b) and (d), as modified by this subparagraph, and notwithstanding any other provisions of the Act to the contrary, the municipality may pay from tax increment revenues up to 50% of the cost of construction of new housing units to be occupied by low-income households and very low-income households as defined in Section 3 of the Illinois Affordable Housing Act. The cost of construction of those units may be derived from the proceeds of bonds issued by the municipality under the Act or other constitutional or statutory authority or from other sources of municipal revenue that may be reimbursed from tax increment revenues or the proceeds of bonds issued to finance the construction of that housing. The eligible costs provided under this subparagraph (f) shall be an eligible cost for the construction, renovation, and rehabilitation of all low and very low-income housing units, as defined in Section

redevelopment project area but outside the boundaries of the redevelopment project area municipality. For purposes of this paragraph, termination means a closing of a retail operation that is directly related to the opening of the same operation or like retail entity owned or operated by more than 50% of the original ownership in a redevelopment project area, but it does not mean closing an operation for reasons beyond the control of the retail entity, as documented by the retail entity, subject to a reasonable finding by the municipality that the current location contained inadequate space, has become economically obsolete, or was no longer a viable location for the retailer or serviceman;

*Historic building demolition* - No cost shall be a redevelopment project cost in a redevelopment project area if used to demolish, remove, or substantially modify a historic resource, after August 26, 2008, unless no prudent and feasible alternative exists. "Historic Resource" means (i) a place or structure that is included or eligible for inclusion on the National Register of Historic Places or (ii) a contributing structure in a district on the National Register of Historic Places. This restriction does not apply to a place or structure for which demolition, removal, or modification is subject to review by the preservation agency of a Certified Local Government designated as such by the National Park Service of the United States Department of the Interior.

If a special service area has been established pursuant to the Special Service Area Tax Act or Special Service Area Tax Law, then any tax incremental revenues derived from the tax imposed pursuant to Special Service Area Tax Act or Special Service Area Tax Law may be used within the redevelopment project area for the purposes permitted by that Act or Law as well as the purposes permitted by the TIF Act.

Estimated costs are shown on the next page. Adjustments to these cost items may be made without amendment to the Redevelopment Plan and Project.

### **E. Sources of Funds to Pay Redevelopment Project Costs**

Funds necessary to pay for public improvements and other project costs eligible under the TIF Act are to be derived principally from property tax increment revenues, and proceeds from municipal obligations, if any. Any such obligations would be retired primarily with tax increment revenues and interest earned on surplus revenue available, but not immediately needed, for the Redevelopment Plan and Project. The City may utilize incremental revenues from contiguous TIF districts to pay for redevelopment costs within the RPA, and conversely, transfer incremental revenues from the RPA to contiguous TIFs, as provided for in the TIF Act.

Any publicly funded TIF Redevelopment Project Costs are subject to (a) approval by the City, (b) having specific cost categories as set forth in the TIF Act and (c) pursuant to the City's TIF incentive policy.

The tax revenues which will be used to pay debt service on the municipal obligations, if any, and to directly pay redevelopment project costs, shall be derived from the incremental increase in property taxes attributable to the increase in the equalized assessed value of each taxable lot, block, tract or parcel of real property in the RPA over and above the initial equalized assessed value of each such lot, block, tract or parcel in the RPA in the 2019 tax year for the RPA.

Among the other sources of funds which may be used to pay for redevelopment project costs and debt service on municipal obligations issued to finance project costs are the following: certain local sales or utility taxes, special service area taxes, the proceeds of property sales, certain land lease payments, certain Motor Fuel Tax revenues, certain state and federal grants or loans, certain investment income, and such other sources of funds and revenues as the City may from time to time deem appropriate.

### **F. Nature and Term of Obligations**

The City may issue obligations secured by the tax increment Special Tax Allocation Fund established for the Redevelopment Project Area pursuant to the Act or such other funds as are available to the City by virtue of its powers pursuant to the Illinois State Constitution.

Any and/or all obligations issued by the City pursuant to this Redevelopment Plan and Project and the Act shall be retired not more than twenty-three years from the date of adoption of the ordinance approving the Redevelopment Project Area. The actual date for such retirement of obligations shall not be later than December 31 of the year in which the payment to the municipal treasurer, pursuant to the Act, is to be made with respect to ad valorem taxes levied in the 23<sup>rd</sup> calendar year, occurring after adoption of the ordinance which establishes the RPA.

The final maturity date of any obligations issued pursuant to the Act may not be later than twenty years from their respective date of issuance. One or more series of obligations may be issued from time to time in order to implement this Redevelopment Plan and Project. The total principal and interest payable in any year on all obligations shall not exceed the amount available in that year or projected to be available in that year, may be payable from tax increment revenues and from bond

## **IX. Scheduling of Redevelopment Project**

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### **A. Redevelopment Project Phasing**

An implementation strategy will be employed with full consideration given to the availability of both public and private funding.

Redevelopment projects will begin as soon as the specific private entities have obtained financing approvals for appropriate projects and such uses conformant to City zoning and planning requirements.

### **B. Commitment to Fair Employment Practices and Affirmative Action**

As part of any Redevelopment Agreement entered into by the City and any private developers, both parties will agree to establish and implement an honorable, progressive, and goal-oriented affirmative action program that serves appropriate sectors of the City. The program will conform to the most recent City policies and plans.

With respect to the public/private development's internal operations, both entities will pursue employment practices which provide equal opportunity to all people regardless of sex, color, race or creed. Neither party will discriminate against any employee or applicant because of sex, marital status, national origin, age, or the presence of physical disabilities. These nondiscriminatory practices will apply to all areas of employment, including: hiring, upgrading and promotions, terminations, compensation, benefit programs and education opportunities.

All those involved with employment activities will be responsible for conformance to this policy and the compliance requirements of applicable state and federal regulations.

The City and private developers will adopt a policy of equal employment opportunity and will include or require the inclusion of this statement in all contracts and subcontracts at any level. Additionally, all entities will seek to ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which all employees are assigned to work. It shall be specifically ensured that all on-site supervisory personnel are aware of and carry out the obligation to maintain such a working environment.

Finally, the entities will utilize affirmative action to ensure that business opportunities are provided and that job applicants are employed and treated in a nondiscriminatory manner. Underlying this policy is the recognition by the entities that successful affirmative action programs are important to the continued growth and vitality of the community.

### **C. Completion of Redevelopment Project**

This Redevelopment Plan and Project will be completed within twenty-three years after the year of adoption of an ordinance designating the Redevelopment Project Area. The actual date for such completion shall not be later than December 31<sup>st</sup> of the year in which the payment to the municipal



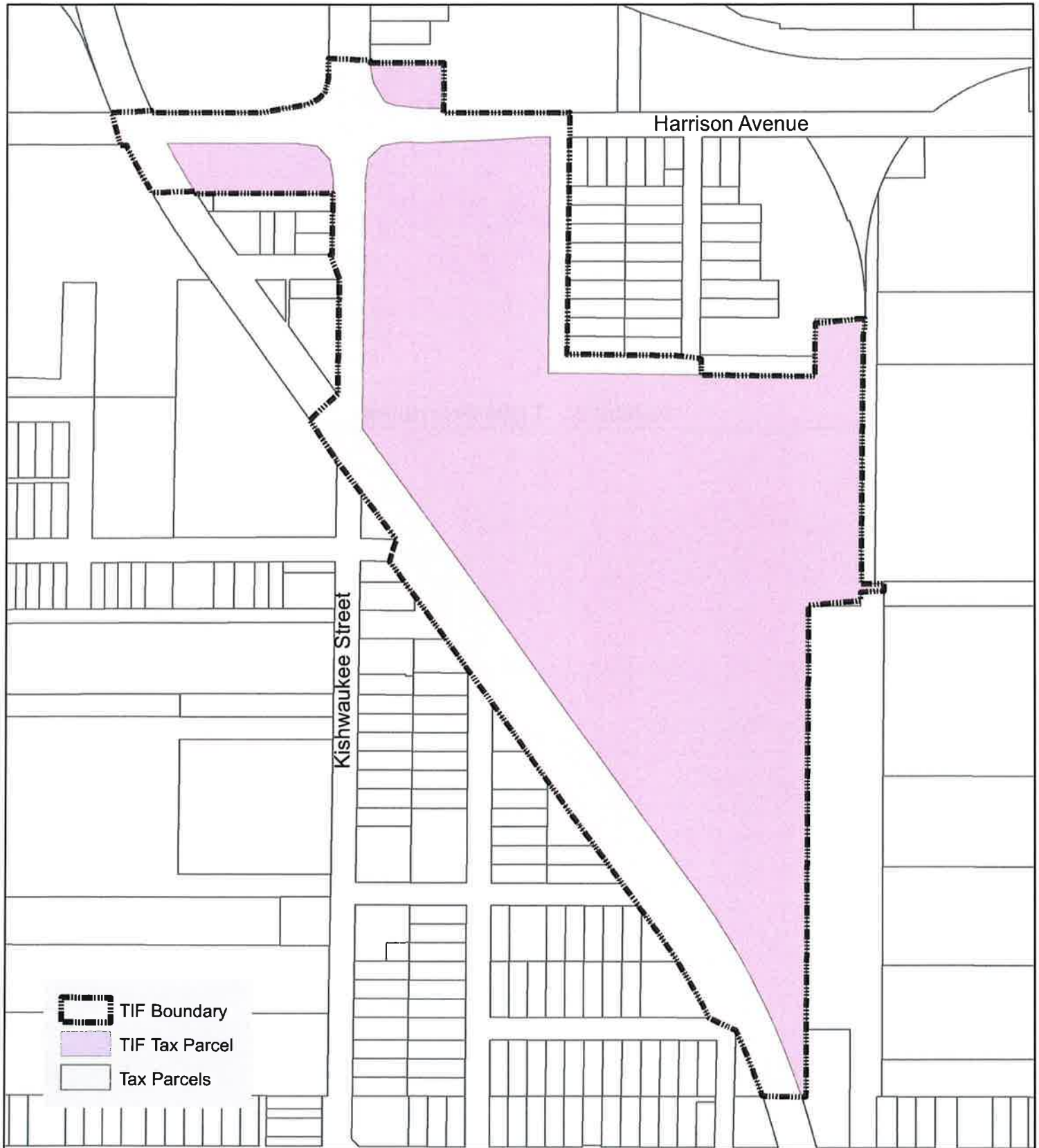
## **X. Provisions for Amending the Redevelopment Plan and Project**

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This Redevelopment Plan and Project may be amended pursuant to the provisions of the TIF Act.

# City of Rockford

## Kishwaukee and Harrison TIF Boundary Map



Prepared by:

 **Kane, McKenna**  
and Associates, Inc.

0 0.025 0.05 0.1 Miles

Sources: WINGIS tax parcel shapefile accessed 03/24/2021

## LEGAL DESCRIPTION

### FOR HARRISON AND KISHWAUKEE TIF, ROCKFORD, IL:

Part of the North Half of Section 2, Township 43 North, Range 1 East of the Third Principal Meridian and part of the South Half of Section 35, Township 44 North, Range 1 East of the Third Principal Meridian, bounded and described as follows to-wit:  
Commencing at the Northeast corner of Lot 9 as designated upon Plat of Harrison Avenue Subdivision, the Plat of which being recorded in Book 12 of Plats on page 16 in the Recorder's Office of Winnebago County, Illinois; thence East, 50 feet to the Northwest corner of Lot 8 in said Subdivision and the point of beginning for the following described TIF; thence South, along the East line of South Fifth Street in said Subdivision, 690 feet to the Southwest corner of Lot 23 in said Subdivision; thence East, along the North line of Park Court in said Subdivision, 300 feet to the Southeast corner of Lot 40 in said Subdivision; thence East, 50 feet to the Northwest corner of Lot 41 in said Subdivision; thence East, along the North line of said Lot 41, a distance of 310 feet to the Northeast corner thereof and the West line of premises conveyed to the Illinois, Iowa and Minnesota Railway Company by Deed recorded in Book 187 of Deeds on page 336 in said Recorder's Office; thence North, along the East lines of Lots 42 and 43 in said Plat, 100.0 feet to the Southeast corner of Lot 44 in said Plat; thence East, parallel with the North line of said Section 2, a distance of 132.06 feet to a line which is 15.0 feet East from and parallel with the centerline of track of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, as now laid out and used; thence South, along said parallel line, 43.97 feet; thence South, along said parallel line, 676.28 feet to a line which is 1230.32 feet distant South from and parallel with the North line of said Section 2; thence East, along said parallel line, 60.71 feet to a line which is 100.0 feet perpendicularly distant East from and parallel with the West line of the East Half of the Northeast Quarter of said Section 2; thence South, along said parallel line, 19.50 feet; thence West, parallel with the North line of said Section 2, a distance of 60.50 feet to a line 15.0 feet perpendicularly distant East from and parallel with the centerline of said last mentioned track; thence South, along said parallel line, 39.31 feet; thence West, 139.50 feet to the West line of premises recorded in Book 187 of Deeds on page 336 in said Recorder's Office; thence South, along the West line of said last mentioned premises, 1309.22 feet to the South line of the Northeast Quarter of said Section 2; thence West, along the South line of the Northeast Quarter of said Section 2, a distance of 10.59 feet to the Northeasterly line of premises conveyed to the Chicago, Rockford and Northern Railroad Company, as recorded in Book 93 of Deeds on page 436 in said Recorder's Office; thence Northwesterly, along said last mentioned Northeasterly line, 2302.5 feet to the West line of Kishwaukee Street, as now located and laid out; thence North, along the West line of Kishwaukee Street, 535 feet to a line which is 183.0 feet South from and parallel with the North line of the Northwest Quarter of said Section 2; thence West, along said last mentioned parallel line, 369.58 feet to the East line of said last mentioned

### **Exhibit 3   Eligibility Report**

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## **I. INTRODUCTION**

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### **Description of the Study Area**

The Study Area is located in the southern portion of the City of Rockford, Illinois along the Kishwaukee Avenue Corridor. The Kishwaukee Avenue Corridor is a major arterial and a gateway into the City which connects the Chicago Rockford International Airport to the City's central business district. The corridor is characterized by a wide variety of land uses including industrial, commercial, institutional and residential uses.

The Study Area generally consists of tax parcels on the northeastern, southeastern and southwestern corners of the intersection of Kishwaukee Avenue and Harrison Avenue. The Study Area is comprised of a vacated industrial property commonly known as the former Rockford Products Company Building and its associated parking lots.

The Study Area consists of three tax parcels that are approximately 38 acres in size excluding right-of-ways.

Please see Appendix A for a list of the tax parcels included in the Study Area and Appendix B for a visual depiction of the Study Area.

### **Background**

The Study Area is located along the City of Rockford's Kishwaukee Avenue Corridor and is comprised of a vacated industrial property commonly known as the former Rockford Products Company Building and its associated parking lots.

The history of the Rockford Products Company (RPC) closely aligns with the history of industrial users along the Kishwaukee Avenue Corridor and within the City of Rockford in general. RPC originally began operations as a manufacturer in the early 20<sup>th</sup> Century as the City was gaining a reputation as one of the nation's largest manufacturing centers. The company expanded throughout the early 20<sup>th</sup> Century, and eventually became a leader in the manufacturing of aircraft bolts. With its continued success RPC expanded in the mid-1950s by building the facility located within the Study Area at Kishwaukee Avenue and Harrison Avenue. Subsequent expansions of the facility followed future waves of success.

The company continued to thrive up until the 1980s when confronted with national and regional shifts in manufacturing. The final expansion of the facility occurred in 1984 and since that time manufacturing activity at the facility has declined. As activity declined, maintenance of the property also declined, ultimately allowing deterioration of improvements to set in including to the facility's roof and ceiling structures. The facility was eventually vacated in 2016.

Given the existing conditions of the area and its importance in fulfilling the City's goals for the Kishwaukee Avenue Corridor, the City has determined that the area as a whole would not be redeveloped in a coordinated manner without the adoption of a Tax Increment Financing

assistance required to eliminate conditions detrimental to successful redevelopment of the Study Area, strengthen the tax base and improve resident quality of life.

### **General Scope and Methodology**

KMA formally began its analysis by conducting a series of meetings and discussions with City staff starting in Spring 2020 and continuing up to the date of this report's issuance. The purpose of the meetings was to establish boundaries for initial analysis and to gather data related to the qualification criteria for parcels included in the Study Area. These meetings were complemented by a series of field surveys for the entire area to evaluate conditions in the Study Area. KMA also analyzed the City's most recent comprehensive plan and other reports relevant to the Study Area.

Properties within the Study Area were examined in the context of the TIF Act governing improved areas (separate provisions of the Act address non-improved or vacant areas). The qualification factors discussed in this report qualify the area as a "conservation area," as the term is defined pursuant to the TIF Act.

During the course of its work, KMA reported findings to key City staff regarding TIF qualification and the feasibility of redevelopment within the Study Area. Based upon these findings the City directed KMA to complete this report and move forward with the preparation of a Redevelopment Plan and Project for the RPA.

For additional information about KMA's data collection and evaluation methods refer to Section IV of this report.

7. **Lack of Ventilation, Light, or Sanitary Facilities:** The absence of adequate ventilation for light or air circulation in spaces or rooms without windows, or that require the removal of dust, odor, gas, smoke or other noxious airborne materials. Inadequate natural light and ventilation means the absence of skylights or windows for interior spaces or rooms and improper window sizes and amounts according to room area to window area ratio requirements. Inadequate sanitary facilities refer to the absence or inadequacy of garbage storage and enclosure, bathroom facilities, hot water and kitchens and structural inadequacies preventing ingress and egress to and from all rooms and units within a building.
8. **Inadequate Utilities:** Underground and overhead utilities such as storm sewers and storm drainage, sanitary sewers, water lines and gas, telephone and electrical services that are shown to be inadequate. Inadequate utilities are those that are: (i) of insufficient capacity to serve the uses in the RPA; (ii) deteriorated, antiquated, obsolete or in disrepair; or (iii) lacking within the RPA.
9. **Excessive Land Coverage and Overcrowding of Structures and Community Facilities:** The over-intensive use of property and the crowding of buildings and accessory facilities onto a site. Examples of problem conditions warranting the designation of an area as exhibiting excessive land coverage are: (i) the presence of buildings either improperly situated on parcels or located on parcels of inadequate size and shape in relation to present-day standards of development for health and safety and (ii) the presence of multiple buildings on a single parcel. For there to be a finding of excessive land coverage, these parcels must exhibit one or more of the following conditions: insufficient provision for light and air within or around buildings, increased threat of spread of fire due to the close proximity of buildings, lack of adequate or proper access to a public right-of-way, and lack of reasonably required off-street parking or inadequate provision for loading service.
10. **Deleterious Land-Use or Layout:** The existence of incompatible land-use relationships, buildings occupied by inappropriate mixed-uses or uses that are considered to be noxious, offensive or unsuitable for the surrounding area.
11. **Environmental Clean-Up:** The RPA has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for (or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for) the clean-up of hazardous waste, hazardous substances or underground storage tanks required by State or federal law. Any such remediation costs would constitute a material impediment to the development or redevelopment of the RPA.
12. **Lack of Community Planning:** The RPA was developed prior to or without the benefit or guidance of a community plan. This means that the development occurred prior to the adoption by the municipality of a comprehensive or other community plan or that the plan was not followed at the time of the development of the area. This factor must be documented by evidence of adverse or incompatible land-use relationships, inadequate



### **III. METHODOLOGY OF EVALUATION**

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The following method was applied to evaluate the Study Area's qualification as a TIF district.

1. KMA representatives collected primary data during site visits to the Study Area. These site visits consisted of visual observation of the area which included, but was not limited to, tax parcel counts, address matches and the identification of current land uses, building conditions, lot conditions and traffic flows. KMA documented these observations via notes and photography.
2. KMA representatives collected secondary data including, but not limited to, 2014 to 2019 tax information, tax parcel maps, site data, planning documents and information related to local history and context from interviews with City staff and other stakeholders.
3. The age of existing structures was ascertained by matching data collected during site visits to local tax and building records to determine if the Study Area would qualify as a conservation area as defined by the TIF Act.
4. KMA also utilized the collected data to conduct an evaluation of the presence and extent of the aforementioned eligibility factors (e.g. deterioration, excessive vacancies, etc.) that would qualify the Study Area as a conservation area as defined by the TIF Act.

7. Environmental Remediation
8. Obsolescence

These factors are summarised as follows:

1. **Lack of Community Planning:** The Act states that this factor is present if the Study Area developed prior to or without the benefit or guidance of a community plan. This factor must be documented by evidence of adverse or incompatible land use relationships, an inadequate street layout, improper subdivision, parcels of inadequate shape or size to meet contemporary development standards or other evidence demonstrating an absence of effective community planning.

When evaluating an area for the presence of this factor it is helpful to compare the age of existing structures with any key community planning events in the area's history. In the case of the Study Area, and as indicated in the below Table 3, one of the two existing structures in the Study Area, or 50% of existing structures, were built prior to the approval of the City's original comprehensive plan in 1972. Notably, the existing structure that was built prior to the original comprehensive plan accounts for approximately 99% of building square footage within the Study Area. As indicated in the below Table 3, The development that has occurred in the Study Area took place in an era prior to modern community planning techniques and without the benefit of guidance from comprehensive and coordinated planning.

**Table 3. Support for Lack of Community Planning Factor**

Total number of structures in Study Area	2
Number of structures in Study Area older than 1972	1
Percent of structures in Study Area older than 1972	50%

This lack of guidance from effective community planning is evidenced by the presence of incompatible land use relationships, an inadequate street layout, improper subdivision and the presence of tax parcels of inadequate shape to meet contemporary development standards.

The lack of coordinated development of the Study Area is demonstrated by the sizable differences between existing conditions, objectives of recent Village planning efforts and contemporary development standards. For example, the City of Rockford's Kishwaukee Street Corridor Revitalization Plan (the "Corridor Plan") describes incompatible land use relationships within the surrounding area as commonplace. This description holds true for the Study Area where single family detached residences and institutional uses abut heavy industrial uses or commercial uses with little or no screening on every directional border. The close proximity of these residences to industrial and commercial uses presents an array of threats to the health, safety, morals and welfare of local residents.

Data regarding change in historical EAV for the Study Area and the City, as well as change in the CPI-U, is presented in the following Table 4.

**Table 4. Annual Rates of Change for Tax Years 2019 to 2015 for Study Area EAV and CPI-U**

	Tax Year					
	2019	2018	2017	2016	2015	2014
Study Area EAV	227,427	214,333	434,178	520,444	520,444	520,495
EAV Change	6.11%	-50.63%	-16.58%	0.00%	-0.01%	-
Years Declined	=	X	X	-	X	
City EAV Change	7.08%	4.15%	1.94%	1.07%	-3.08%	-
Years Lagged City	X	X	X	X	=	
CPI-U	1.80%	2.40%	2.10%	1.30%	0.10%	-
Years Lagged CPI-U	-	X	X	X	X	

The Study Area qualifies under all three measurements; that is, the rate of annual change of the total EAV of the Study Area; (a) declined for three of the last five calendar years prior to the year in which the RPA is to be designated; (b) lagged the balance of the City's EAV for four of the last five calendar years prior the year in which the RPA is to be designated; and, (c) lagged the CPI-U for four of the last five calendar years prior to the year in which the RPA is to be designated.

4. Excessive Vacancies: The Act describes excessive vacancies as the presence of buildings that are unoccupied or underutilized and that represent an adverse influence on the area because of the frequency extent or duration of the vacancies.

The former Rockford Products Building was originally constructed in 1954 as part of an expansion plan of the Rockford Screw Products Company. The site remained in active use by Rockford Products until 2016 when the property was vacated. It has remained vacant up to the date of this report. The adverse influence of this prolonged vacancy is pronounced by two conditions.

The first condition that pronounces the adverse influence of the vacancy is the high degree of visibility of the property along an important arterial that also acts as a gateway into the City from the nearby Chicago Rockford International Airport. This high visibility of vacancy creates a negative signal to the marketplace and inhibits redevelopment activity.

The second condition is the degree of deterioration and dilapidation associated with the vacancy. The presence of this deterioration contributes to the Study Area's "tired" appearance and amplifies the adverse impact on the area of the vacancy.

5. Deterioration: The Act describes deterioration in the context of secondary building components and surface improvements. For secondary building components (e.g. doors, windows, porches, gutters and downspouts and fascia) deterioration may be evidenced by

Documentation of the extraordinary costs associated with repairing the building's roof and ceiling structural components were reviewed and verified by KMA.

7. Environmental Clean-Up: This factor is present if the area has incurred Illinois Environmental Protection Agency or United States Environmental Protection Agency remediation costs for, or a study conducted by an independent consultant recognized as having expertise in environmental remediation has determined a need for, the clean-up of hazardous waste, hazardous substances or underground storage tanks required by State or federal law.

In May 2020 Ironwood Environmental Inc. (IEI), a hazardous waste removal consultancy, conducted an inspection of the former Rockford Products Building for the purpose of demolition planning. IEI identified the presence of asbestos which would require removal by an IDPH licensed asbestos abatement contractor throughout the property, including in pipe insulation, floor tiles, wall coverings, boilers, window glazing and roof flashing.

Additionally, a Phase I Environmental Site Assessment prepared by Free Flow Technologies, Ltd., an environmental consultancy, in September 2018 identified a number of environmental conditions impacting the Rockford Products Building including being listed on various environmental databases, being in close proximity to other properties listed on various environmental databases, the presence of electrical transformers containing polychlorinated biphenyls (commonly known as "PCBs"), the presence of quench oil free liquids and spilled oils and the presence of evidence of plating operations. It is possible that future environmental clean-up costs may be associated with one or more of these identified environmental conditions.

8. Obsolescence: The Act states that obsolescence is the condition or process of falling into disuse or structures that have become ill-suited for their original use.

The presence of obsolescence within the Study Area reflects the Corridor Plan's broader identification of obsolescence being the primary driver of deterioration and blight along the Kishwaukee Avenue Corridor as a whole. Like many areas along the Corridor, the Study Area developed to accommodate industrial users of a specific era in the City's history. As the needs of industrial users have changed with time, improvements within the Study Area have fallen into disuse and have become ill-suited for their original use.

Obsolescence is most directly observed by examining the age of existing structures in an area. As noted in the "Summary of Age Findings" subsection of this report, 99% of building square footage within the Study Area is 35 years in age or older. The former Rockford Products Building was originally constructed in 1954. The Rockford Township Assessor's Office reports that ten additions have been made to the structure since that time. However, the pace of these additions has slowed considerably through the life of the structure. For example, the first nine of ten additions occurred between 1958 and 1973. The slowdown of reinvestment in the improvements aligns with broader industrial trends

## V. SUMMARY

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Relevant qualification findings as related to the designation of the Study Area as a conservation area are as follows:

1. The Study Area is contiguous and is greater than 1 ½ acres in size;
2. The Study Area qualifies as a conservation area as; i) 50% or more of the existing structures are 35 years in age or older; and, ii) at least three eligibility factors are present to a meaningful extent and are distributed throughout the area;
3. All property in the Study Area would substantially benefit by the proposed redevelopment project improvements;
4. The growth of EAV for all taxing districts overlaying the area, including the City, has been impaired by the factors found present in the Study Area; and,
5. The Study Area would not be subject to redevelopment without the investment of public funds, including property tax increment.

In the judgement of KMA, these findings provide the City with sufficient justification to consider designation of the Study Area as a TIF district.

**City of Rockford Kishwaukee-Harrison TIF Pin List**

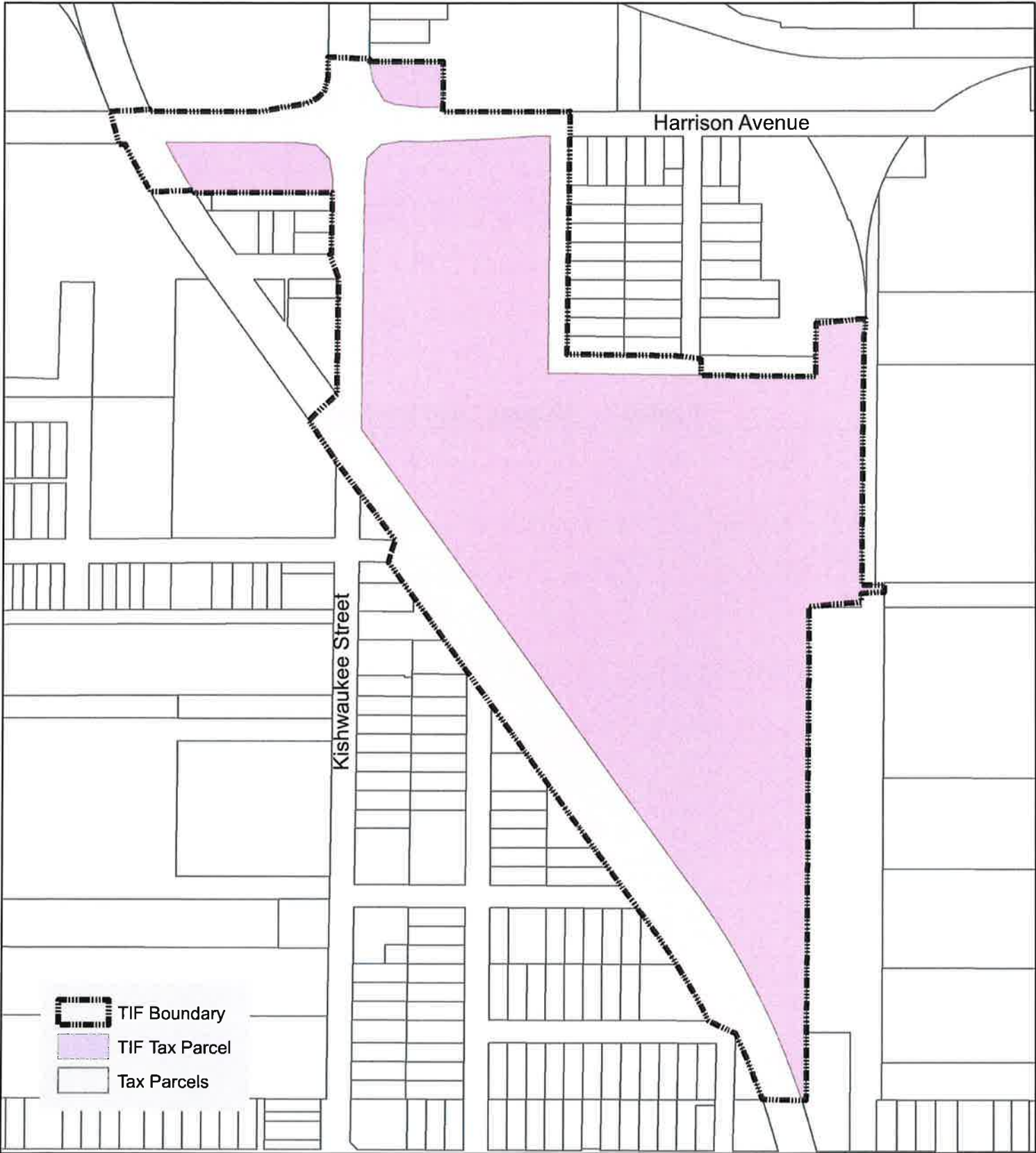
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15-02-204-002

City of Rockford  
Kishwaukee and Harrison TIF Boundary Map

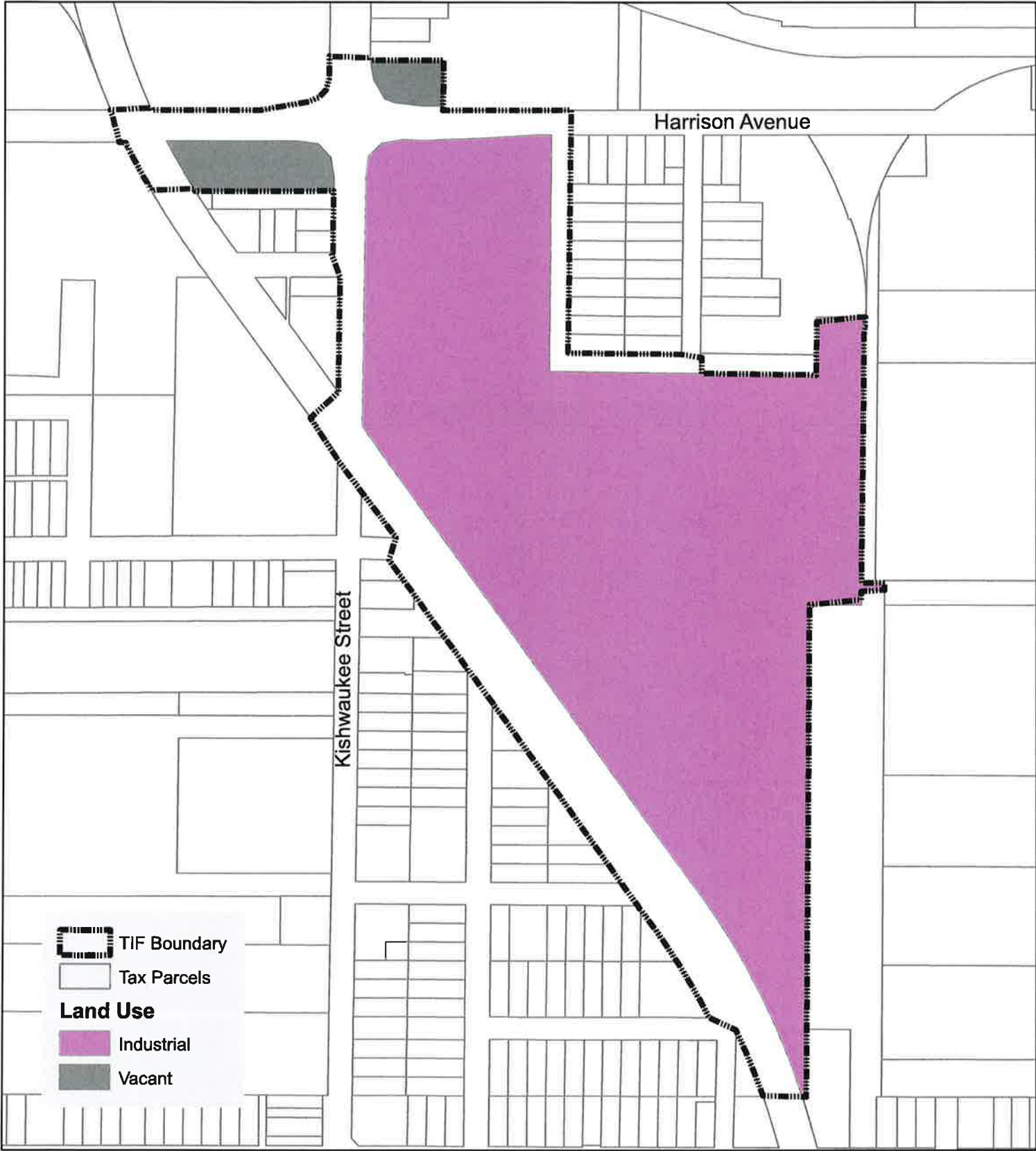


Prepared by:

 **Kane, McKenna**  
and Associates, Inc.

Sources: WINGIS tax parcel shapefile accessed 03/24/2021

City of Rockford  
Kishwaukee and Harrison TIF Existing Land Use



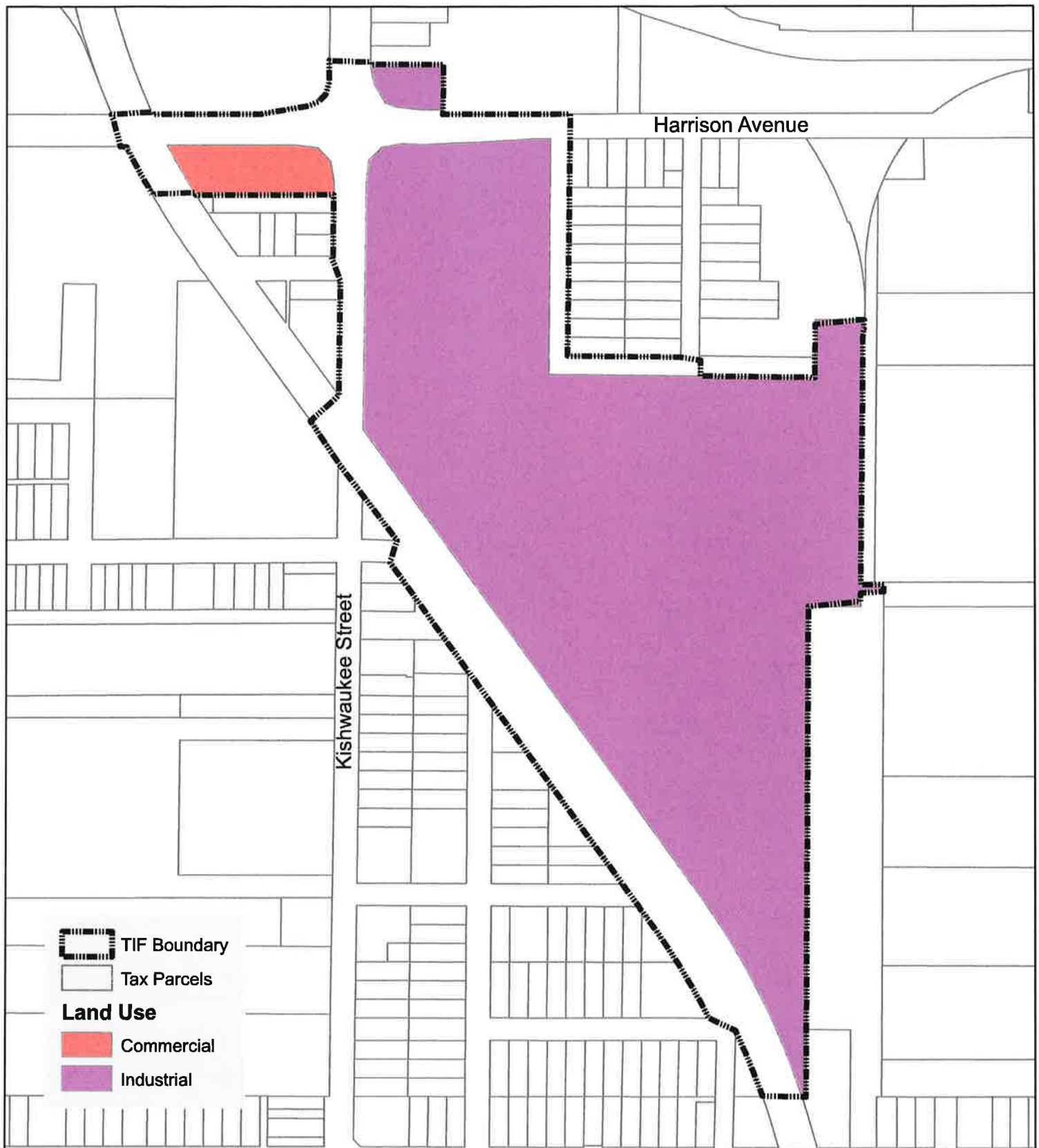
Prepared by:  
 **Kane, McKenna**  
and Associates, Inc.

Sources: WINGIS tax parcel shapefile accessed 03/24/2021



# City of Rockford

## Kishwaukee and Harrison TIF Future Land Use



Prepared by:

 **Kane, McKenna**  
and Associates, Inc.

0 0.025 0.05 0.1 Miles

Sources: WINGIS tax parcel shapefile accessed 03/24/2021

FILED - CO. CLERK

JUL 01 2021

LORI GUMMOW

**COPY**

STATE OF ILLINOIS

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COUNTIES OF WINNEBAGO AND OGLE

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I, **NICHOLAS O. MEYER**, Legal Director and ex officio Keeper of the Records and Seal of the City of Rockford, County of Winnebago, State of Illinois, do hereby certify that the foregoing is a true and correct copy of the ***City of Rockford Ordinance Approving the Kishwaukee Harrison Tax Increment Financing (TIF) District Redevelopment Project Area Redevelopment Plan and Project, Ordinance No: 2021-120-O*** approved by the City Council of the City of Rockford at its meeting held on June 21, 2021.

IN WITNESS WHEREOF, I hereunto set my hand and affixed the Corporate Seal of the City of Rockford, Illinois this 1<sup>st</sup> day of July, 2021.

  
\_\_\_\_\_  
**NICHOLAS O. MEYER**, Legal Director and  
ex officio Keeper of the Records and Seal

(SEAL)