# PORT BYRON, IL

# 2014 Comprehensive Downtown Development Plan

Adopted on
April 21, 2014

## TABLE OF CONTENTS

**Executive Summary ..... iii**

**Chapter 1: Introduction ..... 1**
*1.1 Plan Objectives*
*1.2 Downtown "Ecosystem"*
*1.3 Planning Process*
*1.4 Planning Area*
*1.5 Natural Disaster Summary*

**Chapter 2: Existing Conditions .....7**
*2.1 Existing Plans*
*2.2 Stakeholder Input*
*2.3 Urban Character and Context*
*2.4 Utility Infrastructure*
*2.5 Retail Market Study*

**Chapter 3: Downtown Goals ..... 25**
*3.1 Downtown Vision*
*3.2 Downtown Plan: Goals & Objectives*
*3.3 Hazard Mitigation Plan: Goals & Objectives*

**Chapter 4: Downtown Master Plan .....29**
*4.1 Preferred Land Use*
*4.2 Downtown Housing*
*4.3 Historic Conversion*
*4.4 Public Improvements*
*4.5 Redevelopment Opportunities*
*4.6 Village Administration*

**Chapter 5: Implementation .....55**
*5.1 Downtown - Action Plan*
*5.2 Hazard Mitigation - Action Plan*
*5.3 Funding Strategies*

**Appendix A: Implementation Tools**

## ACKNOWLEDGEMENTS

The following people are responsible for the creation, refinement, and adoption of this Plan

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# Preface

# Executive Summary

In 2008, the Village was adversely affected by a natural disaster (known as "Hurricane Ike"), which caused flooding issues for many communities along the Mississippi River. This Plan, funded by the U.S. Department of Housing and Urban Development (HUD) and allocated by the State of Illinois, will help address disaster relief and restoration to infrastructure, housing and economic revitalization. As a complementary component of the Village's 2008 Comprehensive Plan, this document looks to meet the following objectives:

- Establish sound development and infrastructure guidelines to minimize potential natural disaster impacts, primarily flooding issues.
- Identify characteristics and qualities that make downtown Port Byron unique and enhance these qualities to create a distinguishable identity for the community.
- Identify retail business types that have the potential to successfully expand in or be recruited to downtown.
- Evaluate downtown parking needs and identify strategies to meet and manage parking demand.
- Provide an achievable implementation strategy for all recommendations.

The study area for this planning effort is focused primarily on properties abutting High and Main Streets from Quarry Street to Rock River Street, which makes up the downtown "core". There are additional businesses located east and west of this downtown "core"; however, the Village decided to focus their efforts on their primary pedestrian-oriented mixed use and commercial area.

# Preface Executive Summary

## Chapter One: Introduction

### Planning Process

This Plan was discussed and developed through a series of Steering Committee meetings between July 2013 and February 2014. Involving people who are directly affected by a downtown plan was an important step in this planning process, as people who work, live, shop and play in the area have important insights about how the downtown functions and what should be considered for change. In the beginning of this planning process, a business questionnaire was dispersed and collected, several interviews were conducted with key stakeholders, and an public open house was held for anyone with an interest in the process.

### Project Milestones

Steering Committee Kickoff
*July 30, 2013*

Public Input Open House
*October 30, 2013*

Business Questionnaires/Interviews
*November 11 - December 6, 2013*

Steering Committee Meeting – Existing Conditions Review & Goal Development
*January 15, 2014*

Steering Committee Meeting – Community Character & Master Plan Review
*February 5, 2014*

Village Board – Plan Status Update
*February 17, 2014*

Steering Committee Meeting – Entire Plan Review
*February 26, 2014*

Public Open House and Presentation
*March 26, 2014*

Village Board Presentation
*April 7, 2014*

Village Board Adoption
*April 21, 2014*

## Chapter Two: Existing Conditions

### Existing Plans

There have been a few recent planning processes that address some aspects of this area of Port Byron. The visions crafted and decisions made in those plans are acknowledged here and are incorporated and referenced as appropriate in this plan. Plans reviewed during this process include the following:

- 2008 Village Comprehensive Plan
- 2008 Rock Island County Multi-Jurisdictional Local Hazard Mitigation Plan
- 2011 Economic Development Strategy
- 2013 Economic Development Strategy

### Urban Character & Context

A key purpose of this plan is to provide guidance for property owners, developers, and Village officials and staff on the preferred location and design of redevelopment projects in the downtown area. Such guidelines should be grounded in an understanding of the downtown as it exists today.

***Existing Land Use:*** Port Byron's downtown core has a good mix of uses, including varied formats of residential, retail, office, and civic uses. In total, commercial uses make up only 20% of the downtown parcels, while approximately 45% of the parcels are single-family residential. This imbalance is primarily due to the absorbent amount of residential on High Street (IL-84).

***Street Hierarchy:*** Port Byron's downtown is atypical. High Street (IL-84), which carries the majority of the traffic and is the gateway into the downtown, lacks the character of a primary downtown street. Main Street, on the other hand, functions as a secondary street, but has the "primary downtown street" character.

***Building Conditions:*** The majority of the properties are in good to fair condition, while a few properties have dilapidated buildings that can detract from the character of the downtown.

***Property Values:*** There are two important trends that are evident:

1. A significant portion of the downtown core (i.e. Main Street) is tax exempt. Public/civic buildings are an asset to downtown; however, it is important to limit further expansions that will affect the revenue generated downtown. Additional public parcels should only be created where the public good outweighs the losses in tax revenue.
2. The majority of the downtown is contributing significantly to the Village; however, there are few parcels located on Main Street that could be improved or redeveloped.

### Utility Infrastructure

A strong utility infrastructure is paramount to business retention and expansion. Below briefly summaries Port Byron's utility infrastructure, including any existing issues with the systems within the downtown area.

***Stormwater Utilities:*** No specific issues have been identified within the downtown at this time.

***Water System:*** There has been a history of water main breaks in the downtown area, primarily under Main Street. The Village plans on reconstructing the water main on Cherry Street from the water tower to Main Street and then north underneath Main Street from Cherry Street to Agnes Street.

***Sanitary Sewer Systems:*** No major issues within the downtown; however, there are several manholes within the downtown that are in poor conditions, primarily on High Street.

### Retail Market Study

Based on Port Byron's primary trade area (*i.e. community shopper - 8 minute drive*), the following business types are marketable for Port Byron:

- *Hardware store*
- *Grocery store*
- *Clothing store*
- *Sporting Goods*
- *General Merchandise*
- *Full-Service Restaurant*
- *Limited-Service Restaurant*

## *Chapter Three: Vision & Goals*

This chapter presents the vision for the future of downtown Port Byron, and describes goals and objectives that will guide the implementation strategies described in this Plan.

### Vision Statement

"Downtown Port Byron is a safe, clean and pedestrian-friendly environment with a unique, vibrant waterfront that provides local residents, tourists and families opportunities to enjoy its restaurants, shops, public facilities, scenic views and recreational opportunities."

### Downtown Goals

***#1:*** Strengthen the downtown as a mixed use district, providing both daytime and nighttime activities.

***#2:*** Capitalize on the downtown's primary physical attributes, features and landmarks.

***#3:*** Strengthen the downtown's identity, image and sense of place.

***#4:*** Strive for an economically thriving downtown, including a strong retail sector.

***#5:*** Protect the downtown from potential hazard risks.

***#6:*** Create an efficient multi-modal circulation system between and from the downtown.

***#7:*** Ensure the provision of adequate and efficient public services to support additional development in the downtown.

***#8:*** The Village will coordinate and involve key stakeholders in on-going efforts to achieve Port Byron's downtown vision.

### Hazard Mitigation Goals

***#1:*** Port Byron will mitigate the risk of impacts before a disaster.

***#2:*** Residents and assets will be protected during a disaster.

***#3:*** Port Byron will successfully recover from disasters.

## Chapter Four: Master Plan

This chapter presents the Village's Master Plan for the future of the downtown area, including the preferred land uses, building guidelines and parking solutions, to realize the vision and goals established during this planning process.

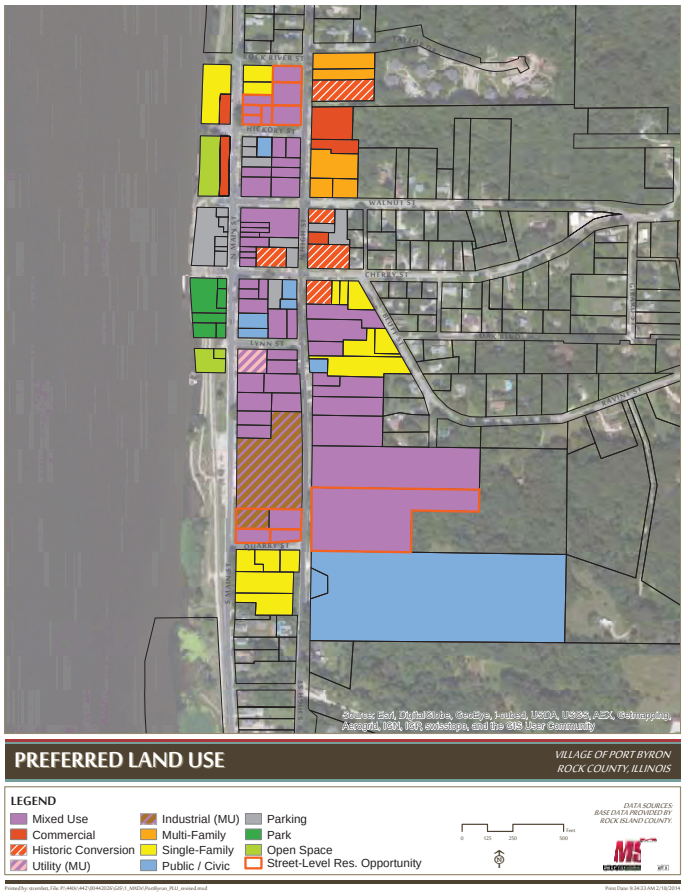
### Preferred Land Use (LU)

The Village desires a mixed-use downtown district, consisting of retail, service, office, civic and residential uses. In general, any of these uses may occur anywhere within the downtown, with a few exceptions as described below.

- *Along Main Street, from Linn to Hickory, the first-floor use should be a retail or service business (i.e. new first floor office and residential uses are strongly discouraged)*.
- *Along the west side of High Street, from Sandstrom properties (near Linn) to Walnut, the first-floor use should be commercial (e.g. office, retail or service).*
- *Existing public/civic uses will remain for the foreseeable future.*
- *Several historic contributing properties (as denoted on the Preferred Land Use Map) will remain either as it's existing use or convert to a commercial use. See section 4.3 for more information.*
- *Sandstrom Products industrial site will remain for the foreseeable future; however, if this property were to redevelop it should transition to mixed use.*

### Downtown Housing (DH)

Housing can be strong asset to downtown Port Byron. Proximity to shops, eateries and work increases the chance people will walk rather than drive to their destinations, and the increase in downtown residents results in more disposable incomes. These two outcomes result in an increase in sales for existing businesses and higher demand for additional commercial space. Therefore, a major strategy to revitalizing the downtown will be to encourage new "high-quality" residential developments within the downtown area.




### Historic Preservation (HP)

The Village's historic buildings represent an earlier era of economic vibrance, and their preservation is both dependent upon and necessary to continued economic success in the downtown area. The Village should preserve this architecture heritage, and help owners protect and restore these buildings over time. There should be a clear policy in place to establish a process by which alternatives to demolition can be sought for buildings that are deemed architecturally "historic" (see map on *page 18*). In some instances, these buildings may have additional value if converted to a commercial use due to its access and visibility along/near Illinois Route 84. These parcels have been denoted on the Preferred Land Use Map (*shown above*) as "Historic Conversion".

## Public Facilities (PF)

***PF-1:*** The library board is in the process of fund-raising for a new library that would redevelop an abandoned school at 602 N. High Street outside the downtown core. If this move transpires, it will be important to find ways to get library patrons to still come downtown. This includes adding pedestrian amenities from the new library site to the downtown core. If the move does not transpire, the Village should work with the Library Board to keep the facility in the Village, if not downtown, as it is a regional draw.

***PF-2:*** Long-term the Village may consider selling this site to a developer due the site's prime location. However, the Village Hall facility should remain within the downtown, as it is the hub of community.

***PF-3:*** Originally used by the Riverdale School District, this vacant site has been recently purchased by the Village. If the library no longer has plans for this site, the Village should consider repurposing it as a Community Center, or market towards redevelopment to provide increment to the downtown TIF district.

***PF-4:*** The Village should consider purchasing this building and house a public use with parking behind. Potential public uses include a Village historical society, a part-time chamber of commerce office, and/or a visitor center.

## Streetscaping (SS)

***SS-1:*** The Village will consult these general guidelines prior to reconstruction of the public right-of-way or other streetscaping improvement projects.

***SS-2:*** The Village should complete a detailed Downtown Streetscaping Plan that works out design and material details in order to create a cohesive plan for future road improvements. Items to consider include sidewalks, bumpouts, crosswalks, lighting and street furniture.

***SS-3:*** The Village should complete a detailed Downtown Wayfinding Plan that works outs design and sign locations. This could be created in conjunction with the Streetscaping Plan.

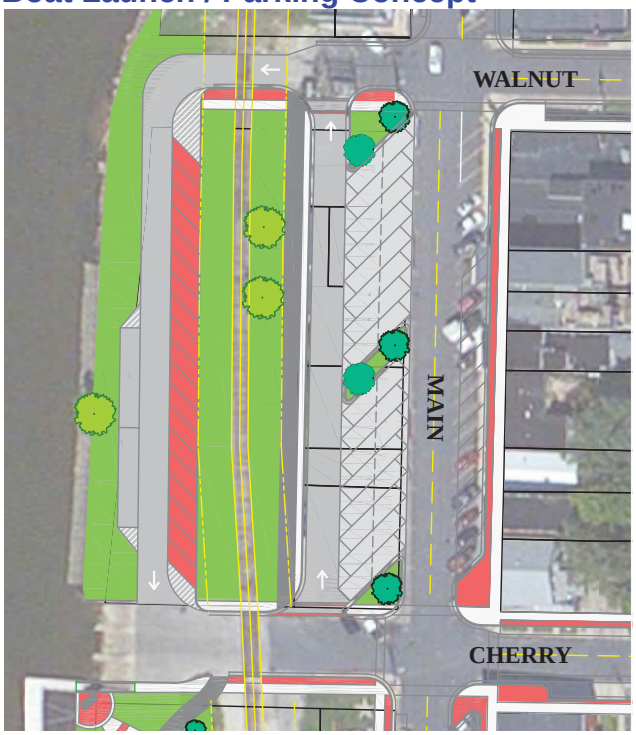
## Interstate Signage (IS)

***IS-1:*** The Village should work with Illinois' and Iowa's Department of Transportation to provide supplemental guide signs, referencing Port Byron off of Exit 1.

## Park Spaces / Amenities (PS)

***PS-1:*** The boat launch and parking area should be reconfigured to more efficiently allow tow vehicles to prep their boat for launch (staging area), launch their boat, and park their tow vehicle. As the concept below illustrates, removing three buildings (and the memorial gazebo) along the west side of Main Street provides ample space for the boat launch activities. An additional benefit is it removes several buildings that are in the 100-year floodplain, which increases public safety.

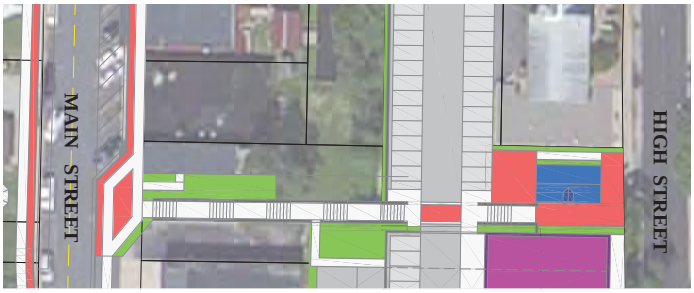
### Boat Launch / Parking Concept



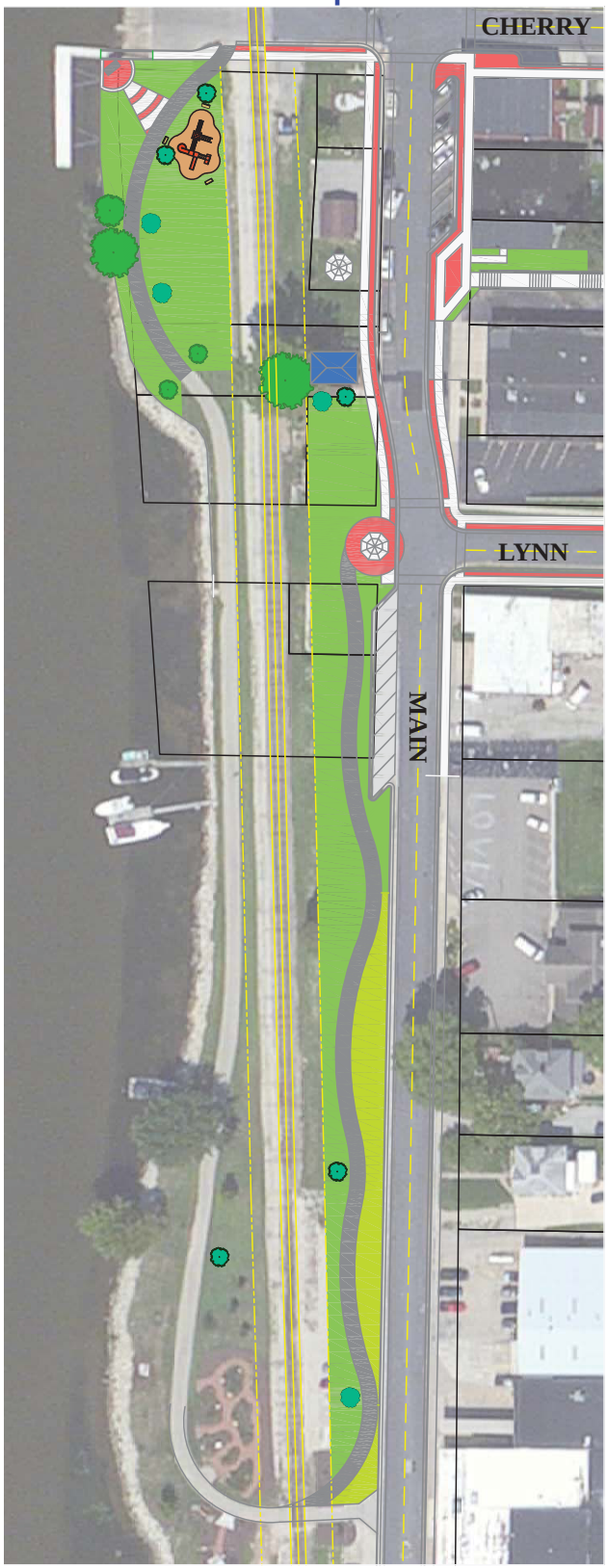
***PS-2:*** Long term there is potential for creating a larger park space that encompasses the riverfront from Cherry Street to the bike path near Sandstrom Products, as shown in the concept on the right and representative photos below.

***PS-3:*** To further enhance the connection between High and Main Streets, public stairs could be built between the two streets. The suggested location connects the new gazebo and bike statue with a proposed parking lot and a potential public building on High Street.

## Public Stairs Concept




## Riverfront Park Concept



## Parking (P)

***P-1:*** There are several methods to alleviate parking shortages (real or perceived) that have significantly less cost than building new parking facilities. Examples include providing short term parking spaces, reducing some parking stall sizes, and encourage alternative transportation options (i.e. improve the sidewalk network, add bike lanes to Cherry Street, and add bike racks).

***P-2:*** Another solution to a parking shortage (real or perceived) is to create more parking. Removing taxable development to add low-density surface parking is undesirable - it reduces revenues and damages the urban character of the downtown area. Therefore, parking lots should be strategically placed, and the Village should consider alternative methods before removing taxable development. Below are the proposed parking lots that can improve the parking network within downtown Port Byron.

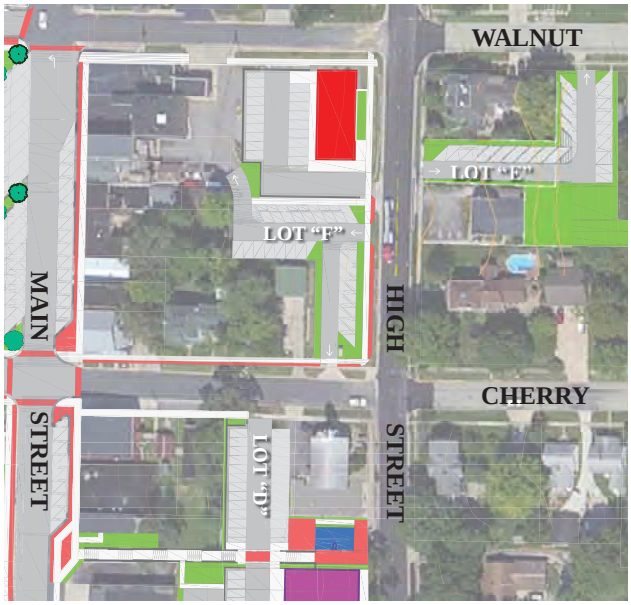
A) West side of 100 N. Main St. (see PS-1)
B) Riverfront-N. of Cherry Street (see PS-1)
C) Extend Hickory Street Parking Lot
D) Cherry Street Parking Lot
E) Walnut Street Parking Lot
F) Bank Parking Lot

***P-3:*** Public parking should be easy to find. This is especially true for lots that are not on the main roadways. It is recommended the Village use the proposed wayfinding signage system supplemented by parking signs.

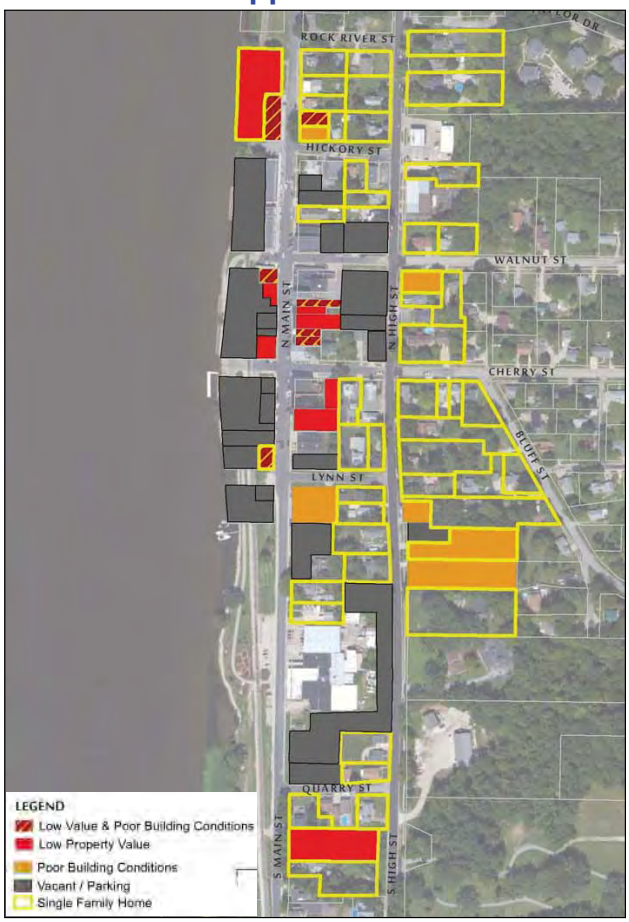
## Redevelopment Opportunities (RO)

The vision created during this planning process can not be realized by public improvements alone. Redevelopment and reinvestment of existing parcels within the downtown will need to occur to fully realize this vision, especially those properties with high visibility and/or have fallen in disrepair. This can have large impacts on how the downtown is perceived, and can become catalysts for additional private development.

### Parking Lot Concepts




### Reinvestment Opportunities



***Potential Catalyst Projects***

Each one of the projects listed below can be a catalyst for new development throughout downtown Port Byron. However, the Village cannot market every site at one time, and therefore, should prioritize the sites based on their marketability (location, visibility, etc.), as well as their value and importance to the downtown. It is generally assumed that these projects can and will be initiated by private landowners and developers, but the Village may choose to take an active role with property acquisition and assemblage in some cases. The Plan provides existing market value, area, suggested land use, and design criteria for each redevelopment site listed.

High Priority

***1:*** 303 Main St. (0.18 AC)
***2:*** 108-110 Linn St. (0.63 AC)
***3:*** 201-211 S. High St. (1.11 AC)
***4:*** 208-212 S. High St. (1.40 AC)

Medium Priority

***5:*** 307-309 S. Main St. (0.84 AC)
***6:*** Public Works Site (4.34 AC)
***7:*** 106-112 S. High St. (1.57 AC)
***8:*** 108-110 N. Main St. (0.20 AC)
***9:*** 107 Hickory St. & 205-207 N. High St. (0.47 AC)
***10:*** 301-307 N. High St. (0.95 AC)

Low Priority

***11:*** 202-204 Walnut St. (0.51 AC)
***12:*** 124 Main St. - parking lot (0.40 AC)

## Village Administration (VA)

***VA-1:*** Create a Multi-Jurisdictional Chamber of Commerce to advocate on behalf of the business community by marketing, event scheduling, and annual work planning. Dependent on the number of communities involved, only a part-time director may be needed.

***VA-2:*** Community/Public events provide community pride, sense of place, and economic benefits. Currently the Village hosts several events in the downtown, most notably Tugfest; however, these events should be expanded, as well as involve more local businesses in the events.

## Redevelopment Opportunities

***VA-3:*** A welcome packet gives the Village an opportunity to welcome a new resident, as well as inform them about Port Byron's history, services, public/civic buildings and businesses.

***VA-4:*** To ensure high-quality and long-lasting projects the guidelines provided in this section will provide assistance in guiding future (re)development in the downtown, including major facade improvements.

## *Chapter Five: Implementation*

This chapter lists all the actions identified in this Plan to help the Village achieve its various goals and objectives for the downtown (see Chapter 3). Each action item has a brief description, generalized timeline, responsible parties, and potential funding sources.

# CHAPTER 1

# INTRODUCTION


1 *Plan Purpose*
2 *Guiding Principles*
2 *Planning Process*
3 *Planning Area*
4 *Natural Disaster Relief*


Port Byron is a Illinois rivertown on the banks of the Mississippi River just east of the Quad Cities. The Village is bisected by Illinois Route 84, which connects to Interstate 80 two miles west of the Village. The 2010 population was 1,647 and is estimated to be 1,662, as of 2012. As stated in the Port Byron's Comprehensive Plan (2008), the Village is "quiet and peaceful...has good highway and rail access, a strong community network and sense of history."

In 2008, the Village was adversely affected by a natural disaster (known as "Hurricane Ike"), which caused flooding issues for many communities along the Mississippi River. More specifically, Port Byron incurred riverfront flooding in and along its downtown Main Street business district. Additionally, portions of Illinois Route 84 between Rapids City and Port Byron were closed due to high water, resulting in social and economic distress for both the community and its citizens.

This Plan, funded by the U.S. Department of Housing and Urban Development (HUD) and allocated by the State of Illinois, will help address disaster relief and restoration to infrastructure, housing and economic revitalization* (*see Section 1.5 for more information*).

## 1.1 PLAN PURPOSE

This Plan is adopted as a complementary component of the Village's 2008 Comprehensive Plan. It will guide Village officials, serving to meet the following objectives, identified at the beginning of the planning process:

### PLAN OBJECTIVES

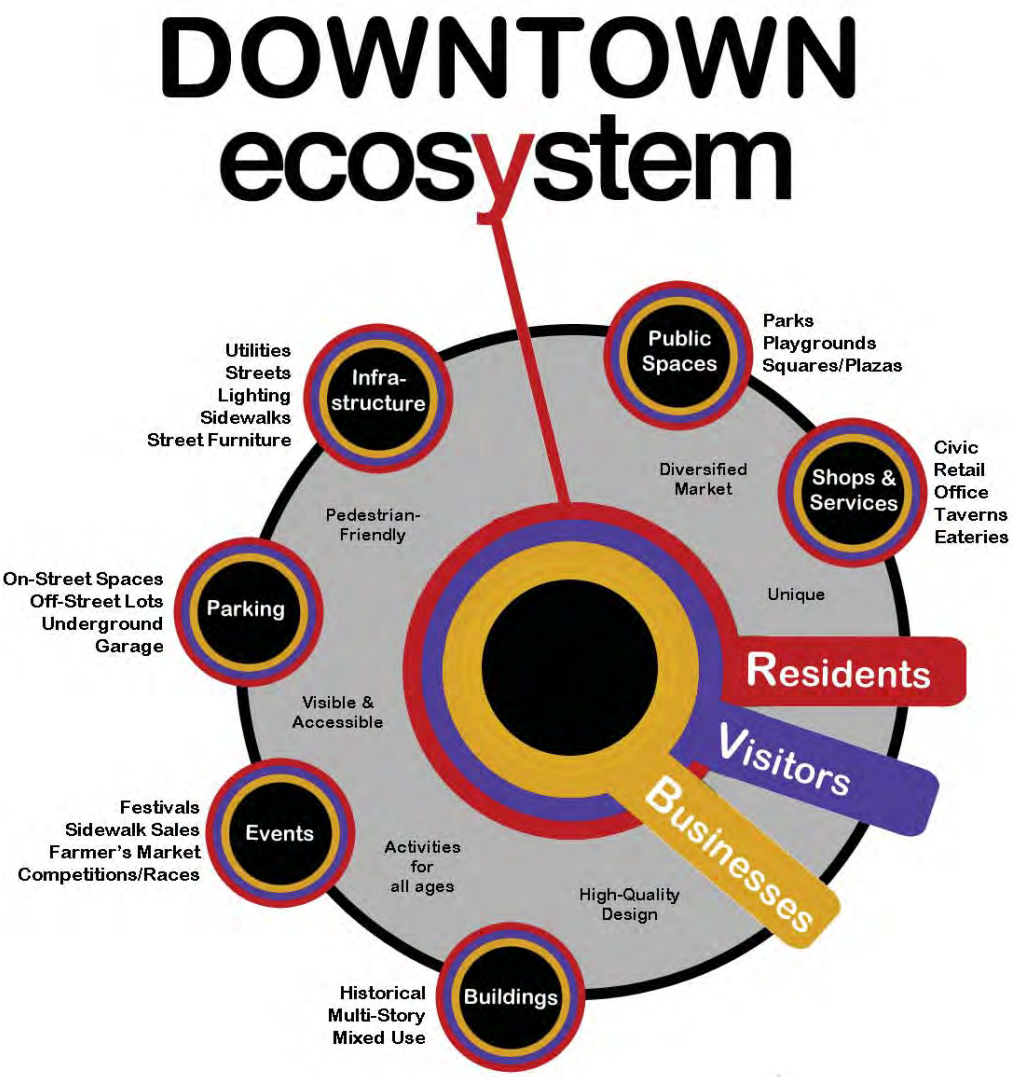
- ☑ Establish sound development and infrastructure guidelines to minimize potential natural disaster impacts, primarily flooding issues.
- ☑ Identify characteristics and qualities that make downtown Port Byron unique and enhance these qualities to create a distinguishable identity for the community.
- ☑ Identify retail business types that have the potential to successfully expand in or be recruited to downtown.
- ☑ Evaluate downtown parking needs and identify strategies to meet and manage parking demand.
- ☑ Provide an achievable implementation strategy for all recommendations.

** In conjunction with this project a Stormwater/Sanitary Sewer Inflow and Infiltration Study and a web-based GIS Asset Management application were completed in an effort to make Port Byron more resilient to future disasters. See* ***Appendix A*** *for more information.*

## 1.2 Downtown "Ecosystem"

Thriving downtowns are complex ecosystems with many interdependent components. Businesses attract visitors, which support other businesses. Downtown housing generates street activity and supports restaurants and retailers. Parking supports the transportation needs of all users, and streetscaping improvements encourage walking and lingering. Public events attract visitors and provide some buzz and life to the district. But, just as in a natural ecosystem, when any of these components are damaged or missing, it can have cascading effects through the rest of the ecosystem, reducing activity and investment. The opposite is also true. In the effort to repair and restore a downtown ecosystem, a new investment of any type can have a catalyst effect, leading to other investment and activity.

This Plan will review these independent components and suggest improvements that will help downtown Port Byron become even more successful.



## 1.3 Planning Process

This Plan was discussed and developed through a series of Steering Committee meetings between July 2013 and February 2014. All meetings were public meetings and noticed as such. In addition, the downtown business owners and patrons were expressly invited to attend and participate in the public informational meetings via letters and flyers distributed to businesses. Draft materials were also posted on the Village's website during the planning process.

Public Input Open House

### Project Milestones

Steering Committee Kickoff
*July 30, 2013*

Public Input Open House
*October 30, 2013*

Business Questionnaires/Interviews
*November 11 - December 6, 2013*

Steering Committee Meeting – Existing Conditions Review & Goal Development
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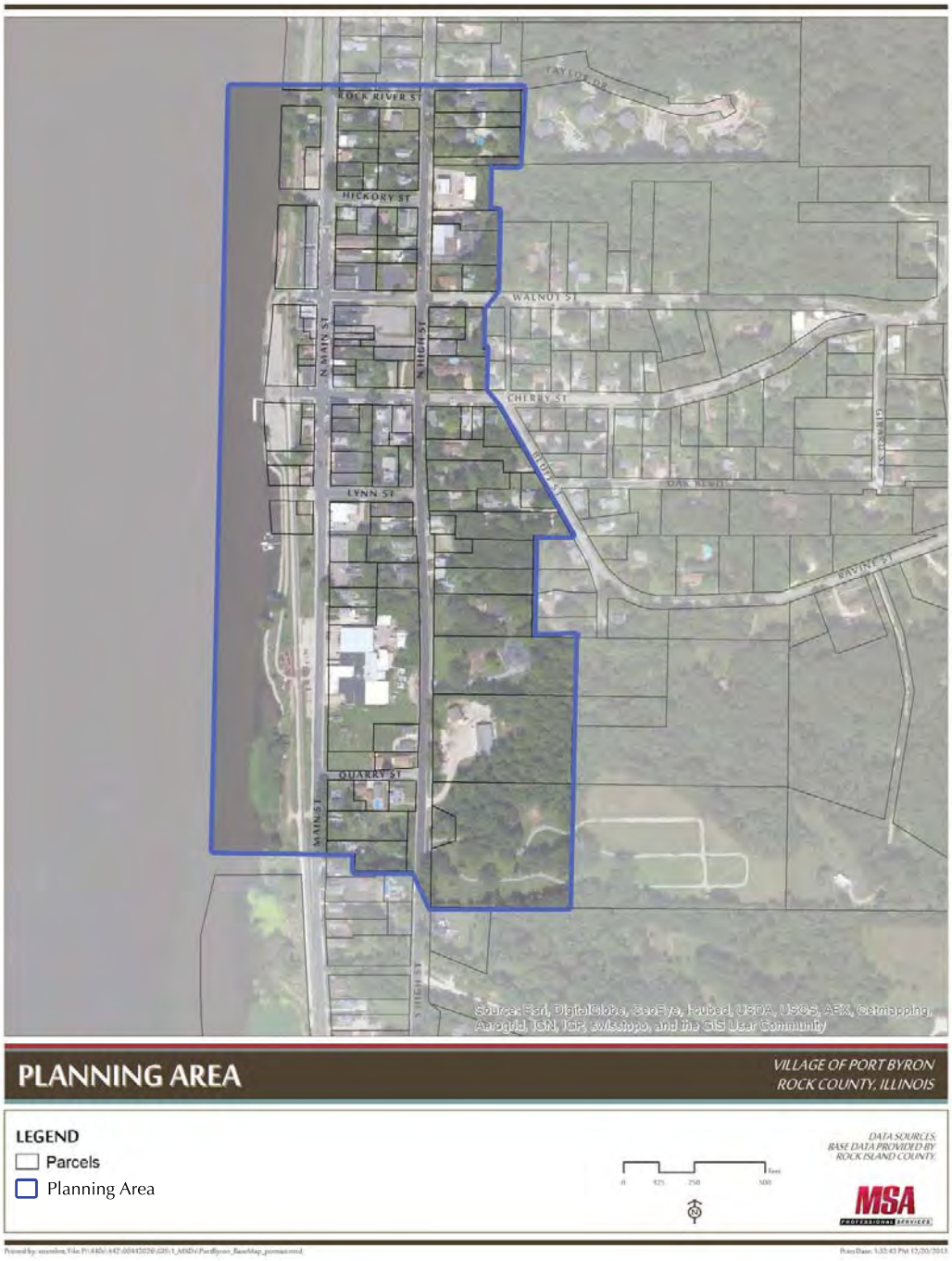
## 1.4 Downtown Planning Area

As shown in *Figure 1.3*, the study area for this planning effort is focused primarily on properties abutting High and Main Streets from Quarry Street to Rock River Street. This area makes up the downtown "core" of the Village of Port Byron. There are additional businesses located east and west of this downtown core; however, the Village decided to focus on this primary pedestrian-oriented mixed use and commercial area.

*Figure 1.3: Planning Area Map*



## 1.5 Natural Disaster Relief

Funding for this Plan comes from the US Department of Housing and Urban Development (HUD). This grant funding was allocated to the State of Illinois by Presidential Declaration in response to the flooding in 2008 – known as the "Ike" disaster. "Ike disaster" funds were provided to communities to recover from the 2008 floods, as well as plan for and reduce the damage potential from future flood events.

Based on the Ike Planning Program requirements, the Plan must at a minimum directly address the project area's disaster recovery needs. Specifically, the plan must:

- Analyze the impact of the floods of 2008 on the area, paying special attention to the areas and groups that were most adversely affected, and the kinds of unmet "needs" that were created by the storm either directly or indirectly (e.g. infrastructure, housing, economic development etc.).
- Put forth principles/policies designed to best serve the affected populations and address the identified needs created by the disaster.
- Outline strategies designed to mitigate or minimize future disaster damage.

Additionally, this Plan must promote the Sustainable Planning Principles listed below:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods

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# CHAPTER 2

# EXISTING CONDITIONS


7 Existing Plans
9 Stakeholder Input
13 Urban Character and Context
19 Utility Infrastructure
21 Development Limitations
22 Retail Market Study


A crucial early step towards establishing a vision and promoting redevelopment in the downtown is analyzing the existing environment. This analysis includes the following steps.

**Step 1:** Review prior planning documents relevant to the downtown area

**Step 2:** Consult stakeholders to identify issues and opportunities in the downtown area

**Step 3:** Document and evaluate the physical design characteristics of the downtown area

**Step 4:** Document and evaluate the economic characteristics of the downtown area (i.e. retail market study)

## 2.1 EXISTING PLANS

There have been a few recent planning processes that address some aspects of this area of Port Byron. The visions crafted and decisions made in those plans are acknowledged here and are incorporated and referenced as appropriate in this plan.

### *2008 Village Comprehensive Plan*

This long-range plan helps Village officials make future land use decisions based on the following vision created during the planning process:

*"Envisioned to be a thriving historical riverfront community with strong family roots. Residents value a variety of planned land uses, attractive and friendly neighborhoods that preserve the natural setting, successful businesses, accountable village government, and quality services together with civic involvement."*

The comprehensive plan discusses the importance of the community approving new commercial developments that target the needs of residents and visitors. The Village's Central Business District (CDB) is noted as the focal point that serves the community and local regional retail, office and service needs and will continue to be a place to live. Illinois Route 84 was noted as the gateway to Port Byron and the potential for businesses along this route catering to the existing commuters/travelers. Included in this plan were objectives directly impacting downtown planning, as well as establishing general downtown guidelines, as described below.

Objectives

- *Consider the viability of a multi-purpose community activity center, serving youth and seniors as well as other residents. Consider the facility location in or near the downtown where it may serve as a community anchor.*
- *Formulate a community development program with equal attention devoted to new development and rehabilitation and redevelopment efforts.*
- *Work with local and regional economic development interests to assess and review the types of businesses in the community and their influence on the tax base and consider a market analyses to target business development strategies, particularly for the downtown riverfront to capitalize on commercial tourism.*
- *Encourage revitalization of the downtown riverfront to create a community core that showcases Port Byron's exceptional Mississippi Riverfront and to provide a focal point for civic activity.*
- *Encourage appropriate zoning for new residential areas close to businesses and services.*

- *Reinforce community pride and involvement through beautification efforts and improvements.*
- *Create welcoming gateways into the community at prime locations.*
- *Do not allow new development within the floodways to obstruct the flow of flood waters or cause a substantial increase in the 100-year flood elevation.*

General Design Guidelines

- *Provide a mix of compatible housing and small business options that provide shopping and service choices for residents and visitors.*
- *Encourage higher density development in the mixed use areas without compromising the views for the hillside or bluffs. Fill in vacant lots with new development to create a compact and concentrated downtown area.*
- *Retain sidewalks or created walkways to shorten trips and encourage mobility and access within the mixed use areas*
- *Integrate public open spaces to add value and promote community interaction.*
- *Limit competing commercial development on the periphery of the community to foster a viable Central Business District.*
- *Continue to foster the mixture of land uses within the CBD and its periphery to allow multiple-family residential development within walking distances, conversion of existing homes, or redevelopment of vacant or outmoded, under-utilized properties to commercial and/or office uses. Encourage residential opportunities in the development of or conversion of under-utilized commercial second floor space, if feasible.*
- *Incorporate updated telecommunications technologies within the downtown.*
- *Encourage unique and specialty shopping, dining and service opportunities.*
- *Create a downtown design manual to guide appearance improvements of building facades, streetscapes, pedestrian movements, and aesthetics of the CDB.*
- *Use the riverfront park area as an attractive focal point for commercial and multiple-family land uses*

### *2011 Economic Development Strategy*

This plan is intended to complement the Village's Comprehensive Plan and provide direction to the Planning & Zoning Committee's monthly meetings. The plan listed several short term economic development goals to be completed over a 12-18 month period. The goals are listed below with an update on their progress as of adoption of this Plan:

- ***Establish/Improve Farmer's Market*** – operated over past 2 summers on several occasions; however, location continues to be a problem
- ***Publish community fact sheet*** – completed
- ***Establish Business Connections Committee*** – Five businesses joined the committee; however, participation suffered after initial meeting (several businesses indicated they are waiting for water/sewer expansion before moving/expanding).
- ***Extend Municipal Dock*** – Changed to courtesy dock. COE approval process underway. Dock purchased.
- ***Construct Downtown Parking Lot*** – Completed; three new businesses near the lot another on the way; 20 additional free parking spaces and one bus stop.

### *2013 Economic Development Strategy*

This plan is an update to the economic development strategy created in 2011. It provides short term goals for the Planning & Zoning committee to use to further the economy within Port Byron. Issues discussed during this process include:

- Open store fronts, especially downtown
- Too few cars stopping in town as they travel on IL-84
- Power lines downtown are unattractive and could be buried
- Rubbish collects quickly along IL-84
- Partnership in potential library expansion
- Riverfront development/beautification
- Signage throughout town
- Commercial area lighting
- Façade improvements

The short term economic goals established in this Plan for 2013-2015 are summarized below:

- Complete or update as necessary the Village's hazardous building ordinance
- Add amenity signage to Route 84 to highlight downtown businesses and other attractions
- Complete or update the Village's sign ordinance and recommend enforcement measures to the Village Board
- Seek assistance with landscape and architectural plan for downtown area
- Add 1-3 historical markets/informational signs throughout the Village

### *2008 Rock Island Co. Multi-Jurisdictional Local Hazard Mitigation Plan*

This plan was developed to meet the requirements of the Disaster Mitigation Act of 2000, also known as DMA 2000. Representatives from each participating jurisdiction were asked to score all of the profiled hazards from the perspective of their own communities. The top five hazards for each local government were highlighted and the scores were averaged to establish a draft prioritized list broken into a First, Second and Third Priorities.

The first priority hazards for the Village of Port Byron were: *Severe Storms (combined), Wildfire, Extreme Heat, Tornado, and River Flood, and Flash Flood*.

The Village also listed 21 facilities as critical facilities with half of those being associated with the Village operations. Critical facilities include the Village Municipal Building (includes administration, police, fire department, emergency operations and warming center), water and wastewater treatment facility, transmission facilities, ambulance station, and several commercial buildings.

Two actions were specific to the Village of Port Byron, as listed below:

- Action 1: Continue NFIP compliance by enforcing local floodplain ordinances based on State of Illinois Model Code, which exceeds NFIP minimum requirements.
- Action 2: Purchase building for Emergency Operations Center (EOC) with heating/cooling shelter facilities.

This plan was adopted individually by each community with Port Byron adopting it on September 8 ,2008.

## *2.2 Stakeholder Input*

Involving people who are directly affected by a downtown plan is an important step - people who work, live, shop, and play in the area have important insights about how the downtown functions and what should be considered for change. In the beginning of this planning process, a business questionnaire was dispersed and collected, several interviews were conducted with key stakeholders, and an public open house was held for anyone with an interest in the process. This section summarizes the outcomes of these meetings and the comments and suggestions made.

### Business Questionnaire

Over 25 downtown businesses were contacted to provide background information on their business, as well as needs/desires for the downtown. Businesses could either provide answers to a questionnaire or meet with the consultant (or Village P&Z member) for a one-on-one interview. Below is a summary of the responses received from these efforts.

#### *Who are your tenants/customers/clientele/users? Where do they live?*

- Most customers local, few from Quad Cities proper (x3)
- Both locals and Quad Cities residents (x4)

***Why are you located in Port Byron? What are the advantages of operating at your current location?***

- Downtown Port Byron is a great environment – good neighbors, good view (x3)
- Occupied current location for many years (x4)
- Able to locate on highway
- Location used to be busy
- Proximity to QCA

***Is there anything impeding the success of your business/organization that you think this plan could help to address?***

- General improvements would help – making area more visitor-friendly would increase walk-ins
- Raising property values might make relocating viable
- Parking (x2)
- Lack of visibility (x2)
- Downtown not defined because IDOT prevents signage on highway

***Do you have any plans or aspirations for physical expansion in the next 5 years?***

- Expansion of current property isn't physically possible (x2)
- No
- Want to expand, but unable to afford it
- Yes (x3)

***What is the peak time for traffic related to your business/organization?***

- W 10am –8 pm
- F 9am – 5pm
- M –F, 1 – 5pm
- All week 10am – 4pm
- All week lunchtime, 5 – 7pm
- All week 4pm – 8pm
- All week afternoons and after 9pm
- Saturday mornings
- Unpredictable

***Is parking a constraint for your business/organization? Can you approximate your parking need in total stalls, in terms of typical demand and peak demand?***

- Parking is a constraint (x3)
- Parking is not a constraint (x4)

***What needs to be preserved as changes occur over the coming years?***

- Old downtown feel (x2)
- Businesses
- Keeping docks repaired
- Memorial Gazebo
- Preserve view of the river

***Please describe 3 things that you would like to change about the downtown, especially things that would make your business more successful.***

- Increased parking
- Increased charm of downtown / attract more people (x5)
- More family-oriented activities, village events (x2)
- More businesses
- Create chamber of commerce or similar to promote businesses (x2)
- Install signage
- Inform businesses of properties available for expansion

***Do you own any vacant land or buildings in the downtown area – if so (or if you know someone who does), what have been the impediments to sale/lease/reuse/redevelopment?***

- Yes, Peacock's
- Yes, vacant lot adjacent to library

***What role could your business have in the betterment of the downtown (i.e. skills or services to be applied within the downtown to foster positive changes)?***

- Lots of face time with clientele can help spread upbeat attitude
- Facilities could be used as community gathering place
- Can distribute information about events, and be a partner for village-sponsored events (x2)
- Would partner with other businesses

***If given $10,000 for the betterment of the downtown area, how would you spend it?***

- Improved Christmas decorations for all of downtown
- Improved signage for businesses / attractions
- Improved downtown aesthetics, streetscaping (x2)
- Repair docks
- Expand own business
- Message board on outer wall of Village Hall, visible from street

***If given $500,000 for the betterment of the downtown area, how would you spend it?***

- Water and sewer infrastructure
- Use to attract more business
- Make library lot ADA-compliant, improve lot signage
- Widen Main Street for more parking
- Streetscaping (x2)
- Underground all utilities
- Build community rec. center / sports facilities

***Are there any vacant sites or buildings that you see as either a major liability or a major opportunity?***

- Redevelop the Old Stones grocery store (x4)
- Redevelop former school building (x2)
- Redevelop Frontier building
- Big red “Brick House” on 84
- QC Monogram building
- Old Stone House – 412 N High St

***What has your past experience been working with the Village? In what ways have you been frustrated, or in what ways have staff and/ or elected officials helped your business/ organization?***

- Village has been pleasant to work with but has poor communication with businesses (x2)
- Village has not made much effort to work with long established businesses (x3)
- Village gives off impression that tax-exempt library is dead weight
- Unfair in dispersing funds

***What do you think the Village could do, either within or outside of the scope of the downtown plan, to support your success?***

- Downtown Christmas Walk, similar to the Halloween Parade
- Signage or slogan, some kind of initiative to bring attention to local businesses (x2)
- Work more closely with businesses
- Infrastructure improvements for utilities
- Provide donation for library expansion
- Streetscaping
- Promote industrial development
- Allow businesses to partner with school system

### *Additional comments*

- Significant drainage and stormwater runoff problems from IL 84
- Improve trash and snow plowing services
- Village should promote its uniqueness
- Village should not issue more liquor licenses, already one for every 200 people
- Dixon, Galena, Mt. Carroll, and Leclaire may provide ideas for getting development in small towns

## Open House

On October 30, 2013, Mayor Klute and MSA staff held a public open house to discuss the future of the downtown. To assess the downtown based on public opinion, a SWOT (Strengths, Weaknesses, Opportunities and Threats) Exercise was conducted. Once this exercise was completed all attendees were given four stickers to vote which topics are most important to improve, enhance or preserve. The list below identifies those that were found to be important to those in attendance.

### *Strengths*

- Riverfront view / Natural beauty
- Bike / Walking Path
- Good entertainment / dining
- Friendliness / Small-town feel
- Boating / River access
- School System
- Existing retail

### *Opportunities*

- Library expansion, or new building
- Recreational Park
- Attract more dining/shopping
- Improve visibility of Main Street
- Community Center
- Provide children activities
- Sidewalk improvements
- Create Farmer's Market

### *Weaknesses*

- No entertainment for young people
- Street lacks cleanliness
- Lack of building code enforcement
- Lack of business voice
- Lack of parking
- Visibility issues from Main Street & IL-84
- Vacant / Unmaintained buildings
- Stalled north dock
- Lack of signage
- Oversupply of some items (e.g. liquor)
- Tugfest
- Curb clearance
- Small population

### *Threats*

- Tugfest (declining image, loss of business to vendors)
- Sewer infrastructure
- Theft / Lack of Security
- Aging population
- Flooding

## 2.3 Urban Character and Context

A key purpose of this plan is to provide guidance for property owners, developers, and Village officials and staff on the preferred location and design of redevelopment projects in the downtown area. Such guidelines should be grounded in an understanding of the downtown as it exists in 2013. This section offers an assessment of the current character of the downtown district, including an identification of assets to protect and shortcomings to overcome.

### District

A district is a cohesive area with an identifiable character. Land uses and building patterns establishes this character.

*Land Use*

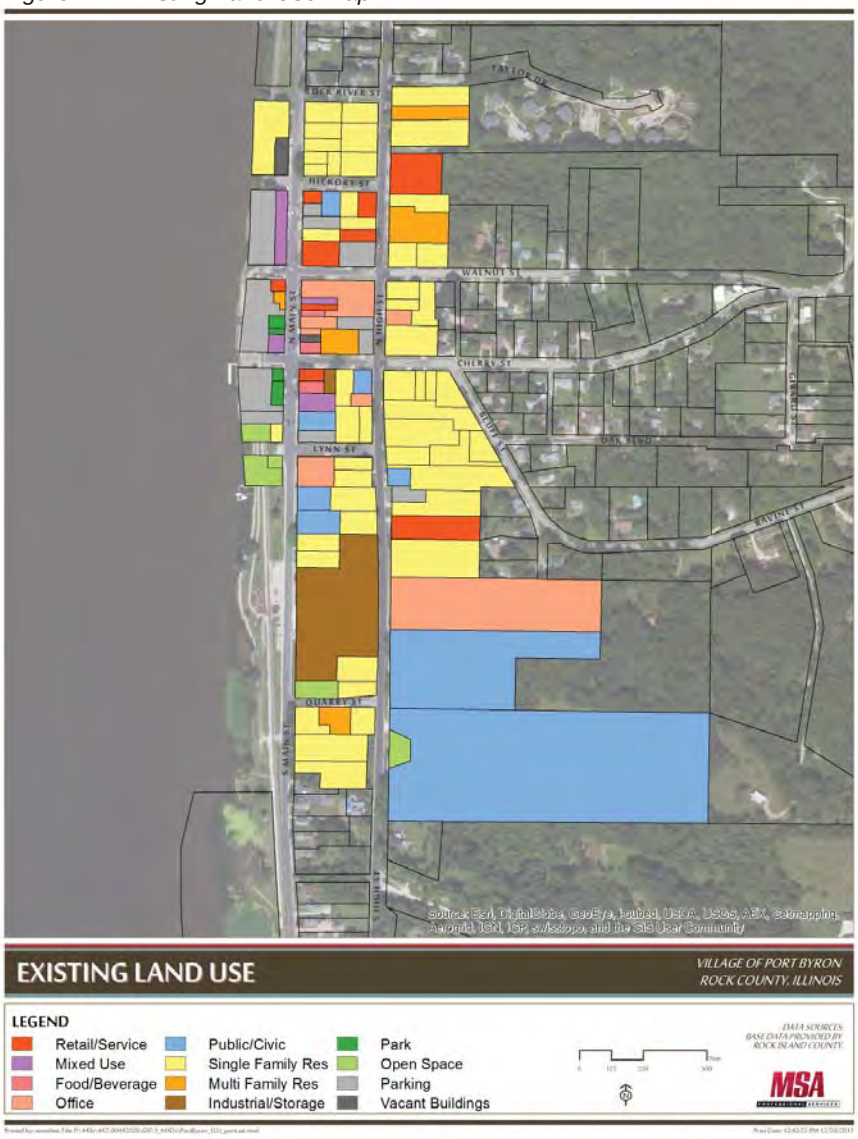
Port Byron's downtown core has a good mix of uses, including varied formats of residential, retail, office, and civic uses. The existing land uses within the study area are illustrated in *Figure 2.1* and listed in *Table 2.1*. In total, commercial uses make up only 20% of the downtown parcels, while approximately 45% of the parcels are single-family residential. This imbalance is primarily due to the absorbent amount of residential on High Street (IL-84). Of the commercial uses, the majority are categorized as "service and retail" (9 parcels / 39% of commercial uses), followed by "Office" (7 parcels / 30% each).

Most of the current uses contribute positively to the vibrance of the downtown, while there are a few sites that impede this vibrance, such as the vacant former grocery store on Main Street. The public and civic site/uses (*e.g. municipal building, park spaces, boat dock and bike path*) add to the character of the downtown.

*Table 2.1: Existing Land Use Summary*

| | Parcels | | Area | |
|---|---|---|---|---|
| | # | % | # | % |
| Retail/Service | 9 | 8.2% | 2.45 | 4.5% |
| Mixed Use | 4 | 3.6% | 0.73 | 1.4% |
| Food/Beverage | 3 | 2.7% | 0.24 | 0.4% |
| Office | 7 | 6.4% | 5.46 | 10.1% |
| Public/Civic | 8 | 7.3% | 18.10 | 33.4% |
| Single Family Residential | 50 | 45.5% | 16.97 | 31.3% |
| Multi Family Residential | 5 | 4.5% | 1.75 | 3.2% |
| Industrial/Storage | 2 | 1.8% | 3.51 | 6.5% |
| Park | 4 | 3.6% | 0.26 | 0.5% |
| Open Space | 5 | 4.5% | 1.09 | 2.0% |
| Parking Lot | 11 | 10.0% | 3.35 | 6.2% |
| Vacant Bldg | 2 | 1.8% | 0.23 | 0.4% |
| TOTAL | 110 | | 54.13 | |

*Figure 2.1: Existing Land Use Map*



*Building Patterns*

The core of the downtown (e.g. Main Street) has a variety of building styles and ages; however, the general design format follows traditional storefront architecture (e.g. no building setback, window and doors facing the street, minimum 1.5 story height, awnings/ canopies, etc.). Contrarily, High Street (IL-84) has no continuity and varies property to property.

*Primary Streets carry the majority of traffic through the downtown and are usually the most critical for establishing the downtown character. Main building entrances are most likely to be oriented toward these streets and curb cuts for access minimized for safety and appearance. In the downtown core these streets usually feature minimal building setbacks and a consistent street wall of buildings built to the minimum setback line.*

*Secondary Streets provide alternate routes for travelers and provide access to parcels for parking and loading. The consistent street wall is broken by driveways and parking in many places.*

*Tertiary Streets are minor roadways that handle light traffic and help to complete the grid system, providing access to parcels. In a downtown context, the majority of these roads are side streets with few main building entrances and limited pedestrian features (e.g. awnings, large windows).*

## Streets and Spaces

The district character is strongly influenced by the design of each street, including not only dimensions and configuration of the street itself and any sidewalks, but also building sizes and setbacks. A street is a public thoroughfare, but it is also a public space that can be either inviting or unappealing.

*Street Hierarchy*

Generally a community's downtown is comprised of three types of streets - *primary, secondary, and tertiary* - each with a unique function and use (*see side bar for more information*). However, Port Byron's downtown is atypical. High Street (IL-84), which carries the majority of the traffic and is the gateway into the downtown, lacks the character of a primary downtown street. For example, it contains a variety of setbacks, discontinuous street wall, and many curb cuts. Main Street, on the other hand, functions as a secondary street, but has the "primary downtown street" character. For the foreseeable

*Figure 2.2: Road Hierarchy Map*

future Main Street will not see significant increase in vehicle traffic, as it does not connect to/ from any particular destination, even though it is a destination in itself. The challenge will be: to 1) reinvent High Street with the characteristics found on Main Street; and 2) to find ways to increase traffic on Main Street.

*Streetscaping*

Streetscape is simply the landscape of the street - it can be barren or inviting. Common streetscape improvements include trees, benches, planters, crosswalks, and decorative light fixtures. The side bar (*in the upper right*) describes the conditions of the existing downtown streetscape, and *Figure 2.3 (in lower right)* illustrates the overall poor condition of the downtown sidewalk network.

Based on current street conditions, the following statements can be made:

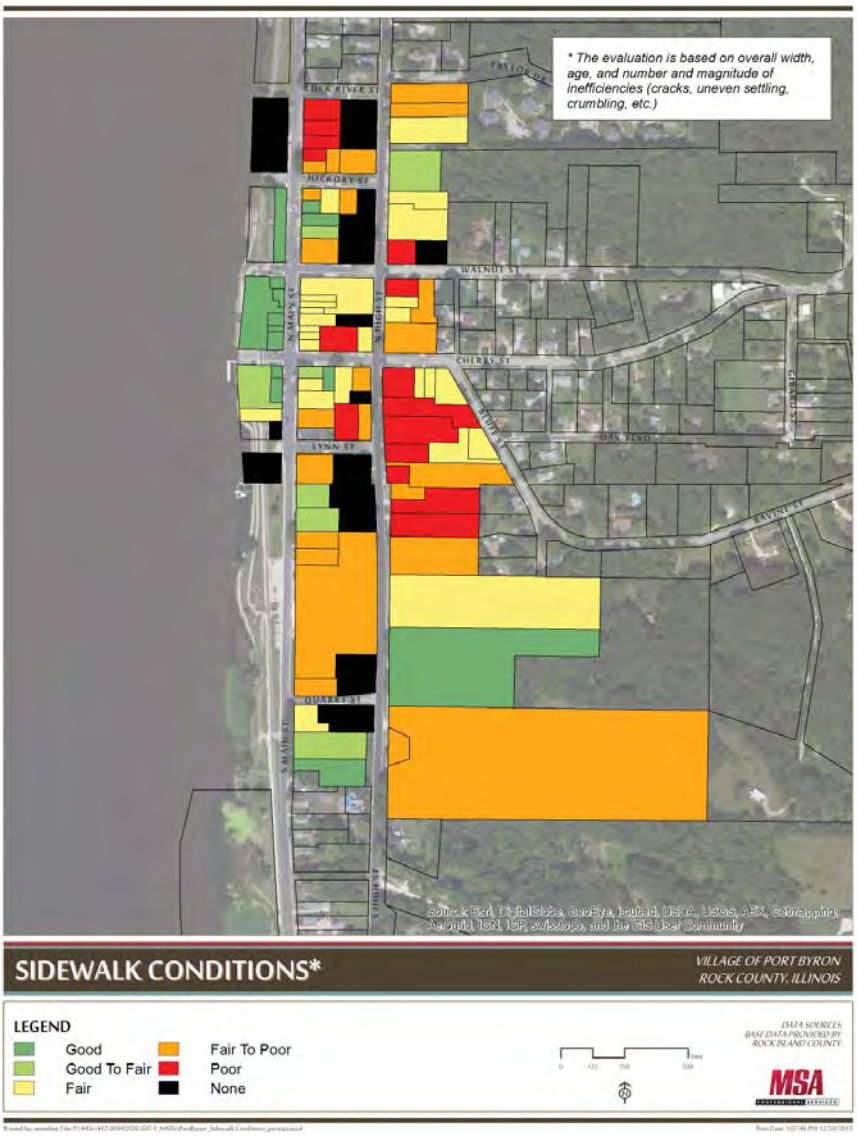
**Weaknesses**

- Missing sidewalk sections & no marked crosswalks
- No separation between sidewalk and private drive/parking
- High St. lacks ADA compliant ramps (most)
- Some curb areas are in poor shape
- Light poles are not pedestrian-friendly and some are showing age
- No consistent themed streetscaping

**Strengths**

- Most of the sidewalks in the downtown are wider than the standard 5-foot sidewalk
- There are sporadic benches & planters in the downtown core section

*Figure 2.3: Sidewalk Conditions Map*



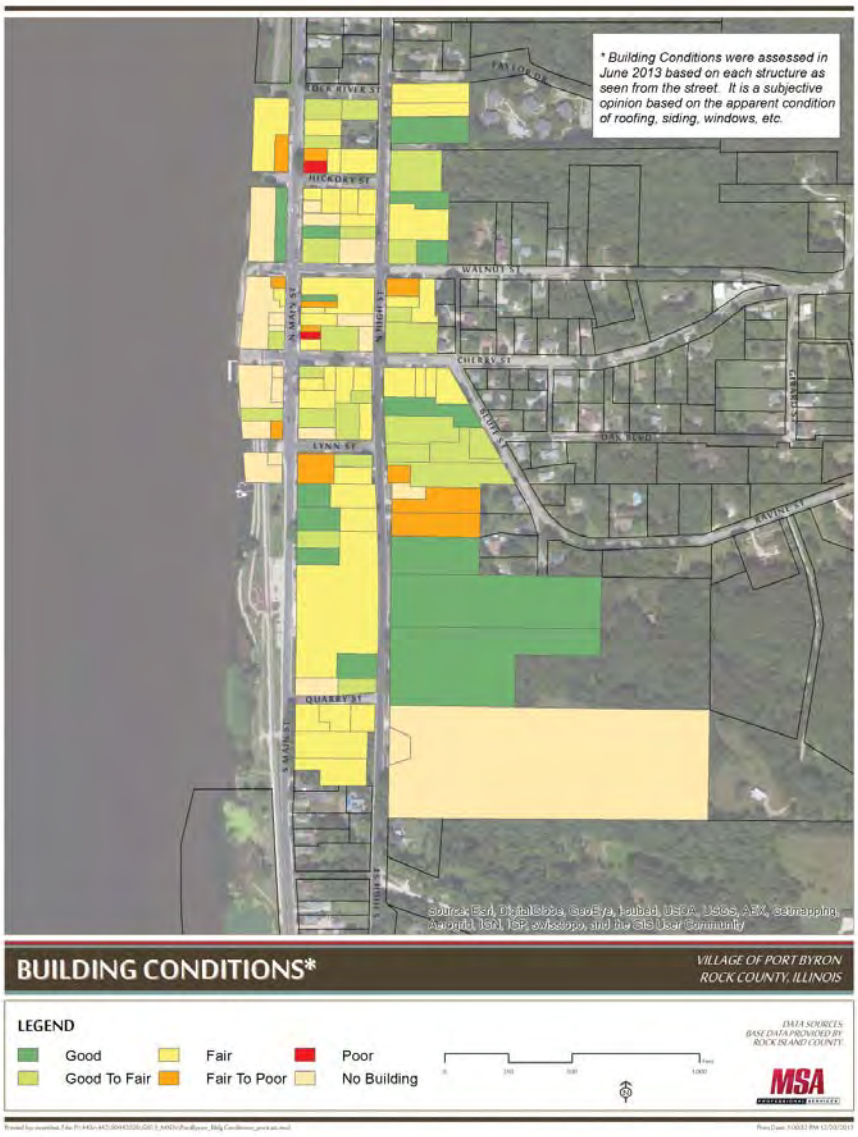
## Buildings & Parcels

Individual parcels/buildings can have a lasting impression on a person's perception of an area, either positively or negatively. For instance, a building could be so well-designed, unique, or historically significant that it is the first thing someone thinks of when someone mentions the Village of Port Byron. Contrarily, a poorly designed or dead public space, a rundown/falling apart building, or a large vacant parcel can leave a negative impression.

*Table 2.2: Building Conditions Summary*

| | Parcels | | Area | |
|---|---|---|---|---|
| | # | % | # | % |
| Good | 14 | 12.7% | 13.17 | 24.3% |
| Good To Fair | 24 | 21.8% | 7.38 | 13.6% |
| Fair | 38 | 34.5% | 13.46 | 24.9% |
| Fair To Poor | 11 | 10.0% | 2.68 | 5.0% |
| Poor | 2 | 1.8% | 0.15 | 0.3% |
| No Building | 20 | 18.2% | 16.91 | 31.2% |
| Unknown | 1 | 0.9% | 0.38 | 0.7% |
| TOTAL | 110 | | 54.13 | |

*Figure 2.4: Building Conditions Map*




## Building Conditions

*Figure 2.4 (in lower right)* illustrates the building conditions within the downtown. These evaluations were assessed in June 2013, and are based on the exterior appearance of each building viewed from the street. In general, the majority of the properties were in good to fair condition, while there are few properties that have dilapidated buildings that can detract from the character of the downtown (*see Table 2.2 for more information*).

*Property Values*

Land and improvement (building) values are assessed annually and provide an objective evaluation of the state of private property in the Village. Based on the 2012 aggregate assessed values (*excluding tax exempt parcels*), downtown Port Byron's total property value is $4.28 million with land value at $3.33 million and improvement value at $950,000.

*Figure 2.5 (below)* illustrates the relationship between the value of improvements and the value of the land for each downtown parcel. A low number is an indication of opportunity for redevelopment - it means that the parcel is not contributing strongly to the tax base and the cost to remove/replace existing improvements is relatively low.

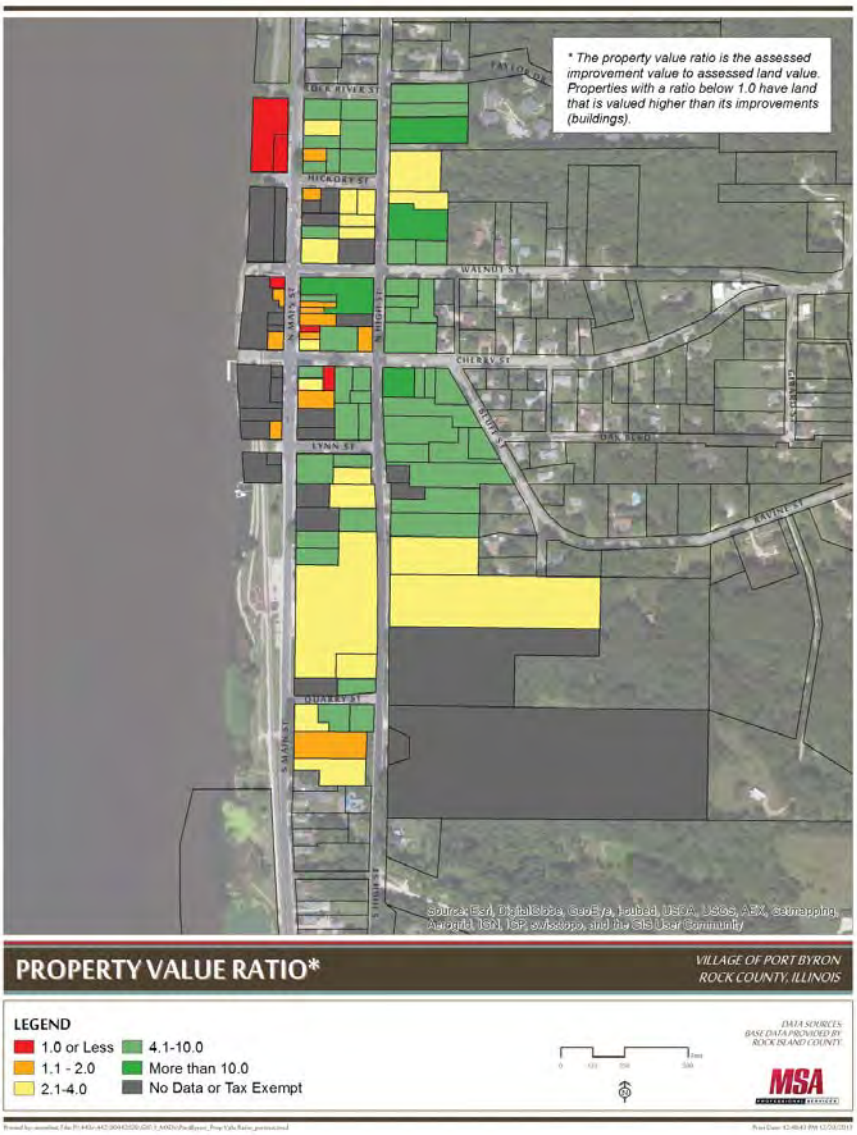
There are two important trends that are evident:

1. A significant portion of the downtown core (i.e. Main Street) is tax exempt. Public/civic buildings are an asset to downtown; however, it is important to limit further expansions that will affect the revenue generated downtown. Additional public parcels should only be created where the public good outweighs the losses in tax revenue.
2. The majority of the downtown is contributing significantly to the Village; however, there are few parcels located on Main Street that could be improved or redeveloped.

*Table 2.3: Property Value Ratio Summary*

| | Parcels | | | Area | |
|---|---|---|---|---|---|
| | # | % | # | # | % |
| 1.0 or Less | 5 | 4.5% | 17,785 | 1.16 | 2.1% |
| 1.1 - 2.0 | 12 | 10.9% | 5,301 | 1.82 | 3.4% |
| 2.1 - 4.0 | 18 | 16.4% | 1,740 | 12.73 | 23.5% |
| 4.1 - 10.0 | 42 | 38.2% | 39,552 | 12.49 | 23.1% |
| More than 10.0 | 4 | 3.6% | 131,084 | 2.51 | 4.6% |
| No Data / Tax Exempt | 29 | 26.4% | 122,930 | 23.42 | 43.3% |
| TOTAL | 110 | | | 54.13 | |

*Figure 2.5: Property Value Ratio Map*



*Property Contribution*

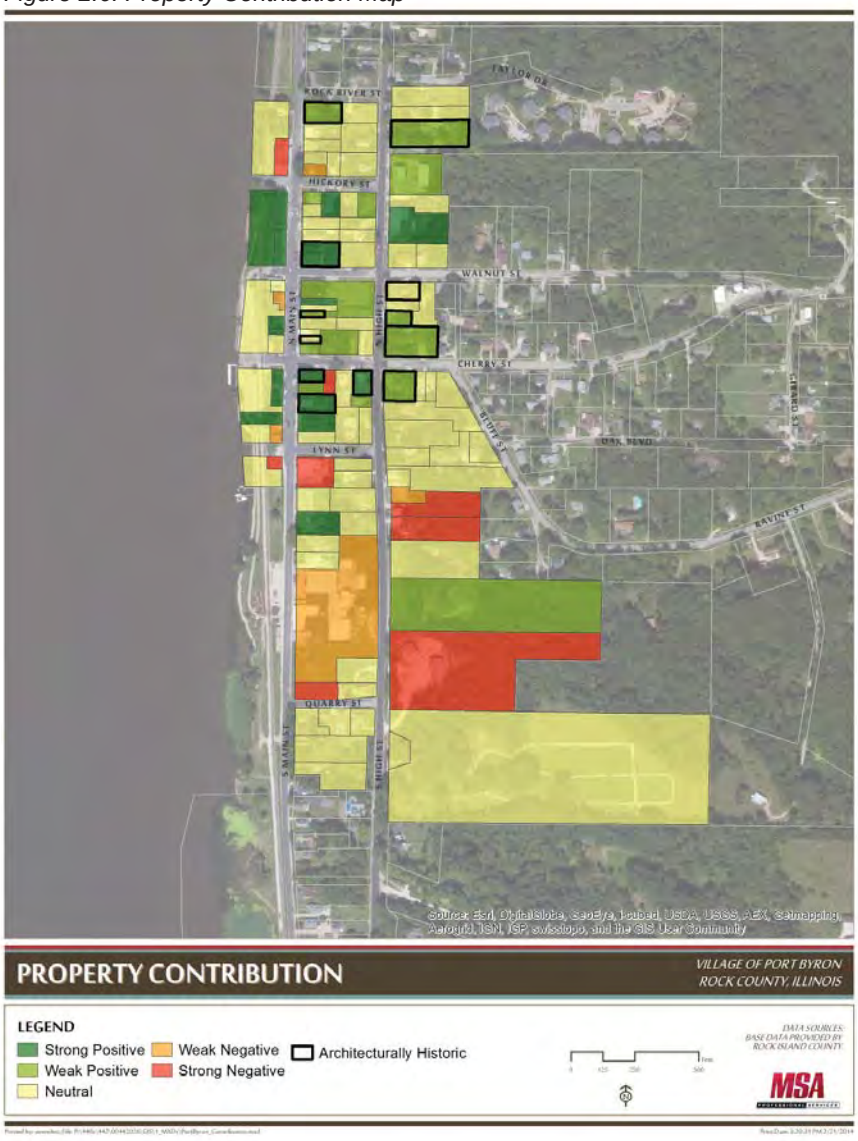
Figure 2.6 depicts an evaluation of each parcel within the downtown for its contribution to the overall character/atmosphere of the district. This evaluation is generalized based on building use, building condition and architectural significance* (highlighted in black).

- "Positive" contributions include maintained architectural significant buildings*, public/civic uses, and destination businesses.
- "Neutral" contributions include parking lots, single family residential, and buildings that need some repair.
- "Negative" contributions include those properties with buildings in disrepair, vacant, or are incompatble with the surrounding uses.

** Characteristics of architecturally significant buildings include vertical proportions, cornice details, second- and third-story windows, bay windows, stone lintels, fabric awnings, and original materials (especially brick). Non-contributing factors include horizontal proportions, non-historic awning or canopies, non-historic materials (e.g. metal siding, marble, etc.), and a general lack of decorative features.*

***Positive Contributions**: The above images provide two examples of strong positive contributions to the downtown character. The first image is a well-maintained architecturally significant commercial building, and the second is a well-maintained public library building.*

*Figure 2.6: Property Contribution Map*



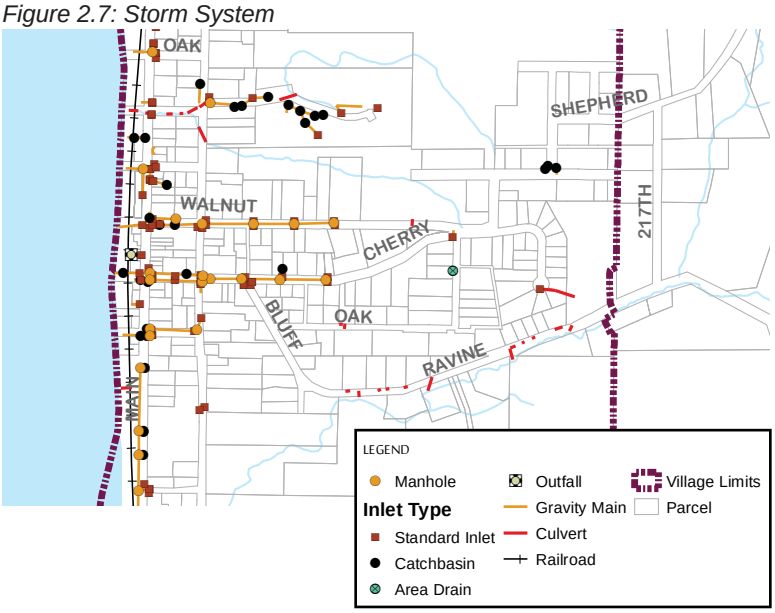
## 2.4 Utility Infrastructure

A strong utility infrastructure is paramount to business retention and expansion. Below briefly summaries Port Byron's utility infrastructure, including any existing issues with the systems within the downtown area. For more information, see *Appendix A*.

### Stormwater Utilities

The existing storm water system includes street inlets, catch basins, area drains, various pipe sizes and materials, and storm water drainage ways. The water generally flows to the west and discharges to the Mississippi River at several outfall locations. No specific issues have been identified within the downtown at this time.

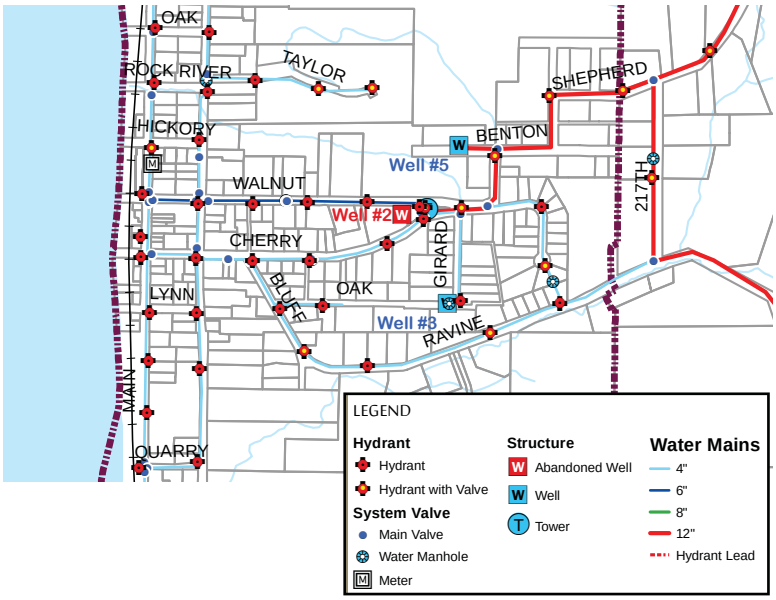
*Figure 2.7: Storm System*




### Water System

The community has three (3) active wells and one (1) elevated storage tank. The water mains range in size from 4-inch to 12-inch in diameter, with a majority of the mains only being 4-inch. There has been a history of water main breaks in the downtown area, under Main Street. The Village plans on reconstructing the water main on Cherry Street from the water tower to Main Street and then north underneath Main Street from Cherry Street to Agnes Street. This main will then be extended north along High Street (Highway 84) to the north end or the community. This water main replacement and extension will increase flows, allow for additional users to connect to the municipal water system that are currently on wells, and allow the Village to loop the system in the future.

*Figure 2.8: Water System*



## Sanitary Sewer Systems

In general, the sanitary sewer flows by gravity sewer. There are three (3) lift stations and force mains in areas with significant elevation change. The force main from the main lift station on North Street has had a history of breaks. The Village plans on replacing this force main from the North Street lift station to the new Aero-Mod treatment plant. The Village also plans on extending the gravity sewer to the north to allow additional users to hook onto the system.

As noted in the Figure 2.10, there are several manholes within the downtown that are in poor conditions, primarily on High Street.

*Figure 2.9: Sanitary Sewer System*

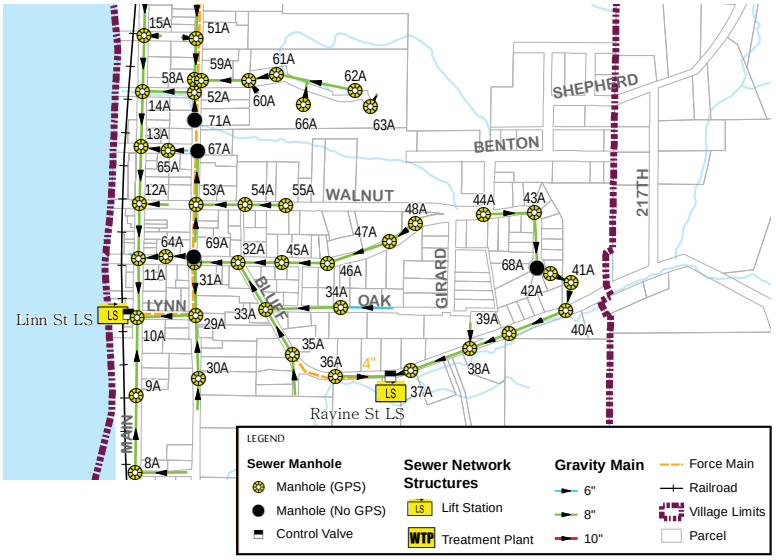
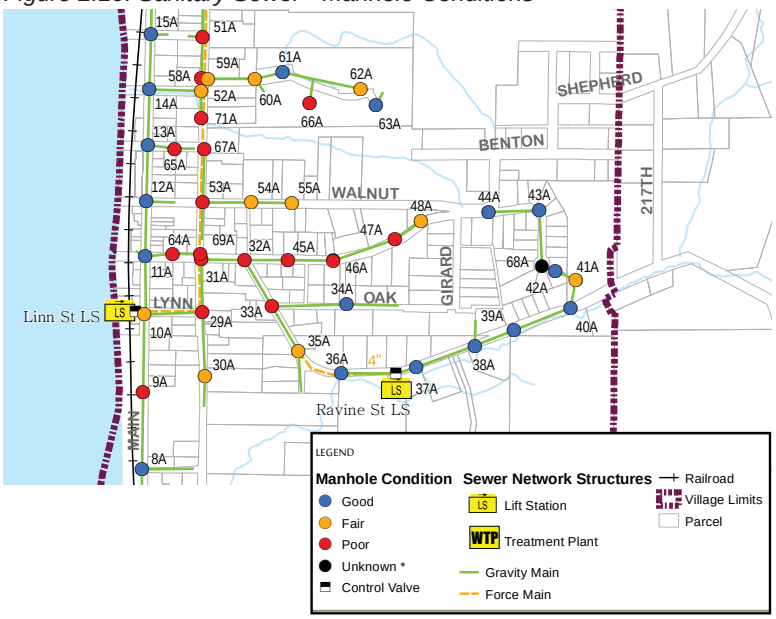



*Figure 2.10: Sanitary Sewer - Manhole Conditions*



## 2.5 Development Limitations

Developable land is limited by several natural features, including floodplains, slopes greater than twenty percent, and wetlands. The text and map below describes these development limitations that exist within the downtown.

### Floodplain

The floodplain is made of two zones: floodway (red) and flood fringe (orange). The floodway is the channel of the river and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height (i.e. intensive development is not allowed). While the flood fringe serves as a temporary storage area for flood waters during a flood. Therefore, additional development within this zone can impact flood heights in the region. For these reasons, development within the floodplain have strict restrictions and require flood insurance.

### Steep Slopes

It is general rule that slopes over twenty percent prove to be difficult and costly to build on. Additionally, development on such soils can lead to erosion issues. Therefore, development in these areas should be limited.

### Wetlands

These low-lying areas are generally not conducive for intensive development due to erosive character, high compressibility and instability, low bearing capacity and high shrink-swell potential of wetland soils. Therefore, governmental regulations limit development in areas with wetland soils.

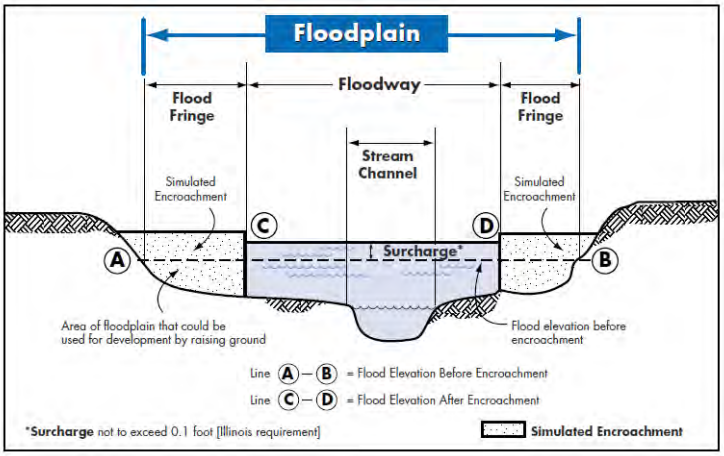
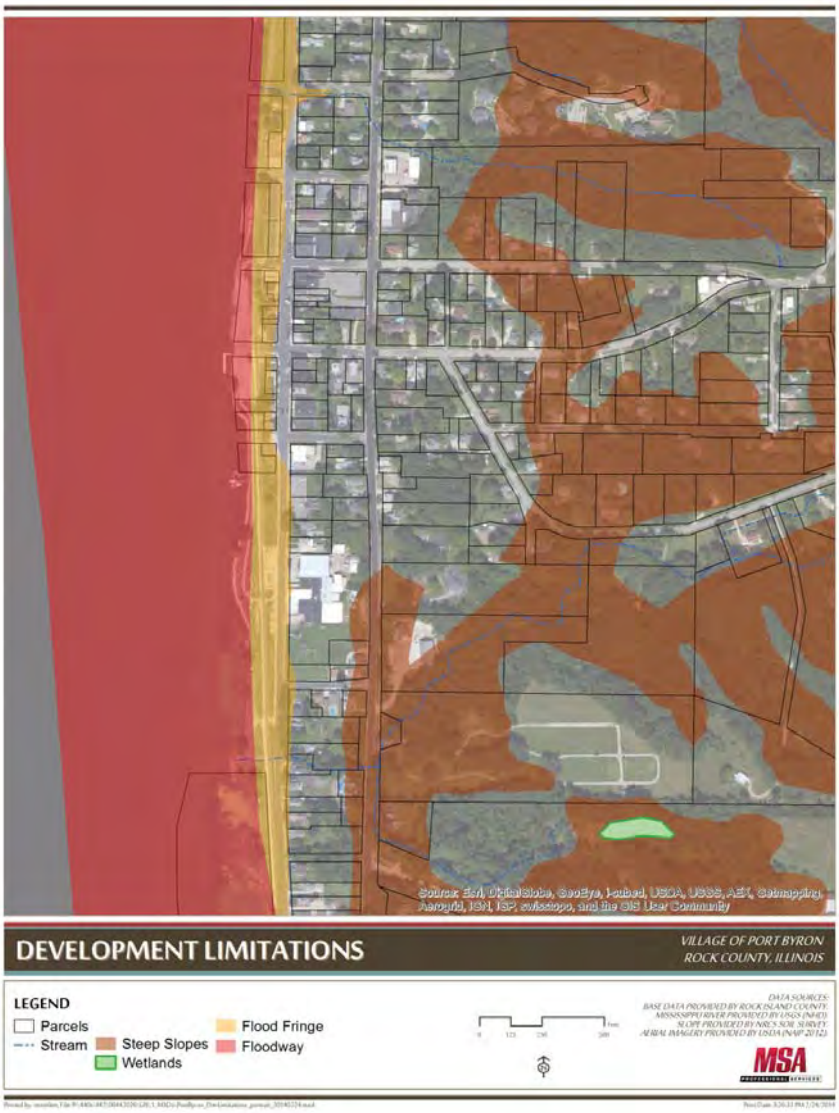



*Figure 2.11: Property Contribution Map*



## 2.6 Retail Market Study

The retail analysis is based on three trade areas: *neighborhood shopper* (4-minute drive time from Port Byron), *community shopper* (8-minute drive time), and *semi-regional shopper* (12-minute drive time). The 4-minute travel time encompasses the Village limits, while the 8-minute drive time includes unincorporated areas surrounding the Village and the Village of Rapids City. The 12-minute travel time reaches the Village of Hampton, the Village of Cordova and the City of Le Claire.

*Table 2.4* summarizes the supply vs. demand for various retail categories. Demand is the expected amount spent by consumers at retail establishments and supply estimates sales to consumers by establishments. The Retail Gap represents the difference between retail potential and retail sales. The Leakage/Surplus Factor presents a snapshot of retail opportunity (supply vs. demand), ranging from +100 (total leakage) to -100 (total surplus). A positive value indicates there is more demand than supply in the area (i.e. consumers are "leaking" outside the trade area to acquire goods and services). This summary indicates strong leakage within all three retail trade areas, but to a less degree in food and drinking establishments.

The graph below indicates mismatches between supply and demand for retail industry subsectors within Port Byron's primary trade area (community shopper - 8 minute drive).

*Figure 2.12: Trade Areas Map*

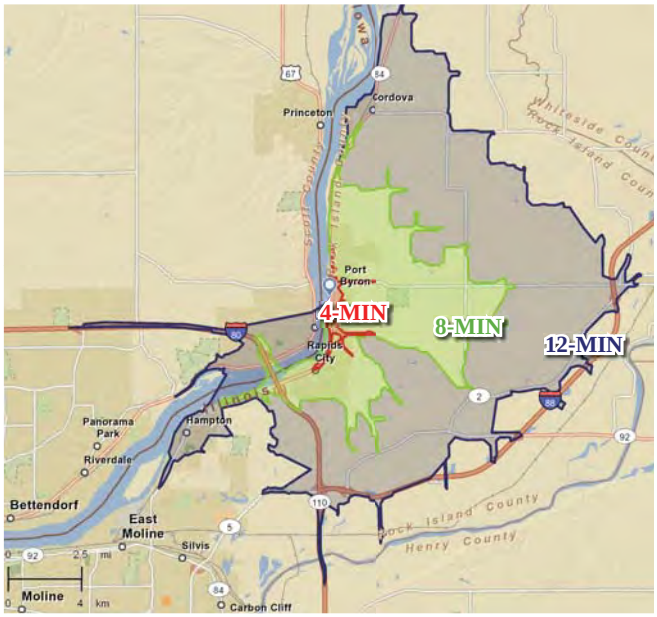
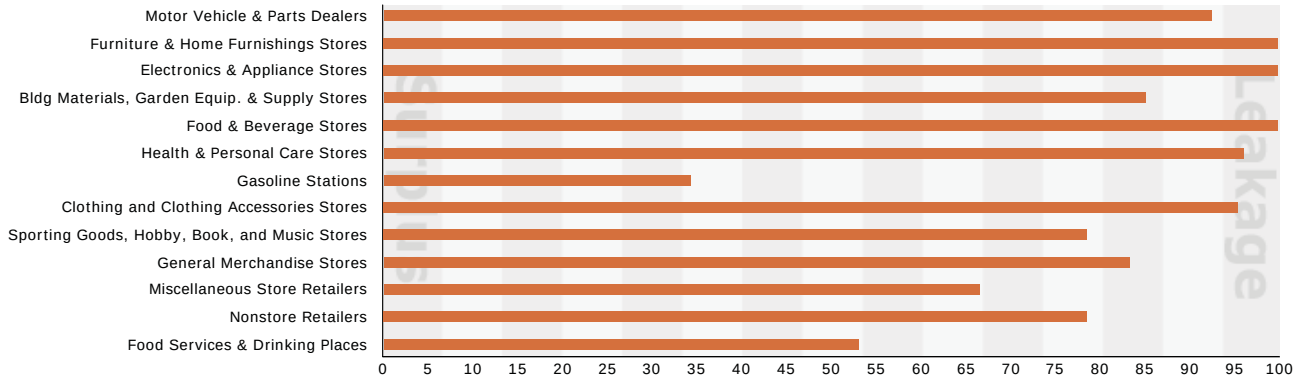



*Table 2.4: Retail Market Summary Table*

| RETAIL MARKET *(Industry Summary)* | 4-Min Drive Time | 8-Min Drive Time | 12-Min Drive Time |
|---|---|---|---|
| **Retail Trade (NAICS 44-45)** | | | |
| Demand | $5,884,300 | $45,994,276 | $115,436,498 |
| Supply | $837,497 | $4,506,485 | $12,598,842 |
| **Retail Gap** | **$5,046,803** | **$41,487,791** | **$102,837,656** |
| Leakage Factor | 75.1 | **82.2** | **80.3** |
| **Food & Drink (NAICS 722)** | | | |
| Demand | $620,490 | $4,856,399 | $12,047,865 |
| Supply | $267,453 | $1,484,869 | $3,713,842 |
| **Retail Gap** | **$353,037** | **$3,371,530** | **$8,334,023** |
| Leakage Factor | **27.5** | 53.2 | 52.9 |
| **Retail Trade and Food & Drink (NAICS 44-45, 722)** | | | |
| Demand | $6,504,790 | $50,850,675 | $127,484,363 |
| Supply | $1,104,950 | $5,991,354 | $16,312,684 |
| **Retail Gap** | **$5,399,840** | **$44,859,321** | **$111,171,679** |
| Leakage Factor | 69.1 | 78.9 | 77.3 |

*Figure 2.13: Leakage/Surplus Factor by Industry Subsector (8-minute trade area)*



*Trade Area Business Demand*

The retail market profile provides a snapshot of the demand and supply of retail businesses by sales ($) estimates. However, a positive *Leakage/Surplus Factor* does not necessarily equate to an adequate retail potential (demand) to support a new business.

*Table 2.5 (below)* and *Table 2.6 (on the next page)* compares average US Sales data per business/store to the retail gap data to estimate the number of potential businesses that may be supported in downtown. Based on Port Byron's primary trade area (*i.e. community shopper - 8 minute drive*), the following business types are marketable for Port Byron*:

- *Hardware store*
- *Grocery store*
- *Clothing store*
- *Sporting Goods*
- *General Merchandise*
- *Full-Service Restaurant*
- *Limited-Service Restaurant*

*Table 2.5: Community Shopper Trade Area Business Demand Table*

| | U.S. Sales Data | | Trade Area (8 Minute Drive) | | |
|---|---|---|---|---|---|
| **Business Type** | **Per Capita** | **Average Sales / Store** | **Retail Gap** | **Leakage / Surplus Factor** | **# of Businesses (Demand)** |
| Automotive parts, accessories, & tire stores | $ 249 | $ 789,354 | $ 480,150 | 54.9 | 0.6 |
| Furniture stores | $ 197 | $ 1,271,871 | $ 573,020 | 100.0 | 0.5 |
| Home furnishings stores | $ 172 | $ 775,414 | $ 407,583 | 100.0 | 0.5 |
| **Appliance, television, & other electronics** | $ 286 | $ 1,437,590 | **$ 1,247,642** | **100.0** | **0.9** |
| **Hardware stores** | $ 68 | $ 948,935 | **$ 1,584,776** | **85.2** | **1.7** |
| Specialized building material dealers | $ 393 | $ 2,014,250 | $ 1,283,907 | 82.4 | 0.6 |
| Lawn & garden equipment & supplies stores | $ 123 | $ 1,165,506 | $ 300,869 | 100.0 | 0.3 |
| **Grocery stores** | $ 1,631 | $ 3,570,309 | **$ 6,502,923** | **100.0** | **1.8** |
| Specialty food stores | $ 62 | $ 258,156 | $ 216,826 | 100.0 | 0.8 |
| Beer, wine, & liquor stores | $ 127 | $ 877,029 | $ 575,373 | 100.0 | 0.7 |
| **Pharmacies & drug stores** | $ 671 | $ 4,218,922 | **$ 3,918,162** | **96.2** | **0.9** |
| Cosmetics, beauty supplies, perfume | $ 39 | $ 116,573 | *included in Pharmacies & drug stores* | | |
| Optical goods stores | $ 27 | $ 518,023 | *included in Pharmacies & drug stores* | | |
| Other health care (vitamin, medical equip) | $ 50 | $ 218,306 | *included in Pharmacies stores* | | |
| Gasoline stations | $ 1,499 | $ 3,506,684 | $ 2,430,416 | 34.5 | 0.7 |
| Men's clothing stores | $ 29 | $ 696,349 | *included in Family clothing stores* | | |
| Women's clothing stores | $ 134 | $ 754,680 | *included in Family clothing stores* | | |
| Children's & infants' clothing stores | $ 32 | $ 675,687 | *included in Family clothing stores* | | |
| **Family clothing stores** | $ 281 | $ 1,984,619 | **$ 1,991,933** | **100.0** | **1.0** |
| Shoe stores | $ 89 | $ 803,282 | $ 411,300 | 100.0 | 0.5 |
| Jewelry stores | $ 103 | $ 434,934 | $ 297,616 | 69.9 | 0.7 |
| Luggage & leather goods stores | $ 6 | $ 544,354 | *included in Jewelry stores* | | |
| **Sporting goods stores** | $ 119 | $ 803,722 | **$ 774,925** | **74.0** | **1.0** |
| Hobby, toy, & game stores | $ 55 | $ 650,609 | *included in Sporting Good stores* | | |
| Book Stores | $ 61 | $ 512,938 | $ 256,210 | 97.7 | 0.5 |
| Tape, compact disc, & record stores | $ 12 | $ 434,504 | *included in Book Stores* | | |
| **General merchandise stores** | $ 1,919 | $ 7,301,449 | **$ 7,354,166** | **83.4** | **1.0** |
| Florists | $ 24 | $ 160,175 | $ 8,180 | 6.6 | 0.1 |
| Office supplies & stationery stores | $ 77 | $ 1,454,735 | $ 96,083 | 40.5 | 0.1 |
| Gift, novelty, & souvenir stores | $ 60 | $ 199,283 | *included in Office supplies & stationery stores* | | |
| Used merchandise stores | $ 37 | $ 143,185 | $ 90,050 | 95.2 | 0.6 |
| **Full-service restaurants** | $ 651 | $ 753,543 | **$ 1,379,805** | **47.3** | **1.8** |
| **Limited-service eating places** | $ 618 | $ 585,250 | **$ 1,761,463** | **65.3** | **3.0** |
| Drinking places (alcoholic beverages) | $ 66 | $ 272,183 | $ 1,754 | 0.4 | 0.0 |

***(*) Note: The number of potential businesses is relative and should not suggest the exact number of business that may be supported in Port Byron.***

As shown in *Table 2.6* (*below*), there is substantially more demand for a variety of business types when looking at the *semi-regional shopper* (*i.e. 12-minute drive from Port Byron*). However, the difficulty to sustaining a profitable business will be subject to getting residents from nearby communities to shop in Port Byron versus shopping in their own communities (*if a store becomes available*) or traveling to the Quad Cities for these services. Even though the "number of businesses" within *Table 2.6* provides a crude number*, it does suggest that there may be a market for some of these businesses if the Village and businesses promote their services effectively. These business types include:

- *Appliance, TV & other electronics*
- *Hardware store*
- *Grocery store*
- *Gas Stations***
- *Family Clothing*
- *Sporting Goods***
- *General Merchandise*
- *Full-Service Restaurant***
- *Limited-Service Restaurant***

*Table 2.7: Local/Regional Shopper Trade Area Business Demand Table*

| | U.S. Sales Data | | Trade Area (12 Minute Drive) | | |
|---|---|---|---|---|---|
| **Business Type** | **Per Capita** | **Average Sales / Store** | **Retail Gap** | **Leakage / Surplus Factor** | **# of Businesses (Demand)** |
| **Automotive parts, accessories, & tire stores** | $ 249 | $ 789,354 | **$ 1,421,180** | **69.4** | **1.8** |
| **Furniture stores** | $ 197 | $ 1,271,871 | **$ 1,431,217** | **100.0** | **1.1** |
| **Home furnishings stores** | $ 172 | $ 775,414 | **$ 965,151** | **94.9** | **1.2** |
| **Appliance, television, & other electronics** | $ 286 | $ 1,437,590 | **$ 2,954,622** | **87.0** | **2.1** |
| **Hardware stores** | $ 68 | $ 948,935 | **$ 4,067,154** | **87.7** | **4.3** |
| **Specialized building material dealers** | $ 393 | $ 2,014,250 | **$ 3,227,972** | **84.9** | **1.6** |
| Lawn & garden equipment & supplies stores | $ 123 | $ 1,165,506 | $ 839,183 | 100.0 | 0.7 |
| **Grocery stores** | $ 1,631 | $ 3,570,309 | **$ 17,216,008** | **100.0** | **4.8** |
| Specialty food stores | $ 62 | $ 258,156 | $ (152,340) | (13.7) | -0.6 |
| **Beer, wine, & liquor stores** | $ 127 | $ 877,029 | **$ 1,184,395** | **100.0** | **1.4** |
| **Pharmacies & drug stores** | $ 671 | $ 4,218,922 | **$ 8,198,758** | **70.5** | **1.9** |
| Cosmetics, beauty supplies, perfume | $ 39 | $ 116,573 | *included in Pharmacies & drug stores* | | |
| Optical goods stores | $ 27 | $ 518,023 | *included in Pharmacies & drug stores* | | |
| Other health care (vitamin, medical equip) | $ 50 | $ 218,306 | *included in Pharmacies stores* | | |
| **Gasoline stations** | $ 1,499 | $ 3,506,684 | **$ 7,756,684** | **46.6** | **2.2** |
| Men's clothing stores | $ 29 | $ 696,349 | *included in Family clothing stores* | | |
| Women's clothing stores | $ 134 | $ 754,680 | *included in Family clothing stores* | | |
| Children's & infants' clothing stores | $ 32 | $ 675,687 | *included in Family clothing stores* | | |
| **Family clothing stores** | $ 281 | $ 1,984,619 | **$ 4,802,626** | **100.0** | **2.4** |
| **Shoe stores** | $ 89 | $ 803,282 | **$ 1,010,925** | **100.0** | **1.3** |
| **Jewelry stores** | $ 103 | $ 434,934 | **$ 736,776** | **65.9** | **1.7** |
| Luggage & leather goods stores | $ 6 | $ 544,354 | *included in Jewelry stores* | | |
| **Sporting goods stores** | $ 119 | $ 803,722 | **$ 1,785,546** | **71.2** | **2.2** |
| Hobby, toy, & game stores | $ 55 | $ 650,609 | *included in Sporting Good stores* | | |
| **Book Stores** | $ 61 | $ 512,938 | **$ 613,969** | **92.4** | **1.2** |
| Tape, compact disc, & record stores | $ 12 | $ 434,504 | *included in Book Stores* | | |
| **General merchandise stores** | $ 1,919 | $ 7,301,449 | **$ 20,008,069** | **93.2** | **2.7** |
| Florists | $ 24 | $ 160,175 | $ 96,364 | 45.4 | 0.6 |
| Office supplies & stationery stores | $ 77 | $ 1,454,735 | $ 305,922 | 38.2 | 0.2 |
| Gift, novelty, & souvenir stores | $ 60 | $ 199,283 | *included in Office supplies & stationery stores* | | |
| Used merchandise stores | $ 37 | $ 143,185 | $ (53,988) | (8.7) | -0.4 |
| **Full-service restaurants** | $ 651 | $ 753,543 | **$ 3,377,480** | **50.4** | **4.5** |
| **Limited-service eating places** | $ 618 | $ 585,250 | **$ 4,300,555** | **60.8** | **7.3** |
| Drinking places (alcoholic beverages) | $ 66 | $ 272,183 | $ 80,183 | 5.7 | 0.3 |

***(*) Note: The number of potential businesses is relative and should not suggest the exact number of business that may be supported in Port Byron.***

***(**) Note: This business has existing competition within the Village of Port Byron, as shown by the lower surplus factor (see explanation on page 18).***

# CHAPTER 3

# VISION & GOALS

25 Downtown Vision
25 Downtown Plan: Goals & Objectives
28 Hazard Mitigation Plan: Goals & Objectives

This chapter presents the vision for the future of downtown Port Byron, and describes goals and objectives that will guide the implementation strategies described in the remainder of this Plan *(see **Chapter 4** and **Chapter 5**)*.

## 3.1 DOWNTOWN VISION

As a more detailed companion to the Village's Comprehensive Plan, it is vitally important that the Vision Statement contained in the 2008 Comprehensive Plan be restated in this Redevelopment Plan (*shown below*).

*"Envisioned to be a thriving historical riverfront community with strong family roots. Residents value a variety of planned land uses, attractive and friendly neighborhoods that preserve the natural setting, successful businesses, accountable village government, and quality services together with civic involvement."*

Using the above statement from the 2008 Comprehensive Plan as well as public input collected in the beginning of the planning process (*see **Chapter 2***), the Downtown Steering Committee established the Downtown Vision shown below.

***"Downtown Port Byron is a safe, clean and pedestrian-friendly environment with a unique, vibrant waterfront that provides local residents, tourists and families opportunities to enjoy its restaurants, shops, public facilities, scenic views and recreational opportunities."***

## 3.2 DOWNTOWN GOALS & OBJECTIVES

The steering committee reviewed the existing goals and objectives pertaining to the downtown outlined in the Village's *2008 Comprehensive Plan* (*see pages 5-6 of this plan*) . In addition to affirming the 2008 plan, the steering committee developed the following goals and objectives which are more specific to revitalizing the downtown.

***DP Goal #1:* Strengthen the downtown as a mixed use district, providing both daytime and nighttime activities.**

- *Promote a mix of retail, office and residential uses.*
- *Promote residential units above ground-floor commercial uses on Main and High Streets, and multi-family residential buildings on downtown's cross streets.*
- *Create public gathering places to attract a wide range of people to the downtown. This includes improving and expanding existing and potential public park spaces and facilities (e.g. River Valley District Library, Community Center).*
- *Redevelop the downtown in a sensitive manner that blends lower intensity adjacent residential land use with higher intensity mixed-use and commercial uses.*

***DP Goal #2:* Capitalize on the downtown's primary physical attributes, features and landmarks.**

- *Continue to support water accessibility improvements that maximizing its visibility and usage.*
- *Promote tourist retail/commercial businesses that take advantage of the transportation assets available to downtown Port Byron (i.e. Mississippi River, Great River Road and Great River Bike Trail).*
- *Support and encourage future expansion of the Channel Cat Water Taxi to transport local commuters and tourists between Port Byron and the Quad Cities.*

***DP Goal #3:* Strengthen the downtown's identity, image and sense of place.**

- *Use the public realm to improve the downtown experience, and to make Port Byron unique to the region.*
- *Establish a unified streetscape and landscape theme within the downtown.*
- *Hold consistent public events that include all, or the majority of the, commercial enterprises in the downtown, limiting outside vendors to improve sales for existing businesses. Potential events include mural/art installations, farmer's markets, concerts, movie night, sidewalk sales and Tugfest.*
- *Support storefront rehabilitation and redevelopment projects based on a small-town "rivertown" architectural theme.*
- *Create a visually cohesive district, connecting Main and High Streets together as one district.*
- *Revisit and change the downtown wayfinding system to better direct residents and visitors to important destinations within the downtown.*

***DR Goal #4:* Strive for an economically thriving downtown, including a strong retail sector.**

- *Create a part-time position to run a Chamber of Commerce to advocate for the downtown merchants, and assist with the implementation and monitoring of the Downtown Redevelopment Plan. Costs can be reduced if the chamber includes adjacent communities, such as the Village of Rapids City.*
- *Continue to target Village incentives such as tax credits, tax abatement and reduction of permitting fees to help recruit businesses to the downtown.*
- *Develop programs to offer financial aid and other incentives to retain and attract new retail and commercial businesses to downtown. This is especially important for the first critical year of operation.*
- *Support development of lodging (e.g. Bed & Breakfast establishment) and accommodations to provide short term stays within the community.*
- *Enhance the shopping activity in the downtown so that it serves local residents, employees and regional residents.*
- *Attract businesses that provide entry level employment opportunities and that hire youth.*
- *Encourage hiring of Port Byron residents.*
- *Promote a unified advertisement campaign for downtown retailers, which could include a Welcome Packet and Business Directory.*

***DP Goal #5:* Protect the downtown from potential hazard risks.**

- *Acquire floodplain properties to better protect the public from future flood events.*
- *Protect slopes and channels from erosion.*
- *Create and implement a stormwater plan to control and mitigate runoff created in the downtown. Look for ways to use sustainable practices, such as bio-retention basins, rain gardens, and permeable paving materials.*

***DR Goal #6:* Create an efficient multi-modal circulation system between and from the downtown.**

- *Build and maintain convenient, safe, well-lit and well-marked pedestrian walkways and crosswalks to keep downtown comfortable and accessible for pedestrian movement for all users.*
- *Enhance the connection(s) between the Great River Bike Trail and the downtown and the Village's residential areas.*
- *Minimize conflicts among auto, bicycle and pedestrian uses for a safe circulation system in the downtown.*
- *Link areas of importance and activity with a strong pedestrian pathway network.*
- *Create adequate parking facilities to support downtown land uses.*
- *Work to reduce flood risk along Illinois Route 84.*

***DP Goal #7:* Ensure the provision of adequate and efficient public services to support additional development in the downtown.**

- *Provide adequate Village services and amenities in the downtown to encourage private investment.*
- *Continue the analysis of existing utility infrastructure within the downtown to determine each system's capacity as it relates to existing land use and possible increases in land use intensity.*
- *Analyze the feasibility of underground installation of some if not all aerial utility facilities in the downtown.*
- *Insure that all public and private development downtown contributes positively to the downtown and pays its share of development costs and impacts associated with housing, traffic, parking, infrastructure and other impacts as may be identified.*

***DP Goal #8:* The Village will coordinate and involve key stakeholders in on-going efforts to achieve Port Byron's downtown vision.**

- *Coordinate the Redevelopment Plan with the Village's other economic development efforts, including the use of incentives and other resources.*
- *Keep area residents, property owners, business owners, and interested social agencies involved in redevelopment-related issues.*
- *Keep the Redevelopment Plan current and sensitive to changing conditions.*

## 3.3 Hazard Mitigation Plan

The Village of Port Byron is committed to protecting people and property from natural and man-made disasters. A community must first identify potential hazards and mitigate the risk of impacts pre-disaster, then respond efficiently during a disaster, and plan for a comprehensive recovery post-disaster. The Rock Island County Multi-Jurisdictional Local Hazard Mitigation Plan identifies potential hazards and recommends mitigation efforts for the County and the Village of Port Byron (*see* ***Page 7***).

***HM Goal #1:* Port Byron will mitigate the risk of impacts before a disaster.**

- *The Village will actively participate in any update to the Rock Island County Multi-Jurisdictional Local Hazard Mitigation Plan.*
- *The Village recognizes the potential for disaster impacts beyond the capacity of the Village's contracted emergency and protective service providers. Therefore, the Village will work with these providers to develop/update their procedures in requesting timely assistance from neighboring communities, Rock Island County and the State government.*
- *When forewarning is possible, as with rising river levels, the Village will strive to keep citizens accurately apprised of the situation and possible outcomes.*
- *The Village will collaborate with local agencies and organizations to inform the community about disaster preparedness, especially evacuation procedures in flood-prone areas and the location of public shelters.*
- *The Village will continue NFIP compliance by enforcing local floodplain ordinances based on State of Illinois Model Code.*
- *The Village discourages new private development in flood-prone areas and will work to restore the natural floodplain of the Mississippi River and associated tributaries, where feasible and appropriate.*
- *The Village will commit to the safe development of public facilities, and will evaluate upgrading facilities to mitigate potential hazards.*

***HM Goal #2:* Residents and assets will be protected during a disaster.**

- *The Village will call upon partners if unable to handle immediate needs in the event of a disaster.*
- *The Village will collaborate with all engaged entities, including other government agencies and non-profit organizations, to meet residents' immediate needs.*
- *The Village will develop and maintain a plan for protecting community facilities, including emergency supplies acquisition, volunteer management, and prioritization of municipal sites to be protected.*
- *The Village will recruit and safely utilize volunteers to protect public assets when necessary.*
- *The Village will ensure alternatives/backups are in place for necessary utility infrastructure.*

***HM Goal #3:* Port Byron will successfully recover from disasters.**

- *The Village will advocate for quick and equitable disbursement of individual and business assistance funds.*
- *The Village will work with Rock Island County and other local organizations / agencies to plan for assisting those impacted by a disaster in smaller-scale events (i.e. those not declared by the state or federal government).*
- *The Village will implement temporary regulations when necessary to facilitate safe and expedited recovery.*

# CHAPTER 4

# MASTER PLAN


29 Preferred Land Use
29 Downtown Housing
29 Historic Preservation
31 Public Improvements
44 Redevelopment Opportunities
52 Village Administration


This chapter presents the Village's Master Plan for the future of the downtown area, including the preferred land uses, building guidelines and parking solutions, to realize the vision and goals established during this planning process (see ***Chapter 3***). This Master Plan will be realized incrementally, over time, through a series of public and private projects. Completion of each project will require specific action steps and a source of funding. Action steps and funding recommendations are described in ***Chapter 5***.

## 4.1 PREFERRED LAND USE (LU)

The Village desires a mixed-use downtown district, consisting of retail, service, office, civic and residential uses. The map on the next page provides the Village's desired land uses within the downtown. In general, any of these uses may occur anywhere within the downtown, with a few exceptions as described below.

- *Along Main Street, from Linn to Hickory, the first-floor use should be a retail or service business (i.e. new first floor office and residential uses are strongly discouraged)*.
- *Along the west side of High Street, from Sandstrom properties (near Linn) to Walnut, the first-floor use should be commercial (e.g. office, retail or service).*
- *Existing public/civic uses will remain for the foreseeable future.*
- *Several historic contributing properties (as denoted on the Preferred Land Use Map) will remain either as it's existing use or convert to a commercial use. See section 4.3 for more information.*
- *Sandstrom Products industrial site will remain for the foreseeable future; however, if this property were to redevelop it should transition to mixed use.*

## 4.2 DOWNTOWN HOUSING (DH)

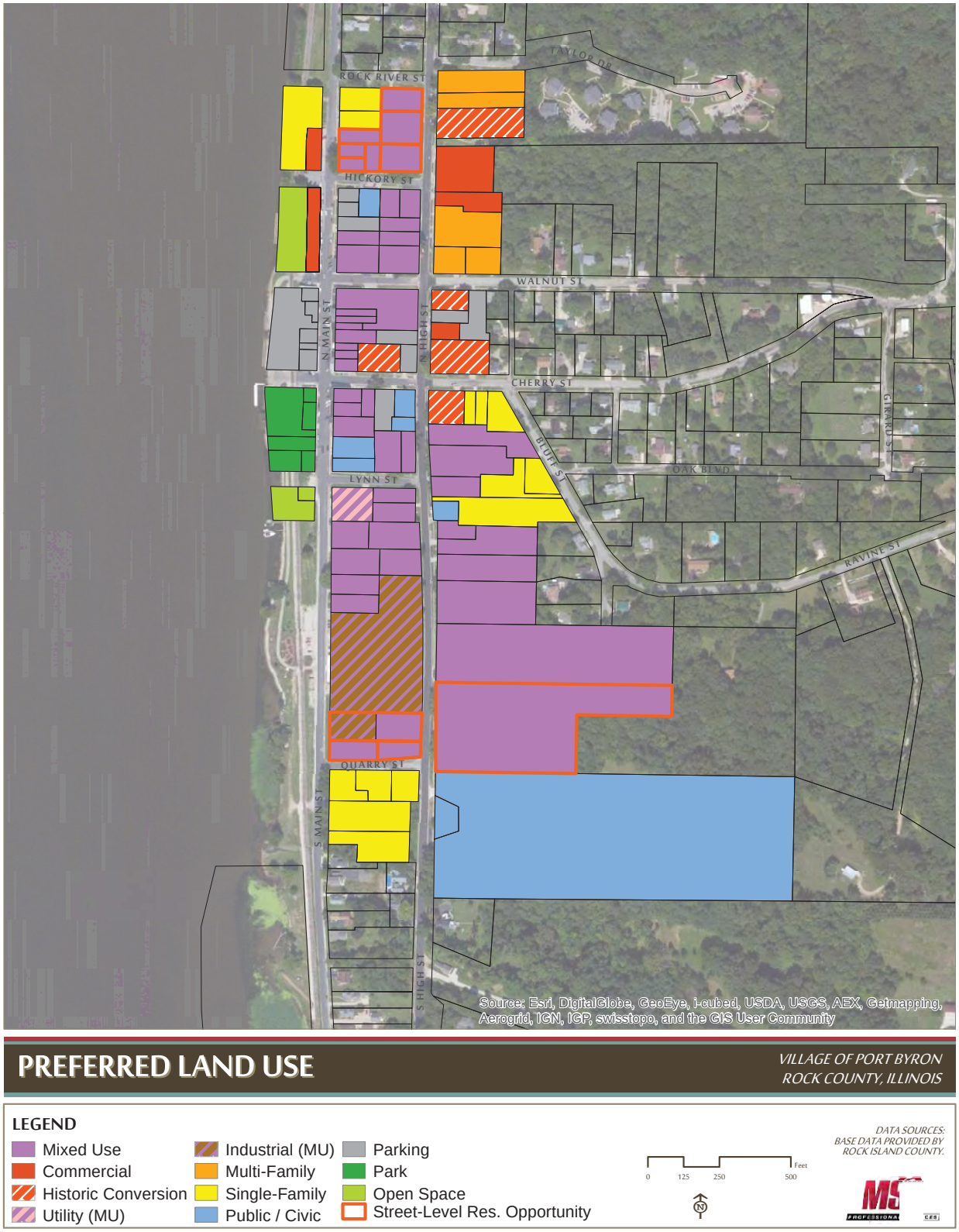
Housing can be strong asset to downtown Port Byron. As more people live in close proximity to shops, eateries and work, the greater chance people will walk rather than drive to their destinations (i.e. increased foot traffic). The influx of downtown residents results in more disposable incomes (i.e. higher purchasing power). These two outcomes result in an increase in sales for existing businesses and higher demand for additional commercial space. Therefore, a major strategy to revitalizing the downtown will be to encourage new "high-quality" residential developments within the downtown area, such as bed and breakfast establishments, senior housing, townhomes and quality/luxury apartments above commercial spaces.

With this intent in mind, the Village is open to ground-floor residential in certain sections of the downtown, allowing stand-alone residential developments. As shown in Preferred Land Use Map (*on the next page*), these locations are located on the edges of the downtown. See Section 4.5 for specific site recommendations.

## 4.3 HISTORIC PRESERVATION (HP)

The Village's historic buildings represent an earlier era of economic vibrance, and their preservation is both dependent upon and necessary to continued economic success in the downtown area. The Village should preserve this architecture heritage, and help owners protect and restore these buildings over time. There should be a clear policy in place to establish a process by

*Figure 4.1: Preferred Land Use Map*



which alternatives to demolition can be sought for buildings that are deemed architecturally "historic" (see map on *page 18*). In some instances, these buildings may have additional value if converted to a commercial use due to its access and visibility along/near Illinois Route 84. These parcels have been denoted on the Future Land Use Map (*on the previous page*) as "Historic Conversion".

Below are recommendations that may help guide restoration/reinstitution of historical facades:

- *Consult the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.*
- *Use firms that specialize in historic preservation when cleaning and repairing the facade (contractors) and for wholesale reinstitution of historic elements (architects).*
- *If restoration is not feasible, new elements should be designed that replicate or are at least consistent with the character, materials and design of the original building.*
- *Building owners are encouraged to use a "historic" color for the primary facade color. Many of the major paint manufactures (e.g. Pratt & Lambert, Benjamin Moore and Sherwin Williams) publish "historic color" sample charts, which are available at paint dealers.*
- *Previously obscured design details should be revealed and restored, whenever feasible.*
- *Architectural details should not be obscured or covered up by siding, awnings or signage.*
- *Chemical or physical treatments, such as sandblasting, to existing painted brick or stone is strongly discouraged. If necessary, surface cleaning shall use the gentlest means possible.*

## 4.4 Public Improvements

The Village will consider directing public investments to the downtown area whenever appropriate to attract consumers, help catalyze redevelopment, and attract additional investment. This Plan recommends public improvements to downtown public facilities, roads/streetscapes, park spaces and parking areas. The remainder of this section will describe improvements to each of these public assets.

### Public Facilities (PF)

Currently there are three public facilities within the downtown: the River Valley District Library, the Village Hall / Fire Services building and the Old Academy building. Descriptions of existing facilities and potential improvements are described below.

**PF-1: River Valley District Library**

The library services six communities, including Port Byron, and is located at 214 S. Main Street. Since the library services over 5,000 residents, it is a great asset to the downtown. However, based on a recent study the library is significantly undersized to serve its patrons. Therefore the library board is in the process of fund-raising for a new library that would redevelop an abandoned school at 602 N. High Street in Port Byron. This new location is not within the downtown core, potentially reducing some activity within the downtown. If this move transpires, it will be important to find ways to get library patrons to still come downtown. This includes adding pedestrian amenities (i.e. sidewalks and crosswalks) from the new library site to the downtown core. If the move does not transpire, the Village should work with the Library Board to keep the facility in the Village, if not downtown, as it is a regional draw.

**PF-2: Village Hall (including RCFPD)**

The Village Hall, located at 120 S. Main Street, also houses the Rapids City Fire Protection District (RCFPD). The existing space meets the Village needs at the present, as well as for the foreseeable future. Long-term the Village may consider selling this site to a developer due the

site's prime location. However, the Village Hall facility should remain within the downtown, as it is the hub of community. See *Section 4.5* for more information on this site.

**PF-3: Old Academy Building**

Originally used by the Riverdale School District, this vacant site has been recently purchased by the Village. As discussed in *PF-1*, the River Valley District Library is working towards repurposing the buildings for their use. If the library no longer has plans for this site, the Village should consider repurposing it as a Community Center, or market towards redevelopment to provide increment to the downtown TIF district. This would meet recreational/community needs discussed in the Village's 2008 Comprehensive Plan, as well as by residents and business owners during this planning process. If the library does repurpose this site, the Village should consider alternative location(s) for these community amenities.

**PF-4: New "Historic" Public Building**

One of the economic and image strategies for the downtown is to retain and preserve architecturally historic buildings. One of the smallest buildings contributing to the historical character of the downtown is 107 S. High Street. The Village should consider purchasing this building and house a public use with parking behind (*see page 43*). Potential public uses include a Village historical society and/or a part-time chamber of commerce office (proposed). This space could also serve as a visitor center. The sites presence on Illinois Route 84, as well as its location to the proposed stairs (*see page 41*), makes this location a great opportunity to create another focal point within the downtown.

## Streetscaping (SS)

A major step in revitalizing a downtown is to improve the streetscape, showing residents and business owners that the Village is taking the initiative in revitalizing the area. These improvements also help to create a district identity for the downtown, which separates it from other areas within Port Byron A well designed streetscape incorporates crosswalks, sidewalks, light fixtures, trees, planters, trash receptacles, banners/flags, benches and green spaces within the public right of way. There is no single component that will meet the preceding goals, but a balanced mix of these components can lead to a successful revitalization of the downtown. Guidelines in this section are intended to assist in the reconstruction of streets.

**SS-1: General Guidelines**

The next page provides a series of general guidelines to address streetscaping issues within the planning area. These principles are based on the best practices described on pages 34-35. The Village will consult these recommendations prior to reconstruction of the public right-of-way or other streetscaping improvement projects. See the subsequent section for more specific recommendations.

*Streets*

- *Reduce/modify the number of existing service driveways by eliminating duplication and providing shared service access.*
- *On streets with high traffic volumes or high speeds, the Village will reconstruct with bicycle or auxiliary lanes for bicycle use, where space is available.*
- *Reduce corner radii (or provide bump-outs)*

*Sidewalks / Crosswalks*

- *All streets should include sidewalks and ramps that are ADA compliant.*
- *Maintain a minimum of six feet of clear path. Refrain from placing fire hydrants, light and electrical poles, traffic lights, signs, benches, etc. in the clear path zone.*
- *Clear snow to allow safe walking on the sidewalks and access to parked cars.*
- *Clearly mark crosswalks. Those crossing high traffic roads shall be enhanced by additional striping or change of material.*

*Lights*

- *Replace existing lighting with decorative light fixtures at pedestrian-level. Consider upgrading all lights to LED light fixtures that are dark sky compliant (i.e. no light tresspass above 90 degrees).*

*Trees*

- *Select trees based upon the tree's characteristics of growth, durability, branching habit, visual appeal, and maintenance requirements.*
- *No pavement around a 12-foot circumference around tree trunks to allow for growth.*
- *Trees placed in hardscaped terraces shall have a tree grate around its base.*
- *Maintain a 7-foot height clearance within the clear path zone. Prune trees that impede this zone.*

*Signs/Poles*

- *Enhance the existing street sign system and make it consistent throughout downtown.*
- *Consider using unique street identifiers within the downtown.*

- *Consider providing information kiosks/map at key locations, identifying significant destinations within the downtown. At historic destination provide a plaque, or informational kiosk, denoting its historical significance and history.*

*Miscellaneous*

- *Bury telephone and electrical wires, where feasible.*
- *Provide a bench on every block and trash receptacles on every other block, especially near high-volumed pedestrian crosswalks. Bolt the benches to pavement to prevent vandalism.*
- *Provide bike racks at major destinations and near large parking lots. Use racks that allow the bike frame to be locked up.*

## PEDESTRIAN ENVIRONMENT

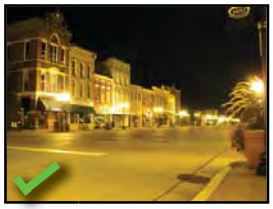
*Commercial areas that are "friendly" to both vehicles and pedestrians have proven to be highly successful. This is even more apparent in downtown districts, as foot traffic is just as important as vehicle traffic. In general, a "friendly" street has features that provide **safety**, **mobility**, and **comfort**.*

### *SAFETY*

1) Good sight distance
   - *Limit obstructions at crossings (newspaper/ advertising & electrical boxes, over-grown vegetation, etc.)*

2) Separation & buffering from other modes of travel
   - *Wide sidewalks*
   - *Parking areas*
   - *Sidewalk terrace*
   - *Limit curb-cuts*

3) Pedestrian visibility
   - *Adequate lighting*



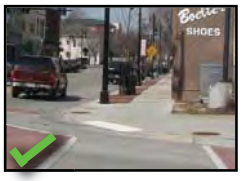
4) Adequate height clearance
   - *Well maintained landscaping*
   - *Adequate Awning heights*

5) Limit crossing distances
   - *Provide bump outs*
   - *Reduce corner radii*
   - *Provide refuge medians at ped. crossings*

## *MOBILITY*

1) Clear path
   - *No obstructions within areas of travel*

2) Accessible to all citizens
   - *ADA-compliant sidewalks and building entrances*

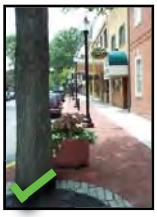


3) Clear connections
   - *Pedestrian pathways to building entrances*

## *COMFORT*

1) At human scale
   - *Establish a 1:3-1:2 street width to building height ratio*

2) Soften the urban hardscape
   - *Add planters, street trees, landscaped spaces, etc.*



3) Buildings designed w/ pedestrian-friendly features
   - Awnings, large and clear windows on the ground-floor, building entrances, view of products/activities, etc.

4) Limit automobile/truck traffic issues
   - *Lower vehicle speed limits*
   - *Provide traffic calming devices*

5) Provide pedestrian amenities
   - *Add benches, table and chairs, bike racks, etc.*

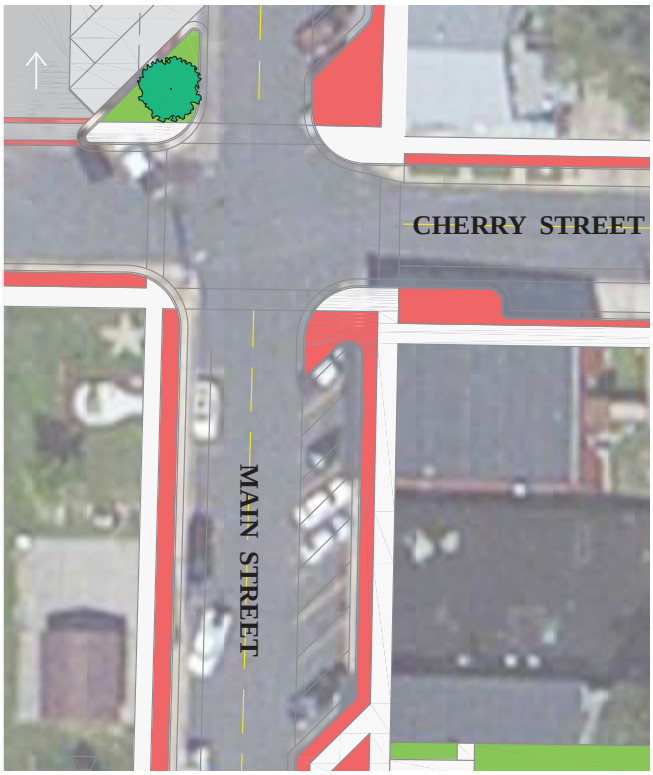
6) Well-maintained infrastructure
   - Well-maintained sidewalks, streets, street fixtures, and street trees

**SS-2: Streetscaping Plan**

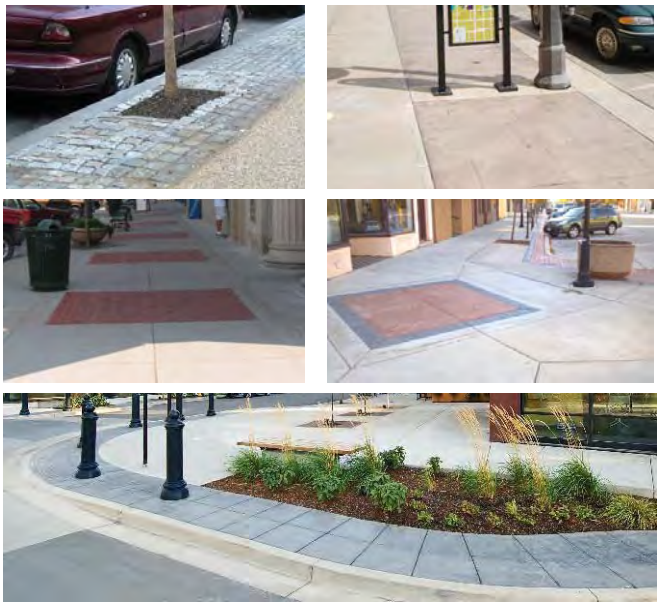
Based on the general guidelines discussed in the prior pages, the streetscape could be improved to enhance the overall character of the downtown, as well as visually connect Main and High Streets as one cohesive district. The remainder of this section describes improvement options for all aspects of the downtown streetscape that meet the vision established during this planning process. The Village should complete a detailed Downtown Streetscaping Plan that works out design and material details in order to create a cohesive plan for future road improvements.

*(A) Sidewalks:* Sidewalks provide safe pedestrian movement between vehicle parking and private or public properties; however, the sidewalk can also be a place for socializing and beautification. In most cases this requires sidewalks to be greater than the mentioned six-foot "clear path zone" to provide additional benefits beyond safe pedestrian movement. Therefore, sidewalks should be a minimum of eight feet wide, with ten feet being preferred. As shown in the concept on the upper right, Main Street sidewalks could be expanded either by impeding on existing public lands, or purchasing street frontage from private property owners. Additionally, the sidewalks should include decorative paving to make them more attractive, and it is suggested the Village seek uniqueness by incorporating more than one material within either the sidewalk or in the terrace (i.e. space between the edge of sidewalk and the curb). On the right are examples of designs not found in the surrounding communities that could be incorporated in downtown Port Byron. It will be important to use a uniform design theme throughout downtown, including cross streets connecting High Street to Main Street.

*(B) Bumpouts:* Sidewalks can be further enhanced by bumping out the curb at intersections, providing additional real estate for outdoor seating, benches and planters. Additional advantages to this improvement include slowing down traffic and reducing the distance pedestrians must walk across streets. If bike lanes are added, make




***Street Design**: The above example shows ten foot sidewalks on both sides of Main Street with the road right-of-way extending several feet into the public park space on the west side of Main Street.*



***Sidewalk Designs** (top left to bottom right): cobblestone terrace, stamped stone terrace w/ concrete separators, brick boxes within concrete sidewalk, stamped diamond pattern in concrete sidewalk, and paver terrace bumpout w/ landscaping.*

sure they do not impede the bike lane; otherwise, bicyclists will be required to enter and exit vehicle travel lanes, creating potential conflicts between travel modes. At a minimum, Main Street should include bump-outs at Lynn, Cherry and Walnut.

*(C) Crosswalks:* Marked crosswalks improve safety, as well as add to the attractiveness of the area. Currently there are no marked crosswalks within the downtown area. Since High Street is a heavily traveled road with significant truck traffic, at least one crossing perpendicular to High Street should receive a marked crosswalk. The right sidebar demonstrates three crosswalk treatments that would benefit pedestrians crossing on High Street. Additionally, crosswalks parallel to High Street should at least be marked by standard striping. Coordination with Illinois Department of Transportation (IDOT) will be required since High Street is designated as Illinois Route 84.

Main Street has far less traffic than High Street; therefore, marked crosswalk are far less necessary. However, crosswalk enhancements will improve people's comfort with walking downtown, improve the aesthetic of the street, and unify the High and Main streets as one district (if the same treatment is used on both streets). For these reasons, marked crosswalks are recommended.

*(D) Lighting:* It is important to have light fixtures in a downtown that reinforce the area as a pedestrian-friendly environment. For this reason, the existing light fixtures should be replaced with lights no taller than 20 feet spaced at a consistent interval to illuminate all pedestrian pathways (generally 40-75 feet apart). Additionally, the light fixtures should reinforce the historical "rivertown" theme, be dark-sky compliant, use a light source that is not attractive to nocturnal insects, and be energy efficient. The images on the right provide two options that meet these requirements. High Street may require additional lighting to meet Illinois standards; however, pedestrian-scaled lighting should supplement these additional lights (not replace them).

***Crosswalk Designs**: stamped brick markings with border (upper left), ladder striping (upper right), and colored concrete.*

***Lighting**: Post-up metal pole with lantern style light fixture with LED lamp (left); Post-up concrete pole with harp style light fixture (right).*

*(E) Street Furniture:* Benches, bike racks and trash receptacles should be incorporated in the streetscape, especially in bump-outs on Main Street. Style and color should complement the light fixtures.

**SS-3: Wayfinding Signage Plan**

One of the major objectives of this plan is to heighten the awareness of the downtown, as well as enhance the aesthetic of the downtown, making it more appealing to residents, visitors/shoppers and potential developers. The remainder of this section describes sign improvements that meet the vision established during this planning process. The Village should complete a detailed Downtown Wayfinding Plan that works outs design and sign locations. This could be created in conjunction with the Streetscaping Plan.

*Kiosk:* Informational kiosks can inform resident and businesses of local events and meetings, and direct visitors to parking and local businesses. Kiosks should be placed along the riverfront, in front of Village Hall, and at major public parking lots.

*Wayfinding Signage:* Wayfinding signage is a coordinated and continuous system of signs that direct visitors and other road users to key civic, cultural, and business attractions. Below are illustrations of the type of wayfinding signage allowed on State Highways based on the *2009 edition of Manual on Uniform Traffic Controls Devices (MUTCD)*. A Village-wide wayfinding signage network should be installed to direct users to major attractions and destinations in the Village. This will negate the need for the existing brown "business district" signs located on Illinois Route 84. Below highlights several considerations when creating a wayfinding signage system:

- *Provide a sign near the Illinois Route 84 entrances into the Village directing users to "Downtown" among other locations.*
- *Once entering the downtown district, include a sign denoting "Downtown District" (see the left most image below). Consider downtown to be between Quarry/Linn to Hickory.*
- *Potential downtown destinations include River Valley Library, Post Office, Village Hall, Riverfront Park (proposed), Will B. Rollin, and Community/ Senior Center (proposed).*
- *No more than five destinations should be on any particular sign.*

## Interstate Signage (IS-1)

The Village is approximately two miles west of Interstate 80; however, there is no reference to the Village of Port Byron at the Exit 1 interchange. The Village should work with Illinois' and Iowa's Department of Transportation to provide supplemental guide signs, referencing Port Byron off of Exit 1. The Village could considering working with Rapids City to get these signs put in place, as they are not listed off of Exit 1 as well.

**Figure 2D-18. Examples of Community Wayfinding Guide Signs**

**A - Community Wayfinding Guide Signs with Enhancement Markers**

*Source: 2009 edition of Manual on Uniform Traffic Controls Devices (p. 174)*

## Park Spaces / Amenities (PS)

The downtown has several park spaces and recreational amenities; however, public comment suggests these areas could be improved. Below describes recommended improvements related to public recreational and park amenities.

### PS-1: Boat Launch (& Parking)

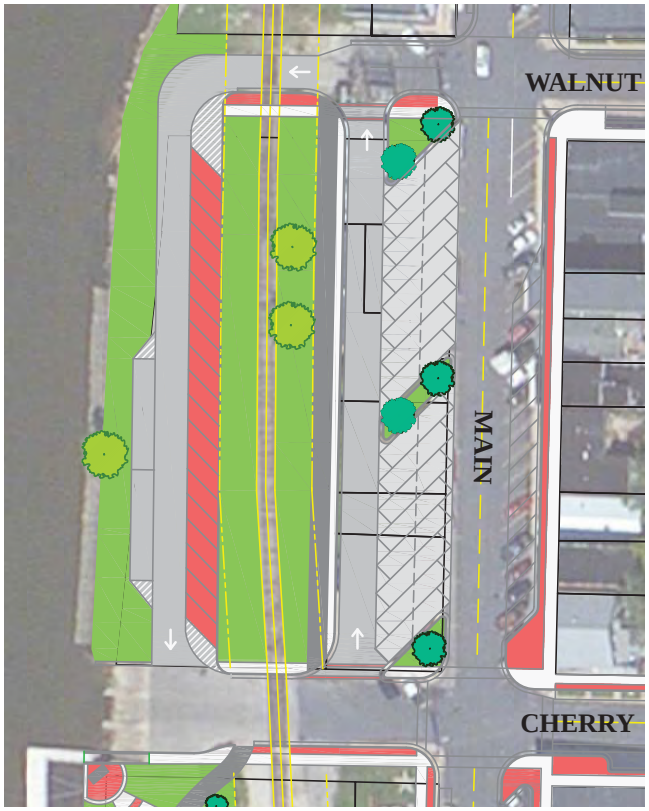
A important asset to the downtown is the public boat launch. As currently designed, tow vehicles must use the Cherry and Main intersection to launch their boat, which can conflict with thru traffic on both streets. Also the boat parking spaces are problematic due to space constraints and its use as the Great River Bike Trail. Therefore, the boat launch and parking area should be reconfigured to more efficiently allow tow vehicles to prep their boat for launch (staging area), launch their boat, and park their tow vehicle. As the concept on the right illustrates, removing three buildings (and the memorial gazebo) along the west side of Main Street provides ample space for the boat launch activities. An additional benefit is it removes several buildings that are in the 100-year floodplain, which increases public safety. However, there are two potential constraints to this design: 1) the railroad tracks, and 2) the existing businesses. Below describes ways to overcome these constraints.

- *If all the properties can not be purchased at the same time, the southern portion of tow vehicle parking could be developed initially, requiring the Village to only purchase 102 N. Main Street (and relocating the existing memorial gazebo).*
- *If vehicle access over railroad tracks from Walnut is infeasible, a staging area could be provided north of Cherry Street between the launch and the tracks, eliminating the need for an access drive along the riverfront; however, this would eliminate the potential for additional vehicle parking (shown in red).*

The benefits of the fully developed concept (*as shown on the right*) are:

- *Tow vehicles can enter the one-way access drive off of Walnut and Main intersection and prep their boat for launch in the staging area just prior to the launch*
- *After launching their boat they can park in the newly created angled parking between the railroad tracks and Main Street. Tow vehicles can exit the parking space by either backing up or pulling forward on to Main Street.*
- *Some, or all, of the angled parking spaces can be designated for boating during certain months and open for general use the remainder of the year.*
- *Additional angled parking is available on the boat launch access drive (unless deemed inaccessible from Walnut Street).*
- *A 10-ft bike path can be added on the east side of the railroad tracks with a 4-ft sidewalk along the curb to allow for both pedestrian and bike movement without conflict.*
- *Allow for additional park space along the riverfront south of Cherry Street since this space will no longer be needed for boat activities. See Recommendation PS-2 for more information.*
- *Removal of buildings within the floodplain increases public safety.*

### Boat Launch / Parking Concept



**PS-2: Riverfront Park**

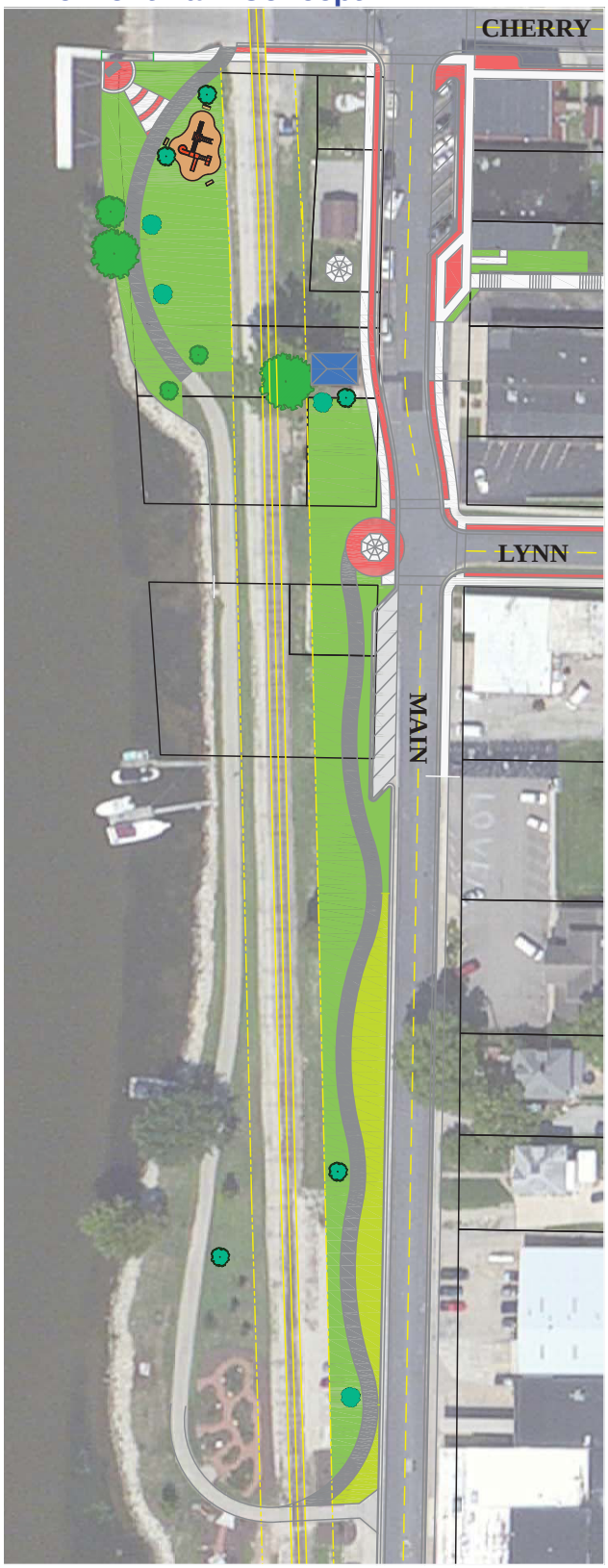
The Village has several park features between Linn and Cherry Streets, including recent additions of a gazebo and statue (known as Will B. Rollin). Public comment suggest a need for activities for kids, including potentially a play area and/or splash pad. Long term there is potential for creating a larger park space that encompasses the riverfront from Cherry Street to the bike path near Sandstrom Products.

*(A) Riverfront Area:* The space just south of the boat launch can be transitioned to park space once the boat launch improvements have been completed (*see Recommendation PS-1*). As shown, this space includes a designated bike path, playground and plaza space (in front of the existing Great River Bike Trail kiosk). The remainder of the space remains open for picnicking and/or seating for concerts and other events. If the lawn area incorporated raised mounds, visibility would be improved for pictures of Will B. Rolling, as well as any events using the gazebo across from the railroad tracks (e.g. bands, weddings, etc.). To improve the aesthetics of this newly formed park, the chain link fencing along the railroad tracks should be replaced with decorative fencing and/or wall, and additional landscaping and trees should be incorporated.

***Park Amenities (from top left to bottom right)**: mound seating; decorative fencing/wall, playground, bike path w/ benches.*

*(B) Main Street Area:* This area should be converted to park space with a 10-ft wide walking/ biking path. As designed, the path would weave

**Riverfront Park Concept**



in and out to make the walk/bike more interesting, as well as work around existing trees and utility poles. The space between Main Street and the path could be used for stormwater management (i.e. rain garden or bio swale) to reduce runoff from higher elevations. To promote healthy living, the Village could add several exercise stations along this path. An exercise loop could be created if additional exercise stations were added along the riverfront walkway (i.e. the Great River Bike Trail). Below are example of exercise stations used in other communities.

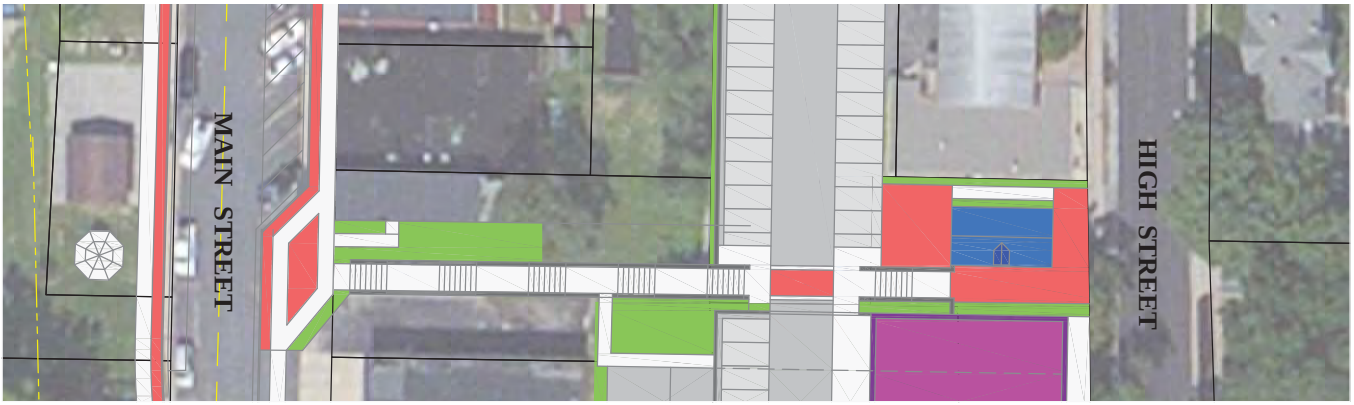
*(C) Main/Linn Area:* This area could be improved with the relocation of the memorial gazebo, angled street parking, and the conclusion of the proposed walking path (*see Recommendation PS-2.B)*. As designed, the plaza space with gazebo would be at the terminus of Linn Street. If illuminated, the gazebo would be quite visible along the waterfront and from Linn Street. If the home at 113 S. Main Street goes on the market or falls in disrepair, consider converting to additional park space. This area could become a recreational area (e.g. bocce ball court, volleyball, etc.), splash pad, or community garden space (replacing the existing site if that land develops).

*(D) Main/Cherry Area:* Recently the Village added a gazebo and bike statue that will be a tourist spot for pictures. The overhead wires should be placed underground from the public bathrooms to Cherry Street.

**PS-3: Public Stairs**

To further enhance the connection between High and Main Streets, public stairs could be built between the two streets. The suggested location connects the new gazebo and bike statue with a proposed parking lot (*see Recommendation P-2.D*) and a potential public building on High Street (*see Recommendation PF-3*). As shown, the 13-foot stairs (includes sidewalls) would have a plaza space at both ends. To create this staircase employee parking for the business at 110 S. Main Street would have to be removed and supplemented in another location. It is imagined that the stairs would be lit with the same light fixtures planned for the proposed downtown streetscaping improvements (see Recommendation SS-2.D).

**Public Stairs Concept**



## Parking (P)

Parking in downtown has been a concern for business owners and residents in the past, and was reiterated during this planning process. Currently the majority of the parking is provided on-street along Main Street (with some additional spaces on cross streets), or in private parking lots. Recently the Village built a public parking lot near the Hickory/Main intersection that has improved parking needs in that portion of the downtown. Below are recommended parking improvements for the downtown.

**P-1: Improve Efficiency of Parking**

There are several methods to alleviate parking shortages (real or perceived) that have significantly less cost than building new parking facilities. Below lists those that can improve the parking network in downtown Port Byron.

*(A) Provide Short-Term Parking*: Provide a few short-term parking stalls (e.g. 15-minute limit), preferably near corners. Coffee shops, florists, and markets all have customers that want to get in and out quickly, but this change should be made only in consultation with business owners to confirm interest.

*(B) Parking Stall Size:* As fuel efficiency has become a priority, many people are driving cars less than 16 feet in length. Look for opportunities to gain additional spaces by designating some rows for compact cars only. These spaces are also appropriate for most electric vehicles. The provision of public charging stations (or utilities to accommodate future installation) should be considered when building new parking lots or structures.

*(C) Encourage Alternative Transportation Options*: Automobiles will be the dominant form of travel in Port Byron for the foreseeable future, but there are some people willing to travel by bike and by foot, especially students. The Village and property owners can mitigate car parking demand by encouraging biking and walking.

- *Walking can be encouraged with a continued commitment to safe sidewalks and crosswalks. All downtown streets should have sidewalks and ADA-compliant ramps.*
- *Biking can be encouraged with better designation of bike routes and lanes, and with designated bike parking at apartments and businesses. At present, there are no designated routes between the residential neighborhoods and downtown. To create this connection, it is recommended that the Village add bike lanes to Cherry Street, consider marking shared lanes on sections of Main Street without a designated bike path, and add signs encouraging riders to use the bike path were installed.*
- *The Village should install a limited number of bike racks along Main Street, and these should be monitored in the spring and fall to evaluate their use. If frequently full, and if bikes are also locked to other features, more bike racks should be added.*

**P-2: Create More Parking**

Another solution to a parking shortage (real or perceived) is to create more parking. Removing taxable development to add low-density surface parking is undesirable - it reduces revenues and damages the urban character of the downtown area. Therefore, parking lots should be strategically placed, and the Village should consider alternative methods before removing taxable development (*see Recommendation P-1*). Additionally, the Village should work with displaced businesses/residents to find an alternative location to continue prospering in Port Byron. Below are the proposed parking lots that can improve the parking network within downtown Port Byron.*(Note: Some of these locations have been explained in prior recommendations)*

*(A) Westside of 100 N. block of Main Street:* This parking lot addition will remove two commercial buildings, one apartment building and memorial gazebo (*which will be relocated in the dowtown - see Recommendation PS-2.C*). The parking lot could accommodate up to 32 parking spaces; however, some, or all, of these spaces could

be used for tow vehicles during peak boating season (16 spaces). See Recommendation PS-1 for more information. As shown in the concept on page 39, landscaped medians with trees are recommended at each end of the parking lot, as well as in the middle, to break up the hardscape with aesthetic improvements.

*(B) Riverfront - North of Cherry St:* This parking lot will reduce the amount of pavement within this portion of the riverfront, while allowing for approximately 18 parking spaces, including access to the boat launch. There is potential to use porous paving material (i.e. pavers, porous pavement, etc.) within the parking stall area to help with drainage.

*(C) Extend Hickory Street Parking Lot:* This improvement project will remove one commercial building (i.e. 103 Hickory Street), while adding approximately 12 parking spaces to the parking lot.

*(D) Cherry Street Parking Lot:* This improvement project will remove one residential building (i.e. 109 Cherry Street), while adding approximately 24 parking spaces to the parking network.

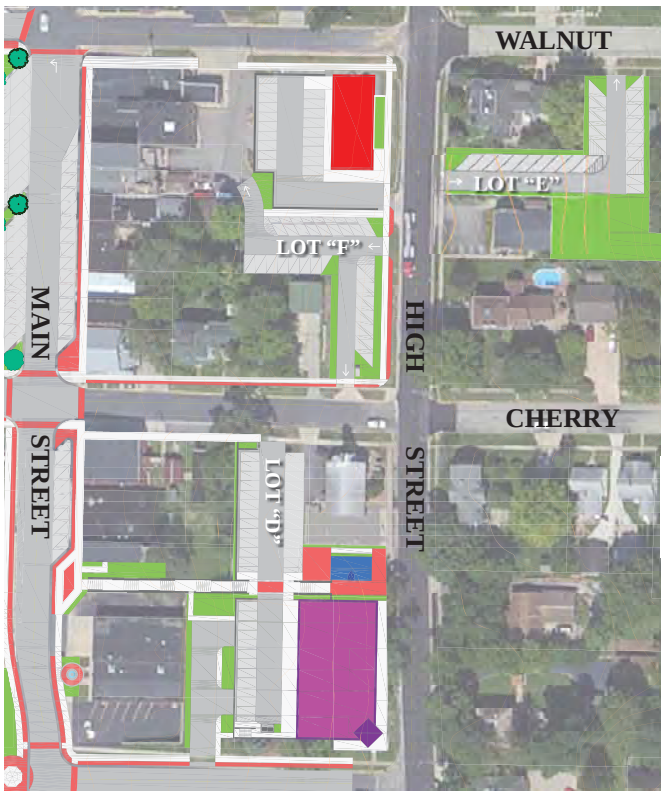
*(E) Walnut Street Parking Lot:* This new parking lot will help serve nearby High Street businesses, eliminating the need for individual private parking lots. The necessity for this improvement will increase if the two architecturally historic buildings on this block (i.e. 102 & 110 N. High Street) transition to commercial uses. Building this lot will require removal of two residential buildings (i.e. 205 Walnut Street and 108 N High Street), but will add approximately 21 parking spaces to the parking network.

*(F) Bank Parking Lot:* This private bank parking lot could be reconfigured slightly to include additional parking along High Street, as well as a parking deck or development over bank parking spaces (*see Redelopment RP-4*). To use the space over the existing bank parking the access drive would be eliminated, using instead the second parking lot access point. See image on the right as an example. The Village should work with the bank to either share this parking, or consider purchasing the site for public use. Parking spaces can be designated specifically for the bank and/or other businesses.

**P-3: Parking Signage**

Public parking should be easy to find. In many communities, the issue is never the amount of parking, but the visibility of the parking lots. This is especially true for lots that are not on the main roadways. It is recommended the Village use the proposed wayfinding signage system supplemented by parking signs. Below are two examples.

## Parking Lot Concepts



## 4.5 Redevelopment

The vision created during this planning process can not be realized by public improvements alone. Redevelopment and reinvestment of existing parcels within the downtown will need to occur to fully realize this vision, especially those properties with high visibility and/or have fallen in disrepair. This can have large impacts on how the downtown is perceived, and can become catalysts for additional private development. This section describes the redevelopment opportunities, the priority sites and preferred land uses for specific properties.

**Reinvestment Opportunities**

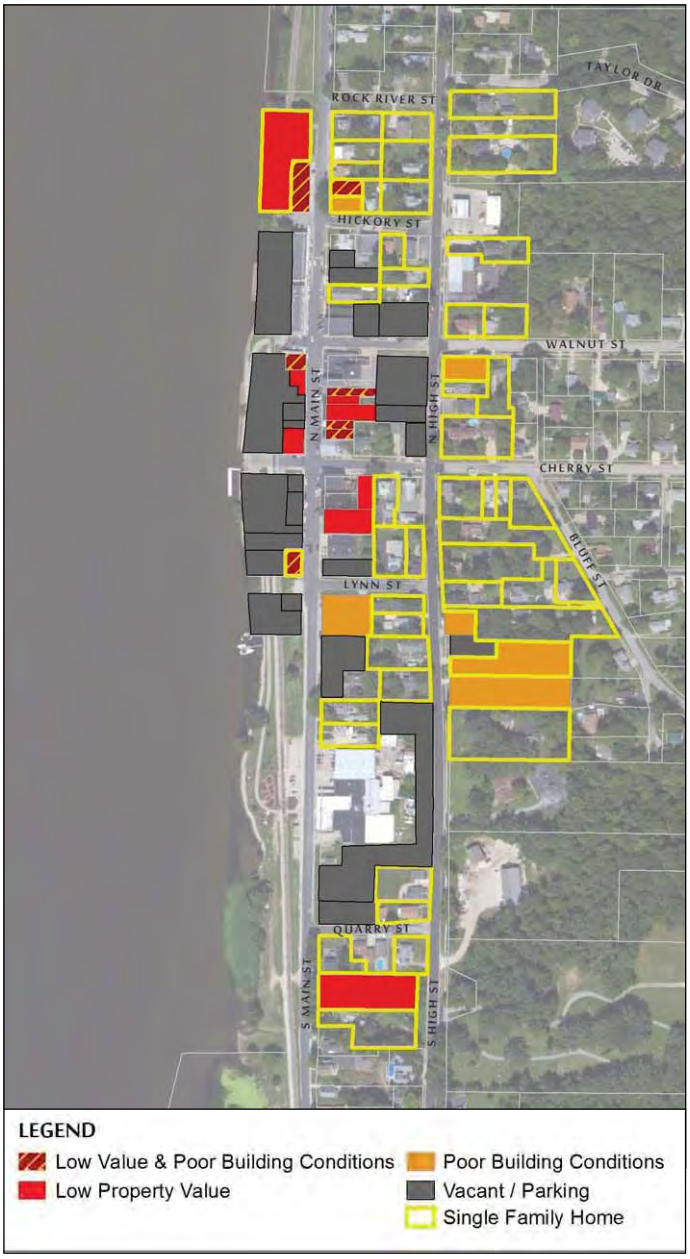
Parcels that are strong candidates for reinvestment are either vacant or are for sale, have low improvement value (relative to land value), have buildings that are in poor condition, or have uses that are ill-suited for a downtown environment. Figure 4.1 (on the right) illustrates reinvestment opportunities within the downtown.

- **Red** parcels are the **most viable** for reinvestment/redevelopment, as they have low values, do not have structures, and/or they are currently for sale.
- **Orange** parcels are **potentially viable** for redevelopment due to their poor building conditions, but currently are not for sale or vacant.
- **Yellow** outlined parcels are **less viable** for redevelopment due to stronger values, but are **potential candidates** for catalytic projects that expand the downtown to High Street. Currently these parcels are low-density residential homes (i.e. single-family lots), which are ill-suited for the downtown environment.

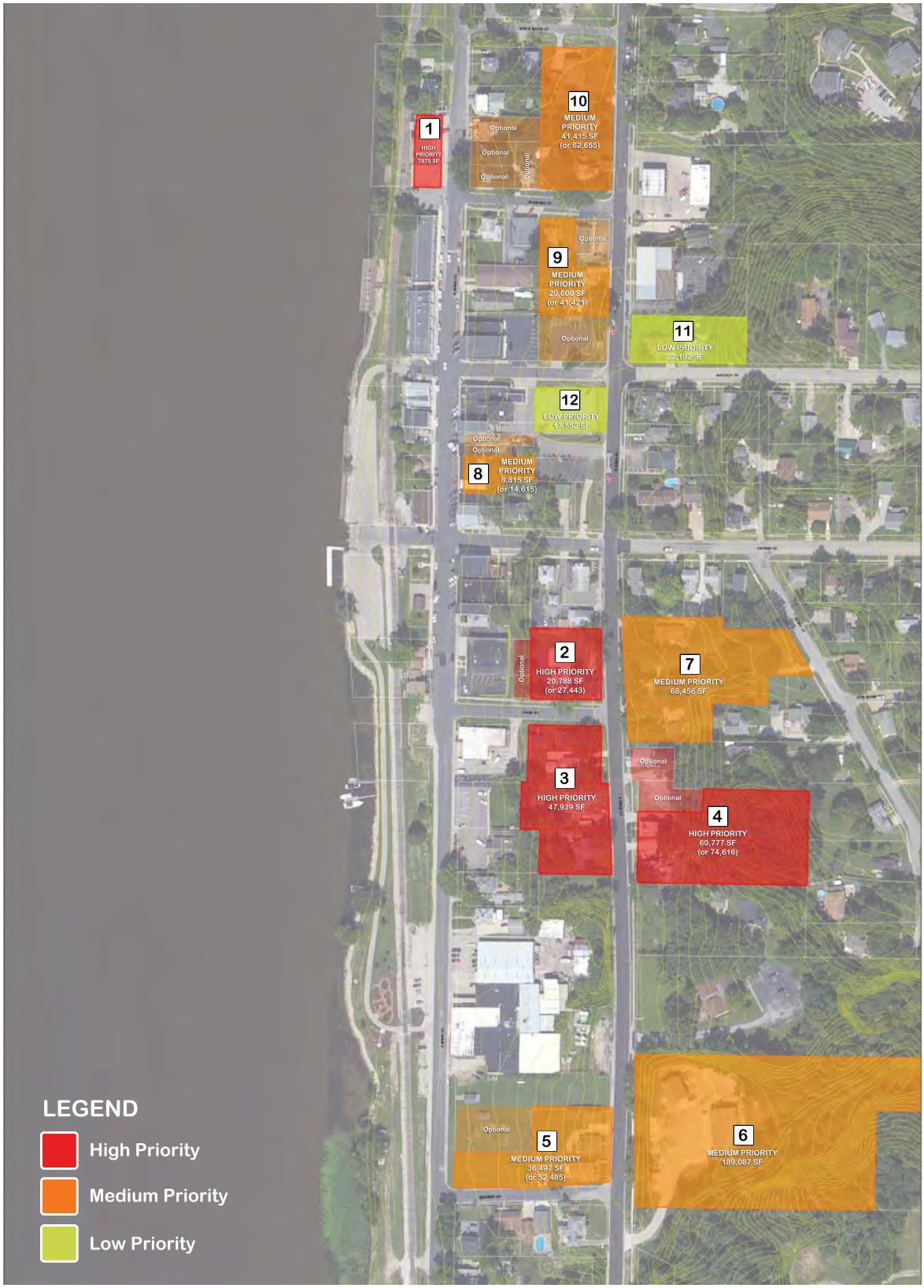
### Redevelopment Opportunities (RO)

Each one of these projects can be a catalyst for new development throughout downtown Port Byron. However, the Village cannot market every site at one time, and therefore, should prioritize the sites based on their marketability (location, visibility, etc.), as well as their value and importance to the downtown. The map on the next page denotes the redevelopment opportunities based on a high to low priority. The first four will be the Village's first priorities when marketing development opportunities in the downtown. It is generally assumed that these projects can and will be initiated by private landowners and developers, but the Village may choose to take an active role with property acquisition and assemblage in some cases.

*Figure 4.1: Reinvestment Opportunities Map*



## Redevelopment Opportunities



**RO-1: Commercial Building Reuse**

This redevelopment site is located at the Main/ Hickory intersection at the edge of the downtown core. Formerly a small grocery store, this vacant building lies adjacent to the Mississippi River and is along the Great River Bike Trail. It is foreseeable that the building could be reused with facade and site updates. Ideal use would be a bike shop, and/or outdoor recreation rental store (canoe, kayaks, etc.).

*Parcels:* 303 Main Street

*Existing Market Value:* of $132,949

*Area:* 0.18 acres (~5,000 sq.ft. building)

*Design Criteria:* Parking area should be more clearly defined, including adding a landscaped buffer between the parking and the sidewalks. The building additions should compliment the primary building better than the current conditions. Potential alternatives include recladding or painting a similar color to match the primary building. Other recommendations include adding a base that unifies the buildings, and providing more windows on Main.

**RO-2: "Signature" Mixed Use / Commercial**

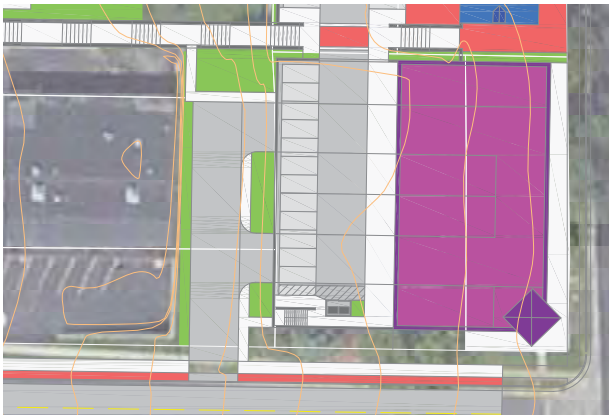
This redevelopment area is prime for redevelop due to its location on High Street, as well as its proximity to the downtown core. The adjacent Village Hall has undeveloped land behind the building that could be incorporated in the redevelopment area in order to develop a larger, and/or more functional, development along High Street. Preferably the development will have ground-floor commercial with upper commercial or residential. The entire Village Hall site may be incorporated to build an extensively larger building.

*Parcels:* 108-110 Linn Street (plus Village land)

*Existing Market Value:* $292,350

*Area:* 0.63 acres

*Design Criteria:* The location suggests a signature building, meaning a minimum of two stories along High Street that is built to the corner of Linn/Main intersection and includes an architectural feature at the corner. The concept on the right illustrates the possibility of this site, including using the grade change to build parking beneath the building accessed from Linn. If RP-3 (*on the next page*) get redeveloped first, consider playing off the corner detail from that site.



**Conceptual Layout**

**RO-3: "Signature" Mixed Use / Commercial**

This redevelopment site encompasses four single-family parcels that do not resemble downtown character, and do not take full advantage of views of the Mississippi River. Additionally, the Main/ Linn intersection is a major gateway into downtown. For this reason, these parcels as marketable for redevelopment. Ideally the site would be redeveloped with a two-to three-story commercial or mixed use building.

*Parcels:* 201-211 S. High Street

*Existing Market Value:* $487,888

*Area:* 1.11 acres

*Design Criteria:* The location suggests a signature building, meaning a minimum of two stories along High Street that is built to the corner of Linn/Main intersection and includes an architectural feature at the corner. IF RP-2 (*on previous page*) gets redeveloped, consider playing off the corner detail from that site.

**RO-4: Commercial or Mixed Use**

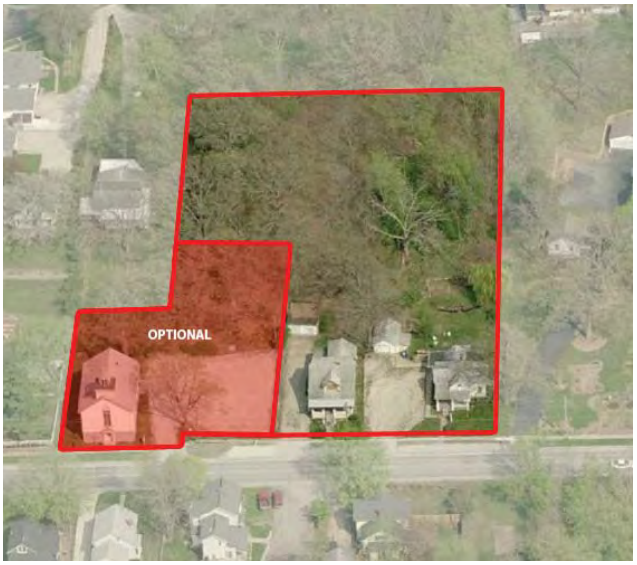
This redevelopment site encompasses two parcels, but could be expanded if the Byron Congressional Church where to move from this location. The current single-family style buildings have fallen in disrepair and do not resemble downtown character. For this reason, these parcels as marketable for redevelopment. Ideal uses are either commercial or mixed use.

*Parcels:* 208-212 S. High Street (optional church lots)

*Existing Market Value:* $205,004 (excluding church lots)

*Area:* 1.40 acres (or 1.71 acres)

*Design Criteria:* The building should be built 10-20 feet from the street right-of-way with parking to the side or behind. As much as possible, the wooded sections of the site should be preserved.



**RO-5: Mixed Use or Multi-Family**

This redevelopment site is currently two single-family homes, an undeveloped parcel and a community garden on Sandstrom Products land. The proximity to the downtown and views of the Mississippi River makes this site marketable for redevelopment. A two- to three-story mixed use or commerical building is preferred; however, a multi-family building would be considered - especially senior housing.

*Parcels:* 307-309 S. High Street & 308 S. Main Street (plus, undeveloped portion of 222 S. Main Street)

*Existing Market Value:* 289,627 (excluding Sandstrom Property)

*Area:* 0.84 acres (or 1.21 acres)

*Design Criteria:* The building should be setback 10-20 feet from High Street and, if possible, 10-15 feet from Quarry Street. Parking should be behind or beneath the structure (as the redevelopment area drops off approximately 30 feet from High Street to Main Street). If parking is abutting Main Street, landscaping buffering is strongly encouraged.

**RO-6: Mixed Use or Multi-Family**

This redevelopment site is currently owned by the Village and is being used for public works activities. Its location along High Street, as well as the size of the parcel, makes this site marketable for taxable development. This would provide increment to the TIF district that could help accomplish other proposed projects within this Plan. Relocation of the Village's facilities to the edge of town is recommended. A two- to three-story mixed use or commercial building is preferred; however, a multi-family building would be considered - especially senior housing.

*Parcels:* Public Works Site

*Existing Market Value:* Unknown (Public Property)

*Area:* 4.34 acres

*Design Criteria:* The building should be built within 20-30 feet of the street right-of-way with parking behind or beneath (as the site drops off significantly from street level). The wooded sections of the site should be preserved to the greatest extent possible. A walking path would be encouraged linking Quarry Street to Ravine Street.

**RO-7: Mixed Commercial or Mixed Use**

This redevelopment site encompasses three single-family parcels that are setback from the street and do not resemble downtown character. For this reason, these parcels as marketable for redevelopment. Ideal uses are either commercial or mixed use.

*Parcels:* 106-112 S. High Street

*Existing Market Value:* $389,256

*Area:* 1.57 acres

*Design Criteria:* The building should be setback 10-20 feet from the street right-of-way with parking to the side or behind.

**RO-8: Commercial or Mixed Use**

This redevelopment site includes two single-story structures that lack significant downtown character and have relatively low value (i.e. they are not contributing significantly to the tax base). For these reasons, these two parcels are marketable for redevelopment. For the right redevelopment project, the two adjacent parcels to the north could be incorporated. Preferred uses include retail on the street level with either additional commercial above or residential units.

*Parcels:* 108-110 N. Main Street (optional: 114-116)

*Existing Market Value:* $100,810 (optional: $138,014)

*Area:* 020 acres (or 0.33 acres)

*Design Criteria:* The building should be at least two stories and setback 0-5 feet from the street right-of-way with parking behind. It is strongly encourage that the entire street front be built out. Building proportions and articulation should follow traditional downtown storefront architecture (*see Design Guidelines on page 52*).

**RO-9: Mixed Use or Commercial**

This redevelopment site includes three single-family homes. A commercial shed-like structure at the corner of Hickory and High, as well as the funeral home parking lot, could be incorporated in the design. The location to the downtown and views of the Mississippi River makes this redevelopment area marketable for redevelopment. The initial development area would allow for small 1.5-2 story commercial building; however, if the entire half-block was redeveloped a larger 2-3 story mixed-use building could be possible.

*Parcels:* 107 Hickory Street, 205-207 N. High Street (optional: 202 N Main Street - funeral home parking and 215 N. High Street)

*Existing Market Value:* $213,621 (optional: $159,016)

*Area:* 0.47 acres (or 0.95 acres)

*Design Criteria:* The building should be setback 10-20 feet from the High Street. Parking should be behind or beneath the structure (as the redevelopment area drops off approximately 10-12 feet towards the riverfront). If the parking lot is included in the redevelopment, the building should be built to the High/Walnut intersection.

**RO-10: Mixed Use/Commercial or Multi-Family**

This redevelopment site currently has three single-family homes; however, an additional four single-family homes could provide for a larger development. The location to the downtown and views of the Mississippi River makes this site marketable for redevelopment. A two- to four-story mixed-use building is preferred; however, a multi-family building would be considered - especially senior housing.

*Parcels:* 301-307 N High Street (optional: 302-306 N Main Street & 104 Hickory)

*Existing Market Value:* $312,932 (optional: $373,538)

*Area:* 0.95 acres (or 1.44 acres)

*Design Criteria:* The building should be setback 10-20 feet from the High Street, and should be built to the Hickory/High intersection. Parking should be behind or on the side (near Rock River Street). If the additonal properties are included in the redevelopment, parking could be placed underneath High Street accessed from Main Street.

**RO-11: Rowhousing or Commercial**

This redevelopment site encompasses two single-family parcels that do not resemble downtown character, and may be better suited for a higher-density use. The site is ideal for rowhousing; however, a small commercial use may be appropriate as well.

*Parcels:* 202-204 Walnut Street

*Existing Market Value:* $241,224

*Area:* 0.51 acres

*Design Criteria:* The building should be setback 10-20 feet from the street right-of-way with parking either behind the building (i.e. away from High Street) or as garages accessed off Walnut.

**RO-12: Commercial over Bank Parking**

This redevelopment site is space above an existing bank parking lot. Its location along High Street, as well as the grade change, makes this site marketable for a parking deck with a small commercial space. This would allow bank parking to remain below the proposed addition, while adding value to the TIF district and enhancing High Street. Ideal use is a small commercial shop (as shown: 3,600 sq.ft. building with 18 parking spaces).

*Parcels:* 124 Main Street (parking area only)

*Existing Market Value:* Unknown (entire parcel estimated at $693,069)

*Area:* 0.40 acres

*Design Criteria:* Parking should not be in front of the building. Bank parking and access will need to continue functioning as it currently does; therefore, the adjacent parking lot needs to be retrofitted to provide access from High Street to the bank and the parking deck's columns/foundation must not significantly impact the parking below.

## 4.6 Village Administration (VA)

Many of the strategies identified in this Plan presume the use of existing Village implementation tools. These include operational tools (e.g. annual budget process, capital improvement program), regulatory tools (e.g. land use regulations, building codes, housing codes), and funding tools (e.g. tax abatement, tax incremental financing, and state and federal grant programs). To further enhance the downtown marketability as a unique destination, the Village may also consider the administrative actions listed within this section.

### VA-1: Chamber of Commerce

This local association advocates on behalf of the business community by marketing, event scheduling, and annual work planning for not only the downtown, but the entire Village. This association could also spearhead the redevelopment effort outlined within this Plan. To reduce costs, the Village could create a multi-jurisdictional Chamber with adjacent communities (e.g. Villages of Rapids City, Cordova and Hampton). Dependent on the number of communities involved, only a part-time director may be needed.

### VA-2: Annual Public Events

Community/Public events provide community pride, sense of place, and economic benefits. Currently the Village hosts several events in the downtown, most notably Tugfest; however, these events should be expanded, as well as involve more local businesses in the events. Other potential events include art/mural installations, farmer's market, concerts, movie night, and sidewalk sales. The proposed Chamber of Commerce can help schedule and sponsor these events.

### VA-3: Welcome Packet

A welcome packet gives the Village an opportunity to welcome a new resident, as well as inform them about Port Byron's history, services, public/civic buildings and businesses. This packet could be sponsored by certain businesses (or the Chamber). It should include a business directory, and potentially local business coupons.

### VA-4: Design Guidelines / Standards

Development provides the Village with economic stability and provides goods, services and jobs for its residents. However, too often buildings are designed without significant consideration to neighboring parcels and overall effect on the area. To ensure ***high-quality*** and ***long-lasting projects*** the guidelines shown below will provide assistance in guiding future (re)development in the downtown, including major facade improvements. A handbook could be developed to expand on these guidelines and provide additional information and graphics to better explain the Village's preference for building and site design.

- **Relationship to the Street:** Design the building such that the primary building façade is orientated towards the street. Provide a public entrance on the primary façade.

- **Architectural Character:** Design the building using architectural elements that provide visual interest and human scale, and that relate to the surrounding neighborhood context and the Village's overall character.

- **Building Materials:** Use high-quality, long-lasting finish materials such as kiln-fired brick, stucco, wood, and fiber-cement. All exposed sides of the building should have similar or complementary materials to those used on the front façade.

- **Building Projections:** Canopies and awnings should be provided along facades that give access to the building.

- **Signage:** Use pedestrian-scaled sign types: building-mounted, window, projecting, monument, and awning. Signs should not be excessive in height or square footage.

- **Parking:** Fit the parking below the building or place it on the side/back of the building, wherever feasible. Provide shared parking and access between properties to minimize the number of curb cuts. Provide vegetative buffers between pedestrian circulation routes and vehicular parking/circulation. Driveways should have adequate throat depths to allow for proper vehicle stacking.

- **Landscaping and Lighting:** Provide generous landscaping, with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Exterior lights should be full-cut-off fixtures that are directed towards the ground to minimize glare and light pollution.

- **Stormwater:** Use rain gardens and bio-retention basins on-site (i.e. in parking islands) in order to filter pollutants and infiltrate runoff, wherever feasible.

- **Service Areas:** Trash and recycling containers/dumpsters, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

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# CHAPTER 5

# IMPLEMENTATION

55 Downtown - Action Plan
62 Hazard Mitigation - Action Plan
63 Funding Strategies

As described in *Section 1.2*, downtowns are complex ecosystems with many independent components (i.e. shops and services, public spaces, infrastructure, parking, events and buildings) that help serve residents, visitors and businesses. New investment in any of these components can help improve the downtown environment, and can be a catalyst for additional investment.

This Comprehensive Downtown Development Plan is a guide for future public and private improvement that can be made over time to meet the vision established within this planning process, which is restated below.

> ***"Downtown Port Byron is a safe, clean and pedestrian-friendly environment with a unique, vibrant waterfront that provides local residents, tourists and families opportunities to enjoy its restaurants, shops, public facilities, scenic views and recreational opportunities."***

## 5.1 Downtown - Action Plan

The following section features a compilation of downtown planning actions identified in ***Chapter 4*** to help the Village achieve its various goals and objectives for the downtown (*see* ***Chapter 3***). There are short- and long-term actions described within this Plan, covering the following topics:

- Land Use (LU)
- Downtown Housing (DH)
- Historic Preservation (HP)
- Public Facilities (PF)
- Streetscaping (SS)
- Interstate Signage (IS)
- Park Spaces / Amenities (PS)
- Parking (P)
- Redevelopment Opportunities (RO)
- Utility Infrastructure (UI)
- Village Administration (VA)

Each action item has a brief description, generalized timeline, responsible parties, and potential funding sources. Below describes these aspects in more detail.

### Timeline

The "timeline" identified to achieve these actions are not firm - rather they are indications of when the Village may choose to pursue an action based on its importance or difficulty.

### Responsible Parties

Most of these actions require leadership and effort by multiple people and organizations. These tables indicate those parties considered necessary to implementation.

### Funding Sources

Most of these actions come with some cost. It is presumed that most could be supported by tax revenue from the Village's general fund or existing programs. Where other sources of potential funding may exist, such as grant programs, these are noted. See Section 5.3, for more information.

| | On-going Actions | Goal this Action Supports | Responsible Parties | Potential Funding Sources |
|---|---|---|---|---|
| LU-1 | **Maintain and use a Downtown Preferred Land Use Map.** This map is to be consulted whenever development is proposed in the downtown, especially when a zoning change or land division is requested. Zoning changes should be consistent with the use category shown on the map and described in Section 4.1; however, the Village may choose to allow a different use than shown on this map if it meets the goals and objectives of this Plan (see Chapter 3). | Goal #1 | Village Staff, Planning & Zoning Commission, Village Board | |
| DH-1 | **Encourage new "high-quality" residential development.** In general, this Plan emphasizes mixed use development, including upper-story residential; however, this Plan also suggests locations within the downtown that may provide opportunities for stand-alone residential development. Work with developers to locate such facilities in these areas. | Goal #1 | Developers, Village Staff, Planning & Zoning Commission | TIF |
| HP-2 | **Encourage historically significant buildings to convert to commercial use.** The Village should preserve its architectural heritage, which includes several single-family homes (see Preferred Land Use Map on page 30). These properties provide opportunities for unique commercial conversions, especially to Bed and Breakfast establishments. | Goal #3 | Property Owners, Village Staff, Planning & Zoning Commission | |
| HP-3 | **Work with property owners to maintain, upgrade and increase visibility of Historic Structures.** The Property Contribution Map on Page 18 highlights those buildings with architecturally significant elements that should be preserved. Refer to page 31 for recommendations for restoring historical facades. | Goal #3 | Property Owners, Village Staff, Planning & Zoning Commission | SFOOR, Housing Rehab Program, Village Facade Program, TIF |
| SS-1 | **Review and implement streetscaping recommendations when road improvements are made within the downtown.** The guidelines cover all aspects of streetscape, including roadway, sidewalks, crosswalks, lights, trees, signs/poles, and street furniture. When any of these elements are being added or updated, review pages 32-25. | Goal #3, Goal #6 | IDOT, Planning & Zoning Commission Village Board | ITEP |
| P-1 | **Improve the efficiency of parking in the downtown.** If and when parking becomes an on-going issue, consider the techniques on page 42 prior to adding additional parking lots. | Goal #6 | Planning & Zoning Commission, Village Board | TIF |
| P-3 | **Provide standard parking signs at entrances to existing and future public parking lots.** This signage should supplement the proposed community wayfinding signage system (see Recommendation SS-3). | Goal #3, Goal #6 | Planning & Zoning Commission, Village Board | ITEP |

| On-going Actions (continued) | | Goal this Action Supports | Responsible Parties | Potential Funding Sources |
|---|---|---|---|---|
| RO-1 (1-12) | **Market redevelopment opportunity sites, and consider proactive steps to achieve redevelopment.** There are several areas of the downtown that are prime for redevelopment (see map on Page 45). The highest priority sites may be areas to consider purchasing properties to facilitate redevelopment. | Goal #4 | Planning & Zoning Commission, Village Board | TIP, Tax Sharing Agreements |
| VA-2 | **Hold consistent public events throughout the year.** These events should include all, or the majority of the, commercial enterprises in the downtown, limiting outside vendors to improve sales for existing businesses. Potential events include mural/art installations, farmer's market, concerts, movie night, sidewalk sales and Tugfest. | Goal #3 | Village Staff, Village Board | |
| VA-3 | **Give a Welcome Packet to new residents that includes a Business Directory.** See VA-3 under Short Term actions. | Goal #4 | Village Staff | |
| F-1 | **Continue to apply for grant and other funding opportunities to fund public improvements and market redevelopment.** See Section 5.3 for more information. | Goal #4, Goal #7 | Village Staff, Planning & Zoning Commission | CDAP, WSIA-RD, RBEG |
| VA-4 | **Continue to work with IDOT to review and consider improvements to low lying areas along the Illinois Route 84 corridor that might be prone to flooding.** This is especially important south of Port Byron, as Illinois Route 84 is the major route connecting the Village to Interstate 80. | Goal #6 | Village Staff | IDOT-ED |

| | Short Term Actions (2014-2019) | Goal this Action Supports | Responsible Parties | Potential Funding Sources | Done |
|---|---|---|---|---|---|
| VA-1 | **Establish a multi-jurisdictional Chamber of Commerce.** This local association can advocate for existing businesses and recruit future businesses. A part-time director position should be created. | Goal #4, Goal #8 | Village Staff, Village Board | | ☐ |
| VA-3 | **Create a Welcome Packet for new residents that includes a Business Directory.** This makes new residents feel welcome, as well as promotes the community's existing businesses. Businesses could sponsor these efforts, and potentially could include coupons and/or advertisements. | Goal #4 | Village Staff | | ☐ |
| VA-4 | **Create Downtown Design Handbook.** This handbook will effectively guide redevelopment and facade improvements to ensure high-quality and long-lasting projects. | Goal #3 | Planning & Zoning Commission, Village Board | TIF | ☐ |
| IS-1 | **Work with Illinois' and Iowa's Departments of Transportation to reference the Village off of Exit 1.** Currently the Village is not referenced along Interstate 80. Additions of signs on Interstate 80 and Exit 1 off-ramps will provide exposure to the Village's location. The Village could work with Rapids City on this task, as they are not listed along Interstate 80 as well. | Goal #3 | Village Staff, Village Board | | ☐ |
| PF-1 | **Work with the River Valley District Library Board to keep this facility within Port Byron, especially near downtown.** Current plans are to repurpose the Old Academy building for the Library. If this move transpires, work to make pedestrian improvements that link this site to the downtown core. | Goal #1 | Library Board, Village Staff, Planning & Zoning Commission | | ☐ |
| P-1 (C) | **Add a bike lane along Cherry Street and provide bike racks in the downtown.** If parking is desired along Cherry, consider using a shared bike/park facility (12-ft minimum). Select bike racks that allow locking the bike frame (vs. just the wheel), and monitor need for additional bike racks. | Goal #6 | Village Staff, Planning & Zoning Commission, Village Board | ITEP | ☐ |
| PS-2 (B) | **Create a walking/exercise path along Main Street from Lynn Street to the access point near Sandstrom Products.** This can be a 8-10 foot compacted stone path, or paved, connecting the existing bike path connection back to the downtown core. Exercise stations could be incorporated along this path, as well as along the existing paved bike path. Stormwater facilities could also be incorporated to reduce runoff from higher elevations. | Goal #6 | Planning & Zoning Commission | ITEP, OSCAD, PARC | ☐ |

| | Short Term Actions (continued) (2014-2019) | Goal this Action Supports | Responsible Parties | Potential Funding Sources | Done |
|---|---|---|---|---|---|
| HP-1 | **Create a policy outlining a process by which alternatives to demolition can be sought for buildings that have architectural significance.** The Property Contribution Map on Page 18 highlights those buildings with architecturally significant elements that should be preserved. | Goal #3 | Planning & Zoning Commission, Village Board | | ☐ |
| HP-4 | **Develop educational/promotional material that informs residents/businesses about Historic Preservation.** These materials should describe the significance of protecting historic buildings within Port Byron, list available funding sources to protect and/or restore their historic facade/ building, and provide links/sources for more information. | Goal #3 | Village Staff, Planning & Zoning Commission | TIF, IHPA | ☐ |
| SS-2 | **Create a Streetscaping Plan, using recommendations within this Plan.** This detailed plan can establish what is plausible given existing right-of-way and may suggest land to purchase in order to complete the overall vision for the downtown streetscape. This will be important to accomplish prior to any major street reconstruction project, especially any State-funded projects to Illinois Route 84. | Goal #3 | Village Staff, Village Board | | ☐ |
| SS-3 | **Create a Wayfinding Plan, and install signs.** This detailed plan illustrates the design of wayfinding signage, and denotes the locations for wayfinding signage and attractions to be listed on each sign. Page 38 can guide in developing a wayfinding plan. | Goal #3, Goal #6 | Village Staff, Village Board | ITEP | ☐ |
| UI-1 | **Reconstruct water main under Main Street from Cherry Street to Agnes Street.** This project will happen after the water main is reconstructed on Cherry from the water tower to Main Street, and will supersede extensions on Illinois Route 84 that will allow for a looped system in the future. | Goal #7 | Village Board | CDAP | ☐ |

| | Mid Term Actions (2020-2029) | Goal this Action Supports | Responsible Parties | Potential Funding Sources | Done |
|---|---|---|---|---|---|
| PF-3 | **If the Library does not repurpose the old academy building, consider a Community Center, or prepare site for new development.** There is a need for a community/ senior center within Port Byron based on feedback during the 2008 Comprehensive Planning process, as well as during this planing process. This location is a plausible location, since there is an existing gym facility. If deemed financially infeasible, prepare the site for redevelopment. | Goal #1 | Planning & Zoning Commission, Village Board | USDA-RD | ☐ |
| PF-4 | **Consider purchasing 107 S. High Street for a public use.** This site is a small building with architectural historic elements that could give the Village visibility on Illinois Route 84. Additional improvements are suggested to connect this facility with Main Street (see PS-3 and P-2.D). | Goal #1 | Planning & Zoning Commission, Village Board | TIF | ☐ |
| PS-1 | **Reconstruct the boat launch parking area and staging area.** This is an important asset to the downtown and could be improved to enhance the recreational amenities within downtown Port Byron. This project can be phased, depending on the Village's ability to purchase private property and to fund the project(s). | Goal #2, Goal #3, Goal #5 Goal #6 | Consultant *(if any)*, Planning & Zoning Commission, Village Board | BAAD Program | ☐ |
| PS-2 (A) | **Build a riverfront park in place of boat parking.** This greenspace would replace the existing boat parking lot as a part of Recommendation PS-1. This park, at minimum, should include a playground, designated bike path (i.e. Great River Bike Trail), and enhance the kiosk area. | Goal #1 Goal #2, Goal #3, Goal #5, Goal #6 | Consultant *(if any)*, Planning & Zoning Commission, Village Board | OSLAD, PARC | ☐ |
| PS-2 (C) | **Create a plaza space at Lynn/Main with the Old "Memorial" Gazebo.** This improvement is suggested in order to reallocate the gazebo from its current location due to Recommendation PS-2(A). As envisioned, the gazebo would be placed at the terminus of Lynn Street and lit at night. Parking could be incorporated south of Lynn Street. | Goal #1, Goal #3 | Planning & Zoning Commission, Village Board | TIF | ☐ |
| UI-2 | **Create and implement a stormwater plan for the downtown.** This plan will suggest techniques to use to control and mitigate runoff created in the downtown, including locating areas for bio-retention basins, rain gardens, etc. | Goal #7 | Village Board | | ☐ |

| | Long Term Actions (2030+) | Goal this Action Supports | Responsible Parties | Potential Funding Sources | Done |
|---|---|---|---|---|---|
| PF-2 | **Consider selling current Village Hall site.** The Village Hall is located at a prime land along Main Street. This site could be developed in conjunction with proposed development at the corner of Lynn and High (RO-2). If the Village Hall site were sold, the facility should remain in the downtown. | Goal #1, Goal #4 | Developer, Planning & Zoning Commission, Village Board | | ☐ |
| PS-2 (D) | **Bury overhead wires between the public bathrooms and Cherry Street.** | Goal #7 | Village Board | TIF | ☐ |
| PS-3 | **Build stairs between High and Main Streets next to the Village Hall.** As envisioned, a plaza space would be built at both ends of the stairs, connecting a new public building along High Street (PF-4) and the riverfront, including the new gazebo and Will B. Rollin. | Goal #1, Goal #3, Goal #6 | Planning & Zoning Commission, Village Board | TIF | ☐ |
| P-2 (C-F) | **Build new public parking lots.** If its deemed necessary to add more parking areas in the downtown, page 43 lists several sites that potentially could become public parking lots. However, first consider more efficient use of existing public parking (see Recommendation P-1). | Goal #6 | Planning & Zoning Commission, Village Board | TIF | ☐ |

## 5.2 Hazard Mitigation Plan - Action Plan

The following section provides actions to help the Village achieve its various goals and objectives for the downtown and the community as a whole (*see* ***Chapter 3***). Each action item has a brief description, generalized timeline, responsible parties, and potential funding sources. Below describes these aspects in more detail.

### Timeline

The "timeline" identified to achieve these actions are not firm - rather they are indications of when the Village may choose to pursue an action based on its importance or difficulty. Where multiple deadlines are noted, this indicates an ongoing or repetitive activity.

### Responsible Parties

Most of these actions require leadership and effort by multiple people and organizations. These tables indicate those parties considered necessary to implementation.

### Funding Sources

Most of these actions come with some cost. It is presumed that most could be supported by tax revenue from the Village's general fund or existing programs. Where other sources of potential funding may exist, such as grant programs, these are noted.

| | Hazards Mitigation Actions | Goal this Action Supports | Target Completion Year | | | Responsible Parties | Potential Funding Sources |
|---|---|---|---|---|---|---|---|
| | | | 2014-2019 | 2020-2029 | 2030+ | | |
| 1 | **Actively participate in state and national awareness activities.** Examples include National Weather Service's Flood Awareness Week, Federal Emergency Management Agency's National Preparedness Month, Illinois' Severe Weather Awareness Week. | Goal #1 | X | X | X | Village Staff | |
| 2 | **Implement NFIP Community Rating System (CRS) credited activities and explore application to CRS designation.** This system improves residents awareness of flood risks and better protects against flood losses. Also as NFIP flood insurance policies are renewed, they will receive reductions in their premiums. | Goal #1 | | X | | Village Staff, Village Board | |
| 3 | **Develop interagency agreements for aid during and after a disaster and actively participate in the Illinois Mutual Aid Assistance Compact.** This compact provides mutual cooperation in emergency-related exercises, testing, or other training activities using equipment and personnel simulating performance of any aspect of the giving and receiving of aid during emergencies. | All | | X | | FEMA, Army Corps of Engineer, Rock Island County Board of Supervisors, Village Board, Village Staff | |
| 4 | **Work with the Rock Island County Emergency Management Agency to continue to update and disseminate free disaster preparedness materials for individuals and businesses.** | Goal #1 | X | X | X | County Board of Supervisors, Village Board, Village Staff | |
| 5 | **Be involved with any update to the Rock Island County Multi-Jurisdictional Local Hazard Mitigation Plan** | Goal #1 | X | X | X | Village Staff, Village Board | |

## 5.3 Funding Strategies

Many of the projects identified in this plan have a cost associated with them. The following funding options may be utilized.

### Tax Incremental Financing (TIF)

Tax Increment Financing (TIF) is a method of public financing that enables the Village to fund projects that would otherwise not occur, such as street resurfacing or reconstruction, sanitary or storm sewer, streetscaping (sidewalks, street trees, street lights, etc.), and business recruitment. In some instances, TIF funds aspects of private development projects that advance Village planning goals.

Currently the Village has an existing TIF District that incorporates a significant portion of the downtown: however, it does not cover the majority of the properties on the east side of High Street (as shown in the map on the next page). There is potential to expand the existing TIF District, or create a new TIF District, to help promote redevelopment of sites primed for redevelopment. In either case (i.e. expanding or creating a new district) it would require the procedures, including creating a Project Area Redevelopment Plan, holding a Joint Review Board meeting, and following the same municipal process to adopt any other ordinance. The benefit of each option is shown below.

- Expanding the existing TIF district will minimize the number of years the taxing bodies will have a freeze on their share of property taxes, as the existing TIF has a sunset date of 2027. This reduces the opportunities to improve the area, but may have the least objection from the taxing bodies.
- Creating a new TIF district increases the number of years projects and developments can be supported by TIF funds, as a sunset date can be established based on the maximum allowed under Illinois TIF Law. As a result, this may less appealing to the taxing bodies.

### Single Family Owner Occupied Rehabilitation Program (SFOOR)

Assists existing homeowners with necessary home repairs to bring your home to Housing Quality Standards (HQS). Funds typically used for updates and repairs to plumbing, electrical repairs, roof repair or replacement, furnaces, and kitchen and bathrooms.

### Project NOW

Project NOW Housing Division offers a variety of programs to the residents of Rock Island, Henry and Mercer counties. These programs, funded by the Illinois Housing Development Authority (IHDA), bring essential services to help improve the communities they serve. Services include homebuyer education, housing counseling and home purchase/rehabilitation.

### Abandoned Property Program

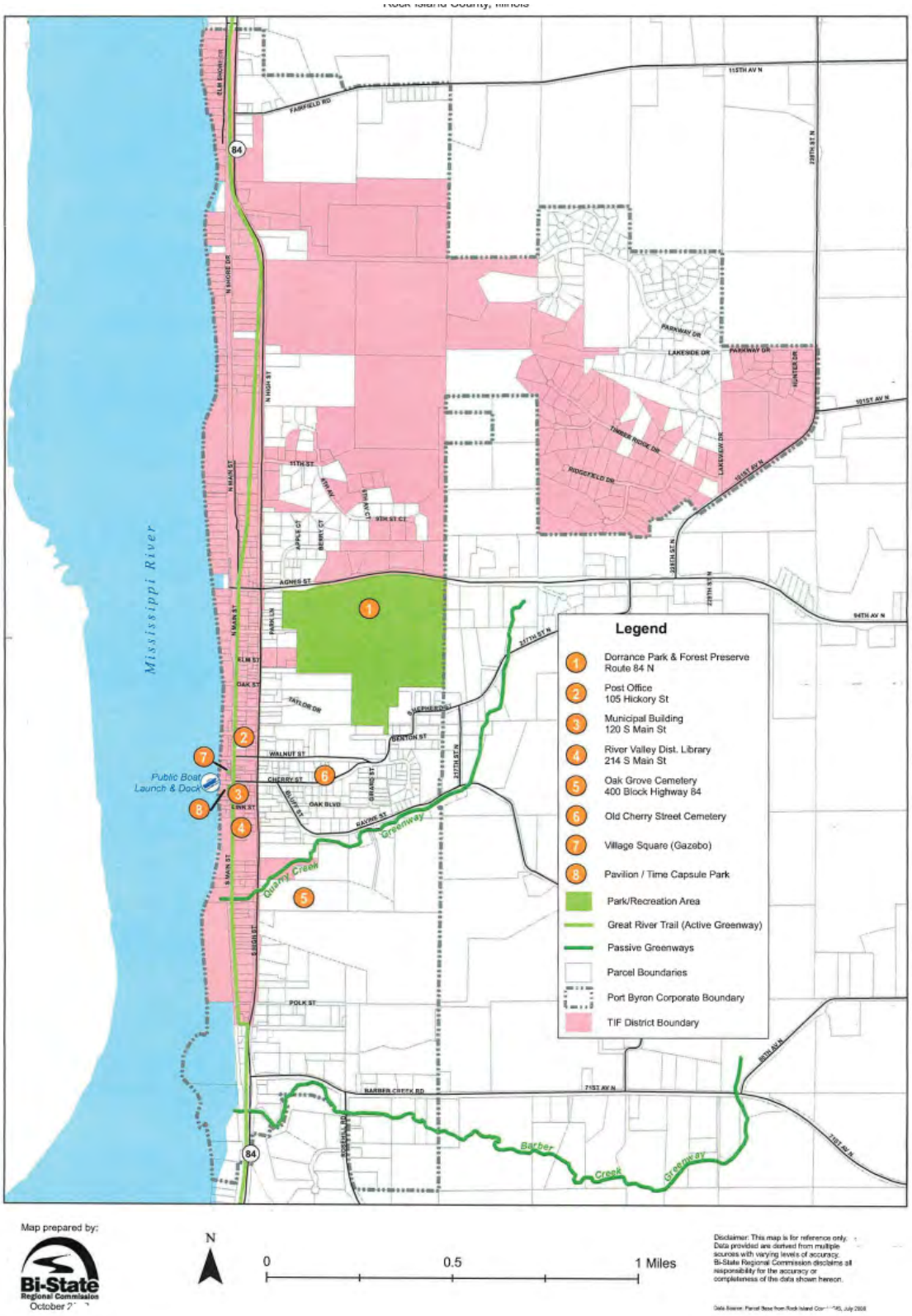
Under the Illinois Housing Development Authority (IHDA), grant funding is available for counties and municipalities for securring, maintaining, demolishing or rehabilitating abandoned homes.

### Community Development Assistance Program (CDAP) - Public Infrastructure

Under the Illinois Housing Development Authority (IHDA), grant funding is available for counties and municipalities for securing, maintaining, demolishing or rehabilitating abandoned homes.

### Boat Access Area Development Program (BAAD)

The Boat Access Area Development Program provides financial assistance to local government agencies for the acquisition, construction, and expansion/rehabilitation, including necessary A/E services, of public boat and canoe access areas on Illinois' lakes and rivers. The program provides up to 100% of approved project construction costs and 90% of approved land acquisition costs. Grant awards are limited to a $200,000 annual maximum per project.


Rock Island County, Illinois
Mississippi River
Legend
1 Dorrance Park & Forest Preserve Route 84 N
2 Post Office 105 Hickory St
3 Municipal Building 120 S Main St
4 River Valley Dist. Library 214 S Main St
5 Oak Grove Cemetery 400 Block Highway 84
6 Old Cherry Street Cemetery
7 Village Square (Gazebo)
8 Pavilion / Time Capsule Park
Park/Recreation Area
Great River Trail (Active Greenway)
Passive Greenways
Parcel Boundaries
Port Byron Corporate Boundary
TIF District Boundary
Public Boat Launch & Dock
Quarry Creek Greenway
Barber Creek Greenway
Map prepared by:
Bi-State Regional Commission
N
0
0.5
1 Miles
Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

### Park and Recreational Facility Construction (PARC) Grant Program

The Park and Recreational Facility Construction Act (PARC) was created by Public Act 096-0820 effective November 18, 2009 to provide grants to be disbursed by the DNR to eligible local governments for park and recreation unit construction projects. A park or recreation unit construction project means the acquisition, development, construction, reconstruction, rehabilitation, improvements, architectural planning, and installation of capital facilities consisting, but not limited to, buildings, structures, and land for park and recreation purposes and open spaces and natural areas.

### Community Development Assistance Program (CDAP) - Public Infrastructure

Through this program, funds are available to assist Illinois communities meet their greatest economic and community development needs, with an emphasis upon helping persons of low-to-moderate income. To ensure that the state-administered program meets the intent of the federal Housing and Community Development Act of 1974, as amended, Congress has required that state-administered programs meet at least one of the following three national objectives: -Benefiting low-to-moderate income persons; -Aiding in the prevention or elimination of slums and blight; or -Meeting other community development needs that pose a serious and immediate threat to the health and welfare of the community. To complement these federally-mandated objectives, the state has established the following specific objectives for the Community Development Assistance Program: -Strengthened community economic development through the creation of jobs, stimulation of private investment and strengthening the tax base; -Improvement of public infrastructure and elimination of conditions which are detrimental to health, safety and public welfare; and -Conservation and expansion of the state's housing stock in order to provide a decent home and a suitable living environment for persons of low-to-moderate income and the developmentally disabled. Within the statutory requirements of the Act, Illinois has the flexibility to design its own program objectives and procedures for program administration and to develop criteria for selection of grant recipients. CDAP offers a variety of financial assistance programs which have been designed to meet locally defined community needs. PUBLIC INFRASTRUCTURE: Local governments needing to improve public infrastructure and eliminate conditions detri-mental to public health, safety, and public wel-fare may request grants.

### Open Space Land and Development (OSLAD) & Land and Water Conservation Fund Program (LAWCON)

The Open Space Lands Acquisition and Development (OSLAD) Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. The federal Land & Water Conservation Fund program (known as both LWCF and LAWCON) is a similar program with similar objectives. Both are managed in Illinois by the Department of Natural Resources with concurrent application due dates, equal grant maximums and similar general rules. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. The state program is financed by a percentage of the state's Real Estate Transfer Tax. The federal program is financed nationally by revenue from OSOD leases. Under both programs, funding assistance up to 50% of approved project costs can be obtained. Grant awards up to $750,000 are available for acquisition projects, while development/renovation projects are limited to a $400,000 grant maximum.

## Historic Preservation Incentives For Private Owners

Financial incentives fall into four major categories: federal rehabilitation tax credits, local incentives, low-interest loans, and grants. Of these categories, grants are generally only made to non-profit and government entities. Only at the local level are grants generally made to private, for-profit property owners. Below are those that fit with Port Byron's needs.

The Property Tax Assessment Freeze for Historic Residences (owner-occupied: single family homes, condominiums, cooperative unit, or multi-family building up to 6 units) freezes property taxes over a 12-year period after rehabilitation of the property. There is a minimum investment of 25% the property's market value, as determined by the County Assessor. The building must be a certified historic structure.

A 20% Federal Rehabilitation Tax Credit is available for rehabilitating an income-producing building. This dollar-for-dollar Federal income tax credit equal to 20% of the construction costs may be used by the building owner or sold to a tax credit investor. The minimum investment is 100% of the building's "adjusted basis"; that is, the purchase price minus the land cost and depreciation, plus prior improvements. The building must be a certified historic structure.

A 10% Federal Rehabilitation Tax Credit is available for rehabilitating an income-producing, non-residential building built before 1936. (This is NOT for properties listed on the National Register of Historic places or in local landmark districts). This dollar-for-dollar Federal income tax credit equal to 10% of the construction costs. The minimum investment is 100% of the building's "adjusted basis"; that is, the purchase price minus the land cost and depreciation, plus prior improvements.

## Illinois Transportation Enhancement Program (ITEP)

IDOT is accepting project applications for ITEP funding in the following twelve (12) categories: 1. Provision of faciities for pedestrians and bicycles; 2. Scenic or historic highway programs (including the provision of tourist & welcome center facilities; 3. Landscaping and other scenic beautification; 4. Historic preservation; 5. Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals); 6. Provision of safety and educational activities for predstrians and bicyclists; 7. Acquisition of scenic easements and scenic or historic sites; 8. Preservation of abandoned railway corridors for the conversion and use thereof for pedestrian and bicycle trails; 9. Control and removal of outdoor advertising; 10. Establishment of transportation museums; 11. Environmental mitigation to address highway pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity; 12. Archeological planning and research. KEY POINTS about the PROGRAM These key points need to be understood and addressed before a sponsor applies for funding. The key points of the ITEP include: Projects must enhance the transportation system by serving a transportation need or providing a transportation use or benefit. Projects must have a local government or state agency sponsor. This is a reimbursable program, which requires an interagency/joint funding agreement that details the project scope of work and cost participation. It is not a grant program.

# APPENDIX A

## IMPLEMENTATION TOOLS

*A1 Sanitary Sewer Inflow and Infiltration Study*
*A1 GIS Asset Management*

A primary goal of this Plan is to predict and better prevent flooding, and thus, reduce the damage caused by future floods. In addition to this Plan, MSA Professional Services provided a couple implementation tools (i.e. Sanitary Sewer Inflow and Infiltration Analysis and GIS Asset Management Services) to enable proactive pursuit of the Village's recovery and growth goals.

### A.1 SEWER INFLOW & INFILTRATION

Port Byron's sanitary sewer collection system (SSCS) has historically experienced problems with excessive sewage flow and sewer main backups during periods of wet weather. As a result MSA Professional Services, Inc. was contracted by Port Byron to perform a Preliminary Engineering Report and Sanitary Sewer Evaluation Survey (SSES) to determine potential sources of inflow and infiltration (I/I) and identify system improvements that will reduce these clear-water flows.

The Preliminary Engineering Report and SSES considered a series of investigations, including manhole inspections, televising, GPS data collection, and mapping of the sanitary sewer collection system. This report documents the findings of these investigations.

Manhole inspections and sewer televising identified a number of deficiencies including: open pickhole manhole lids, manhole castings requiring adjustment to grade (vertical and/or horizontal), manholes showing signs of infiltration, crushed, cracked, and missing pipe, protruding taps, attached deposits and encrustations, sagged pipe, broken, leaking, and offset pipe joints, root intrusion, and etc. The estimate of probable cost to address these deficiencies is $663,000.00. This estimate includes construction, contingency, and engineering.

### A.2 GIS ASSET MANAGEMENT

The GIS portion of the project is part of a larger, integrated effort to support the planning goals as set forth in the grant. The goals of the GIS was not only the development of accurate mapping of the City's infrastructure, but also to incorporate the detailed condition assessments information compiled during other phases of the project. By incorporating the detailed assessment information through a central GIS database, MSA has been able to generate detailed plan exhibits to support the sanitary study and other infrastructure layers. Doing so allows the City of Port Byron to leverage the information generated through the grant for future use in improvement project planning and design.

The GIS database was developed using industry standards as produced through collaborative efforts of Esri, the software platform chosen for this project. MSA has been closely monitoring the standards for utilities and asset management and incorporating them as an excellent starting point for community asset management.

The collection of 1200 GPS points were used to develop accurate sanitary sewer, storm water and water distribution points representing

manholes, valves, culverts and other system locations. Information collected as part of engineering studies was used in the development of inspection layers to allow City and engineering staff to review proposed remedies to failing assets. The ability to view asset conditions based on any number of inspection criteria supported fast exhibit generation as well as support future planning efforts.

Each collection/distribution system was carefully mapped using available evidence to provide the City with comprehensive mapping. Base map information was provided by the Rock Island County GIS Department and used support the mapping needs. Each database is comprised of layer to support system node features, pipes, culverts and larger system structures such as wells and pump stations.

With the completion of the mapping, MSA developed a web based GIS platform that will allow the City and MSA staff track improvements, remedies, future system failures and proposed capital projects as part of the GIS/Asset system. This web-based GIS will be accessible through the Internet and allow the City staff to provide improved and planned services with the support of the system. The GIS through managed credentials will support future inspection processes and editing of feature details directly through the system interface. The system will also support map production, queries, and generation of mailing, work or inspection lists.