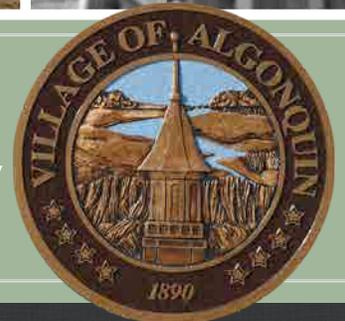


## *Village of Algonquin*

# **DOWNTOWN PLANNING STUDY**



*SUBMITTED TO:*  
**Village of Algonquin**

*SUBMITTED BY:*  
**Land Vision, Inc.**  
**Business Districts, Inc.**  
**Sam Schwartz Engineering**

Approved | March 5, 2013

**ORDINANCE NO. 2013 - O - 11**

**An Ordinance Approving the Downtown Planning Study  
for the Village of Algonquin**

WHEREAS, the Village of Algonquin, McHenry and Kane Counties, Illinois, is a home rule municipality as contemplated under Article VII, Section 6, of the Constitution of the State of Illinois, and the passage of this Ordinance constitutes an exercise of the Village's home rule powers and functions as granted in the Constitution of the State of Illinois; and

WHEREAS, a project steering committee was formed to provide guidance for a downtown planning study for the Village which was convened on February 23, 2012, and met regularly through January 24, 2013; and

WHEREAS, resident and stakeholder input was gathered on downtown improvement priorities via public workshops, which were held on July 19, 2012 and November 28, 2012; and

WHEREAS, on February 18, 2013, a public hearing was held to provide all interested persons the opportunity to comment on the Downtown Planning Study.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the VILLAGE OF ALGONQUIN, McHenry and Kane Counties, Illinois, as follows:

SECTION 1: The Village of Algonquin Downtown Planning Study, as prepared by Land Vision, Inc. and dated March 2013, is hereby approved.

SECTION 2: Village staff is directed to incorporate elements of the plan into the 5-Year Capital Improvements Program as funds allow, and to pursue alternative funding mechanisms as outlined in the Downtown Planning Study, including: grant opportunities such as the Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), and Illinois Transportation Enhancement Program (ITEP), as well as economic incentive programs such as Tax Increment Financing (TIF), Special Service Assessment Districts (SSA), and Historic Preservation Tax Credits.

SECTION 3: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 4: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

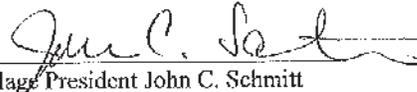
Aye: *STREIBERT SMITH SPELLIA SASINE DIANIS BLOGOWSKI*

Nay: *NONE*

Absent: *NONE*

Abstain: *NONE*

APPROVED:

  
Village President John C. Schmitt

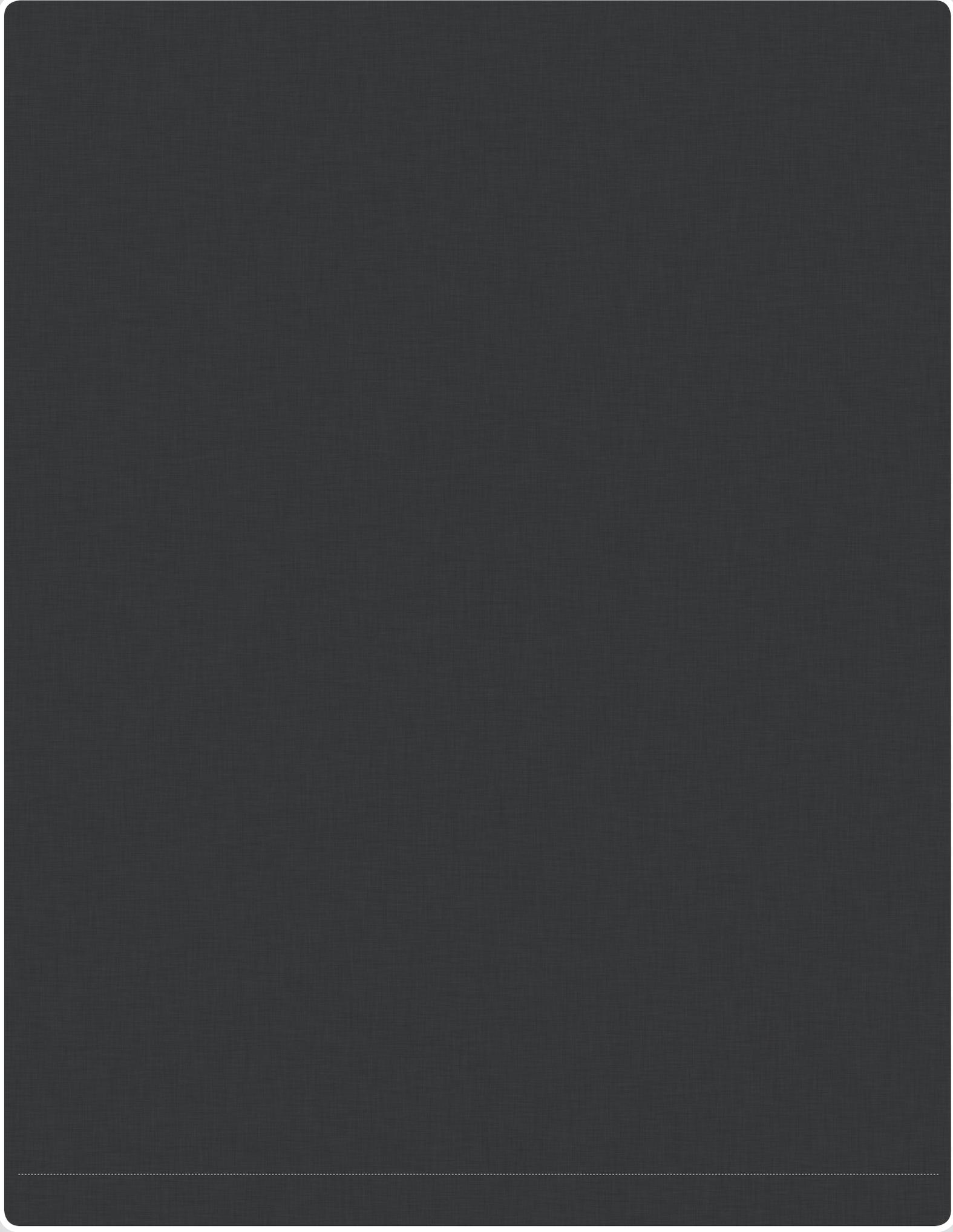
(SEAL)  
ATTEST:   
Village Clerk Gerald S. Kautz

Passed: 03-05-13

Approved: 03-05-13

Published: 03-06-13

Prepared by: Village Staff  
Reviewed by:  
Kelly Cahill, Village Attorney  
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# Acknowledgements

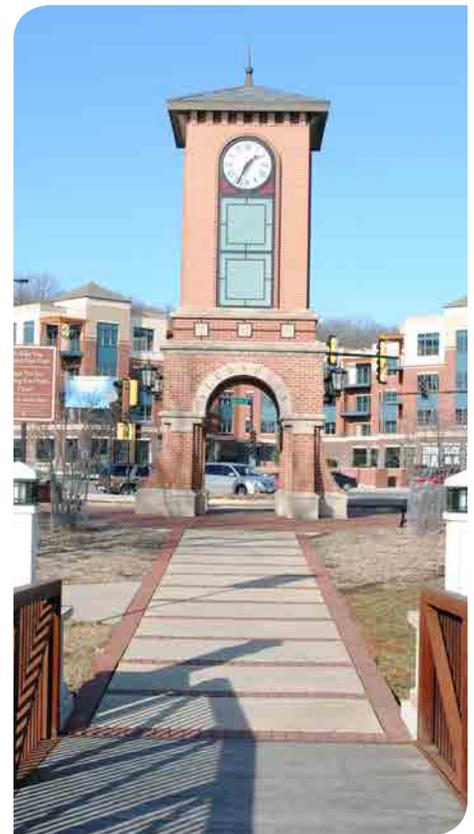
Thank you to everyone for participating in the planning process for the Village of Algonquin Downtown Planning Study. The success of this planning effort is made possible only through the concerted and sustained efforts, input, and insights of Algonquin residents, business and property owners, Village Officials and Staff, and Downtown Planning Study Steering Committee members.

## Village Board:

- ✘ Mr. John Schmitt  
*President*
- ✘ Mr. Brian Dianis  
*Trustee*
- ✘ Mr. Jerry Glogowski  
*Trustee*
- ✘ Mr. Robert Smith  
*Trustee*
- ✘ Ms. Debby Sosine  
*Trustee*
- ✘ Mr. John Spella  
*Trustee*
- ✘ Mr. Jim Steigert  
*Trustee*
- ✘ Mr. Jerry Kautz  
*Village Clerk*

## Steering Committee:

- ✘ Ms. Debby Sosine  
*Algonquin Village Trustee*
- ✘ Mr. Edward Mudra  
*Algonquin Historic Commission*
- ✘ Mr. John Breugelmans  
*Riverside Plaza Development*
- ✘ Mr. Howard Brinn  
*Jefferson Street Investments*
- ✘ Ms. Sara Mason  
*Algonquin Resident*
- ✘ Mr. Anthony Bellino  
*Re/Max Realtors*
- ✘ Mr. Jeffrey Kroeger  
*Algonquin State Bank*
- ✘ Mr. James Dawson  
*Dawson Insurance Agency*
- ✘ Mr. Edward Wolowiec  
*Port Edward Restaurant*
- ✘ Ms. Gabriele Reego  
*Doerner Jewelers*
- ✘ Mr. Wade Merritt  
*Café Firefly*



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Preparation and completion of this document was financed by federally funded grant dollars through the Chicago Metropolitan Agency for Planning (CMAP). The goals and recommendations of this plan have been developed in accordance with the CMAP GO TO 2040 Plan, a comprehensive, regional plan set in place to guide the seven counties and 284 communities of northeastern Illinois towards sustainable prosperity in the future.

### *CMAP*

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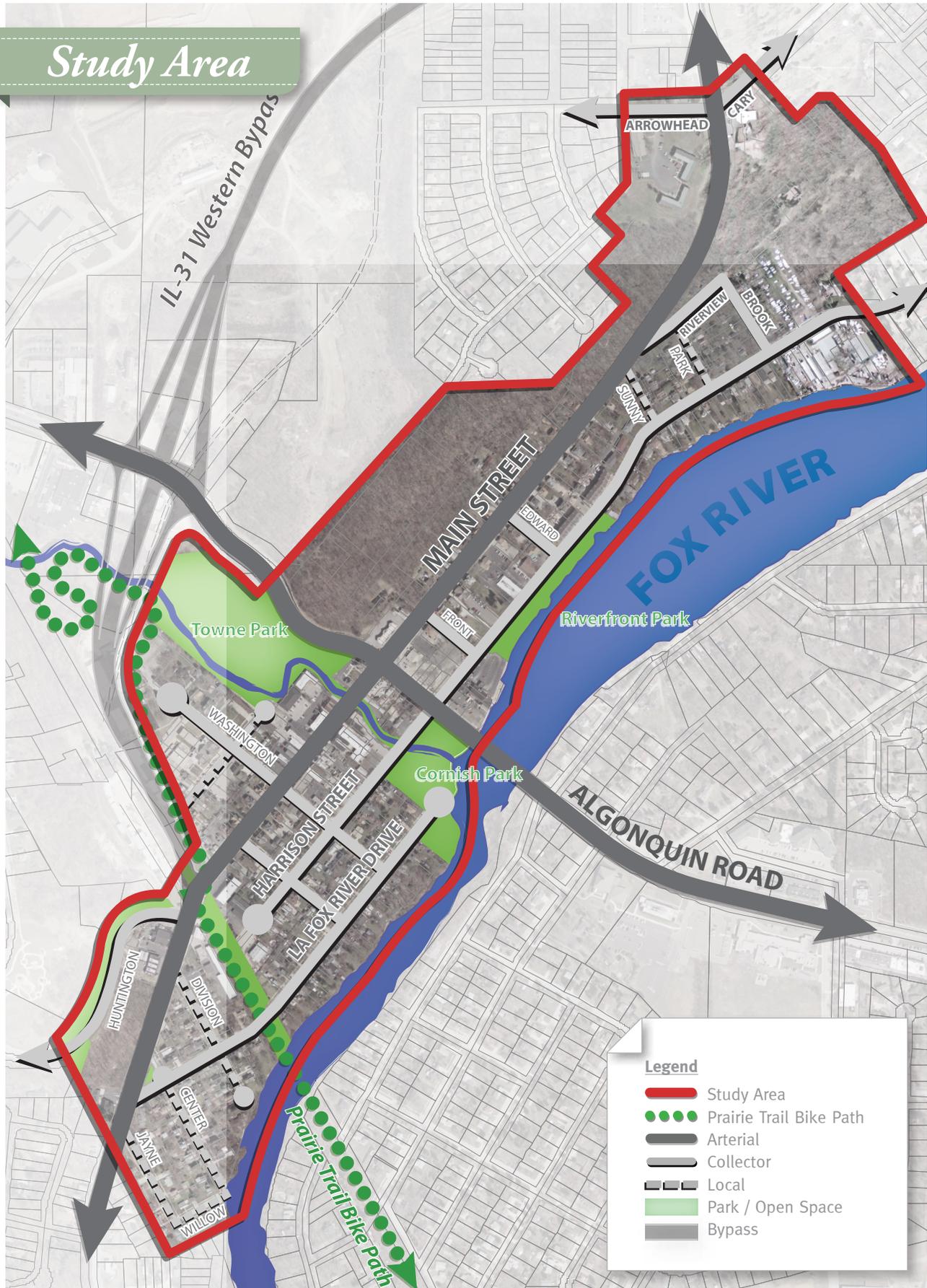




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# Study Area





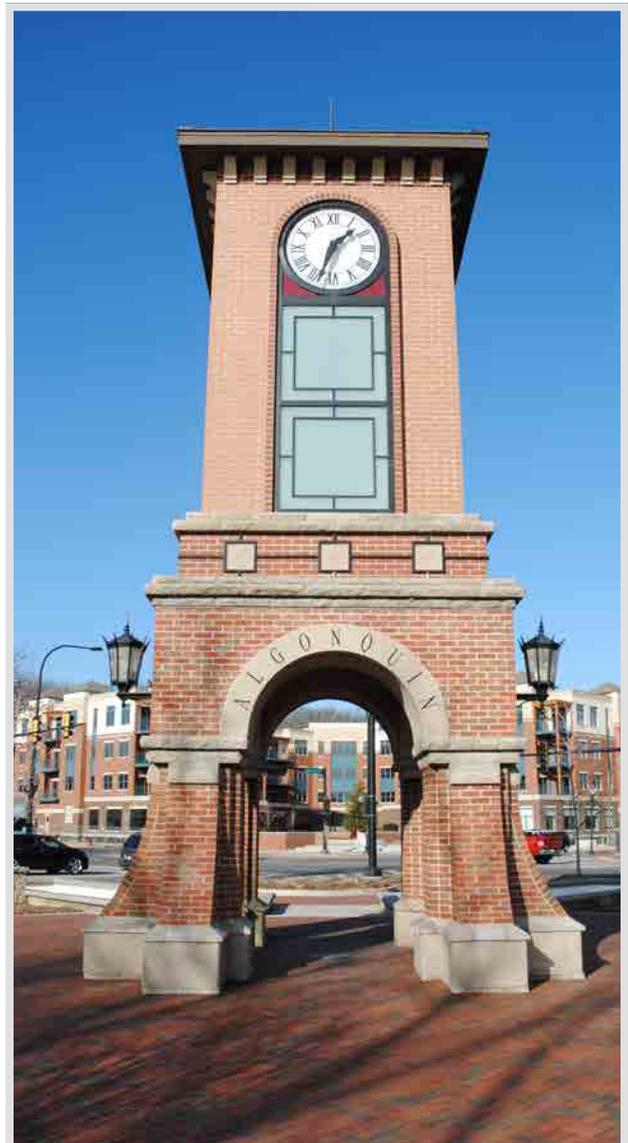
# Introduction

## Purpose & Scope:

Over the last three decades, the Village of Algonquin has successfully managed a significant transformation, by evolving from a picturesque riverfront community to a recognized regional destination in the Fox River Valley and larger Northeastern Illinois. Although substantial residential and commercial growth has at times been challenging in regards to character preservation, municipal staffing, and financial resource allocation, the Village has addressed these challenges head-on and never lost sight of the small-town quality, particularly within the Downtown, that made it such a desired location to live, work, and raise a family.

The pending construction of the IL Route 31 Bypass provides new improvement and enhancement opportunities, via the reduction of pass-through traffic, particularly trucks, and assumption of jurisdictional control of IL Route 31 (Main Street) right-of-way, within the Downtown. The bypass will allow Downtown the ability to reacquaint itself as a pedestrian-oriented environment while enticing new business and private sector investment to the area. This confluence of physical, traffic, and economic changes provides the Village a strong platform on which to strategically strengthen Downtown's historic development patterns.

Given these opportunities, the Village of Algonquin seeks to develop a market-supportable improvement plan that protects the existing asset characteristics within the Downtown and sets the stage for sustained but managed growth for future generations. The plan identifies properties that are appropriate to support new development (single purpose and multi-purpose) and introduces a mix of residential product types and densities necessary to support expanded retail/commercial uses. The plan promotes the expansion of Downtown streetscape improvements to adjacent blocks, while integrating pedestrian-friendly amenities along Main Street in order to capitalize on a desired transformation from an automobile dependent district to pedestrian-oriented environment.



## Process and Participants:

Representatives of the Village of Algonquin, project steering committee members, community stakeholders, and residents participated in the development of the Village of Algonquin Downtown Planning Study. Through on-going Steering Committee interaction, one-on-one interviews, community surveying, and a series of stakeholder meetings and planning workshops, the Village and consultant team worked to engage, identify, and ensure that all issues, concerns, desires, and priorities are clearly defined and recognized by all affected stakeholders.

The Downtown Planning Study process has involved:

- ❑ a detailed identification and evaluation of the area's land use concentrations, regulatory restrictions, exterior physical conditions, vehicular and pedestrian mobility systems and patterns, and streetscape improvement characteristics;
- ❑ planning workshop meetings with Village staff, Steering Committee representatives, and community stakeholders to gain input on the area's issues, constraints, and opportunities;
- ❑ meetings with key Downtown property and businesses owners, operators, and institutions to assess their patron and employee bases and desire for area enhancements;
- ❑ meetings with Village and Steering Committee representatives to review the plan's findings, test development and enhancement recommendations, and prioritize implementation initiatives; and
- ❑ presentation of the Downtown Planning Study for input and approval.



# Goals and Objectives:

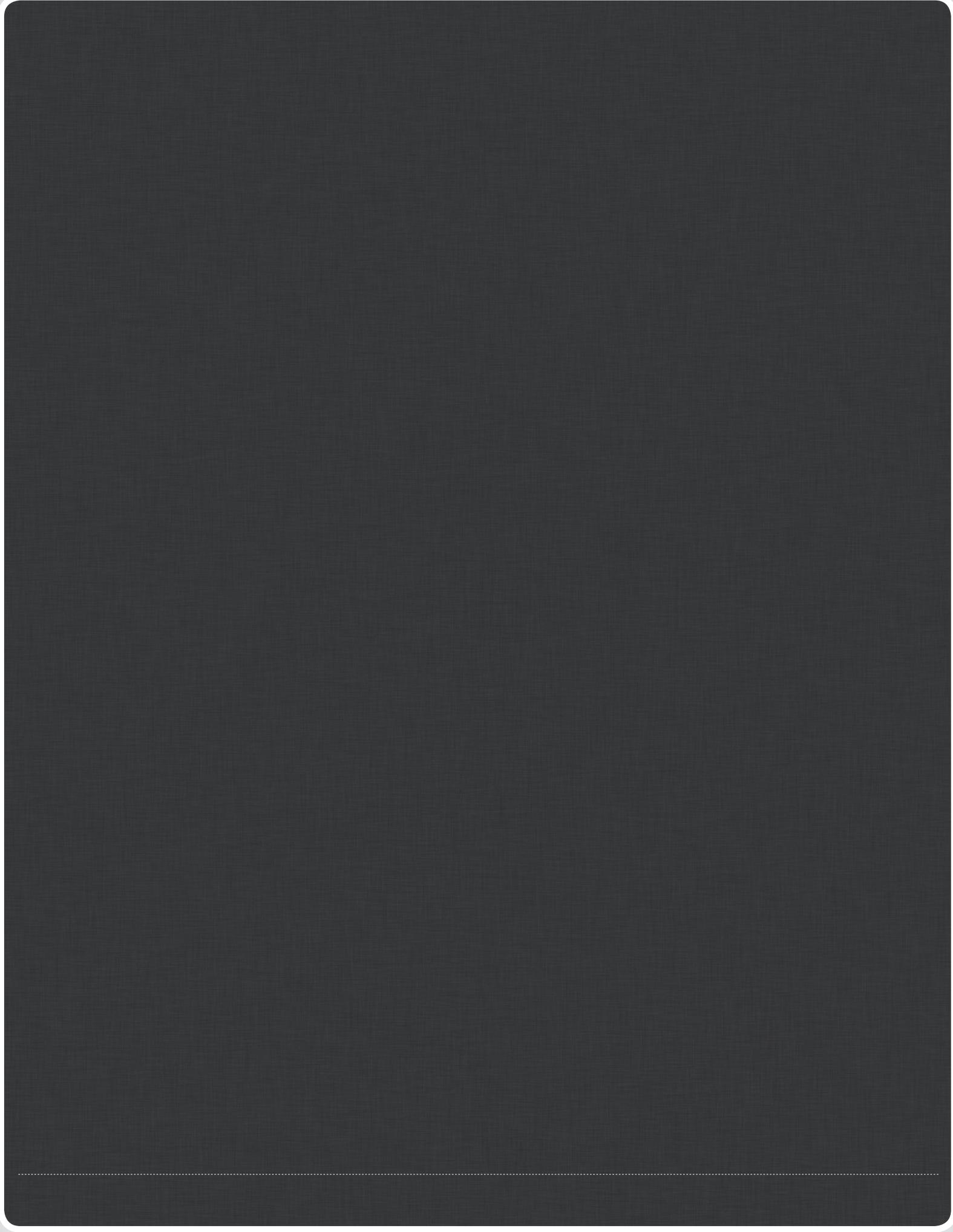
A prominent goal of the Village of Algonquin Downtown Planning Study is to build upon the opportunities presented by the pending IL Route 31 Bypass. By introducing this bypass, market-supportable development initiatives may be undertaken which fulfill the Village’s established vision for the area in concert with the complementary objectives of the CMAP GO TO 2040 Plan.

Under this goal the plan seeks to achieve a series of guiding objectives which include:

- ❑ providing strategic recommendations for the preservation, development, and redevelopment of compatible land uses in the Downtown which conform with the Village recognized development principals for the area;
- ❑ identifying opportunities for and the appropriate concentrations of multi-use, retail/commercial, residential, and civic/public land uses;
- ❑ developing an efficient multi-modal connectivity plan (vehicular, pedestrian, and bicycle) that will address existing needs, enhance linkages to/from the Downtown and adjacent neighborhoods, accommodate future demand, and create a pedestrian friendly district;
- ❑ incorporating sustainable design and “green” initiatives to reduce operating costs and enhance the quality of life within the Downtown; and
- ❑ providing a well-defined implementation strategy to achieve all of the above.

These preliminary objectives serve as the guiding principles under which the Village of Algonquin Downtown Planning Study is being conducted and shall be routinely reevaluated to ensure successful implementation of its recommended alternatives.





# 2

## Background Data Review

### Where We Started

In order to fully understand the issues and development potential presented in Downtown Algonquin, various documents and supporting materials were reviewed. These include local plans and codes, transportation studies, regional studies, and other existing documents that focus on quality of life improvements in Downtown and throughout the Village. The documents reviewed include:

#### *Land Use & Transportation Improvement Plans*

- ❏ Village of Algonquin Comprehensive Plan
- ❏ Village of Algonquin Downtown Revitalization Plan
- ❏ Village of Algonquin Downtown Streetscape Plan
- ❏ Village of Algonquin East Side Neighborhood Redevelopment Plan
- ❏ Village of Algonquin Parks, Trails, and Open Space Plan
- ❏ Village of Algonquin Beautification Plan
- ❏ IL Route 31 Western Bypass Plan
- ❏ Village of Algonquin Thoroughfare Plan
- ❏ Village of Algonquin Zoning Ordinance and Zoning Map

#### *Regional Planning & Improvement Studies*

- ❏ McHenry County Green Infrastructure Plan
- ❏ CMAP 2009 Northeastern Illinois Regional Greenways and Trails Plan
- ❏ CMAP GO TO 2040 Plan
- ❏ CMAP Livable Communities Plan
- ❏ CMAP Regional Mobility Plan

A summary overview of each of the above documents is provided in the following pages. The information collected from these sources and previous planning efforts are provided for reference purposes during the development of the Downtown improvement alternatives and corresponding Downtown Planning Study.



## Land Use & Transportation Improvement Plans

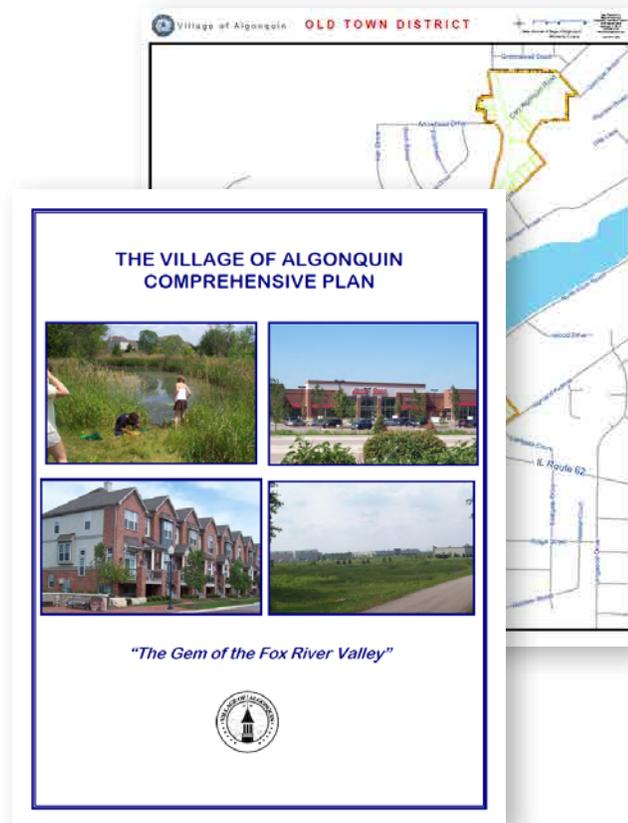
### Village of Algonquin Comprehensive Plan

In 2008, the Village of Algonquin completed an update to their existing Comprehensive Plan. Given the significant population growth from about 6,000 in 1980 to more than 30,000 in 2007, and with an anticipated 41,000 residents by the year 2030, Algonquin is proactively identifying and implementing strategic investments to accommodate the significant changes such growth entails.

The following relevant components of the Comprehensive Plan relate to the redevelopment objectives of the Downtown Planning Study:

- ❑ The planned Western Bypass for IL Route 31 is envisioned and detailed to specifically address traffic congestion and pass-through issues (volume, intensity, and safety) within Downtown Algonquin.
- ❑ Transportation capacity limitations along IL Route 31 (Main Street) and IL Route 62 (Algonquin Road) are identified as primary contributors to traffic congestion within Downtown. As a result, motorists seek alternative routes through the area (e.g. via local streets) and/or opt to avoid the Downtown in its entirety thereby impacting area businesses. In addition to the Bypass, alternative forms of transportation circulation such as transit connections to fixed-rail systems outside of the village, enhanced bicycle trail access, and other transit-oriented development strategies are desired to assist in mitigating local congestion.
- ❑ Additional improvements to public right-of-way are recommended to be implemented, specifically to Algonquin Road, Main Street, and South Harrison Street. Moreover, a unified streetscape plan should be developed for downtown which addresses issues of decorative pavement, lighting, signage, street furniture, and planters.
- ❑ Infill development should be promoted as a means of supporting the redevelopment and rehabilitation of Downtown. Future development should be compatible with existing land uses and complement Algonquin's recent efforts at historic preservation.

To support the objectives of the Comprehensive Plan, various implementation initiatives are identified in order to achieve the recommended type and character of Downtown development. These initiatives include the Downtown Revitalization Plan and the Old Town/Downtown Streetscape Plan. Both plans are critical components to establish the alternatives of the Downtown Planning Study, and are further discussed in following sections of this chapter.



## Village of Algonquin Downtown Revitalization Plan

Completed in 2000, the plan calls for protecting and improving the unique urban character of Downtown, which features a compact size, diversity of land use, pedestrian orientation, the preservation of historic structures, and utilization of the abutting Fox River as it passes through downtown. This may be achieved by inducing greater unity and effectiveness of the Downtown area so that it may attract new business and visitors and increases its role as a node for neighborhood and community activity.

Main Street is identified as an appropriate nucleus for focusing concentrated development of such uses, buttressed by adjacent secondary commercial areas and transitional zones. Harrison Street is repeatedly referenced as the primary corridor for focusing these supportive uses. While it should feature less-intensive development, Harrison Street may serve as an important pedestrian corridor with linkages to Fox River parks as well as provide a secondary circulation route for area traffic.

Implementation of the Plan focuses on:

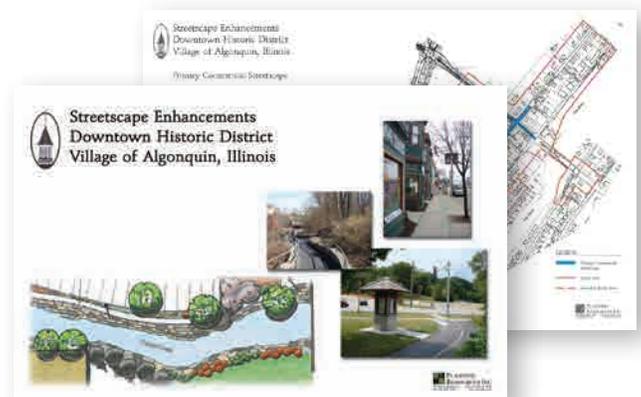
- ❑ Attracting mixed-use development to Downtown via promotion of ground-floor retail, entertainment, institutional, and recreational uses with offices, services, and residential units occupying 2nd and 3rd floor spaces.
- ❑ Maintaining and protecting nearby single-family homes while encouraging more intensive residential development along Jefferson Street, Harrison Street, and Washington Street.
- ❑ Creating a successful urban environment while improving physical access and enhancing the Fox River waterfront. These efforts should be coordinated with establishing improved linkages between Downtown, Towne Park, Cornish Park, and Riverfront Park via enhanced sidewalk linkages, pedestrian signalization, wayfinding signage to/from the Prairie Trail Bike Path, new pedestrian bridges over Crystal Creek, and walkways connecting to the Historic Village Hall site.
- ❑ Developing an organized approach for enhancing Downtown visual attractiveness, character, and urban design standards. In particular, wayfinding elements, traffic circulation, and convenient parking solutions.

## Downtown Streetscape Plan

The 2007 Algonquin Downtown Streetscape Plan outlines an organized system of streetscape corridor typologies as well as enhancement recommendations and renderings for specific sites within Downtown. Four street typologies are identified and defined; these include primary commercial, secondary commercial, secondary residential, and alleys. In addition, recommendations for several other types of outdoor spaces are identified, including plazas, monument parks, trails, and parking lots. Each of the identified site recommendations contains a conceptual plan document, illustrative renderings, and corresponding order-of-magnitude construction cost estimate.

The conceptual design elements and illustrative renderings focus heavily on landscaping options, permeable pavers, curb planters, and unifying elements such as street furniture, lighting, and signage. Other features include bicycle racks, stone markers, and other aesthetic considerations. Since its development, the Village has worked to implement strategic components of the Streetscape Plan. These have focused largely along Main Street as well as within and near the Village's Towne Park, Riverfront Park, and Cornish Park. Additional improvements are anticipated in conjunction with future right-of-way projects and as funding becomes available.

The proposed IL Route 31 Bypass is highlighted within the Plan as an important catalyst for implementing future streetscape improvements as its anticipated reduction of through-traffic will reinforce the desired pedestrian character of Downtown Algonquin.



## Village of Algonquin East Side Neighborhood Redevelopment Plan

The East Side Neighborhood Redevelopment Plan documents the Village's land use vision for those areas along Algonquin Road, Highland Avenue, North River Road and the Fox River. The East Side Neighborhood is located immediately adjacent to Downtown Algonquin on the east side of the Fox River. Given its proximity to Downtown, traffic circulation and volumes along Algonquin Road and the bridge over the Fox River, it serves as a significant physical and perceptual gateway into the area.

The neighborhood is characterized by its commercial and mixed-use configurations along the River, with a landscaping "curtain" buffering the single family homes concentrated around Short Street and Hubbard Street. The plan identifies and promotes recommended land uses (e.g. residential, commercial, mixed-use, etc.), structural massing, height and density, and parking ratios in support of the desired development vision for the area.

## Algonquin Parks, Trails, and Open Space Plan

The Algonquin Parks, Trails, and Open Space Plan was approved in March of 2008, and provides a comprehensive inventory of existing parks with a broad range of improvements and plans for future use throughout the village. The Plan anticipates that various Downtown park improvements would be made in conjunction with planned and proposed streetscape improvements as well as construction of the IL Route 31 Bypass.

Key features of the plan for the Downtown district include a focus on connecting east-west trail systems and supporting a bicycle-friendly environment via the use of on-street or on-sidewalk Class-I designations. The Downtown trail is planned to run along Jefferson Street, Washington Street, and Harrison Streets, as well as Algonquin Road and Hubbard Street. Connections are planned to link the trail system with Towne Park, Riverfront Park, Cornish Park, and the Prairie Trail Bicycle Path.



## Village of Algonquin Beautification Plan

In 2011, the Village assembled a comprehensive strategy to enhance the aesthetics of the community in concert with promoting a unique sense of place throughout Algonquin. The Beautification Plan stresses the importance of private investment and community involvement in aiding the Village in maintaining a clean and attractive environment. Code enforcement and volunteer days are examples of proactive measures the Village can take to engage the community in conservation and preservation efforts.

The strategies identified within the Plan include:

- ❑ public art program;
- ❑ bicycle rack art program,
- ❑ gateway entry signage at the six main intersections leading into the Village;
- ❑ streetscape design guidelines;
- ❑ tree preservation ordinance;
- ❑ decorative buffering initiatives such as landscaped walls and medians; and
- ❑ elimination of elements such as overhead power lines, wires, and billboards.

Cost estimates for the various recommendations are provided to address both front end financial needs as well as long term maintenance of the recommended improvements.

## IL Route 31 Western Bypass Plan

The proposed IL Route 31 Bypass is a significant driver of redevelopment in Downtown Algonquin. By redirecting pass-through traffic away from Downtown, the Bypass will help alleviate congestion that currently impacts the area. The new bypass, engineered by the McHenry County Division of Transportation, with assistance by CivilTech and IDOT, is scheduled for completion in 2014 and has a \$68M project cost.

The plan calls for the introduction of a new northbound/southbound roadway segment beginning at the existing intersection of Main Street (IL Route 31) and Huntington Drive and reconnecting with Main Street north of Elmwood Court. Special considerations have been taken to ensure that the majority of the roadway will be constructed over existing open land, underutilized parcels, and access roads, and within the existing Meyer Material Company quarry, thereby reducing the demolition of existing structures. In several minor instances, existing buildings did require removal including those located along portions of Railroad Street and near the bypass intersection with Algonquin Road.

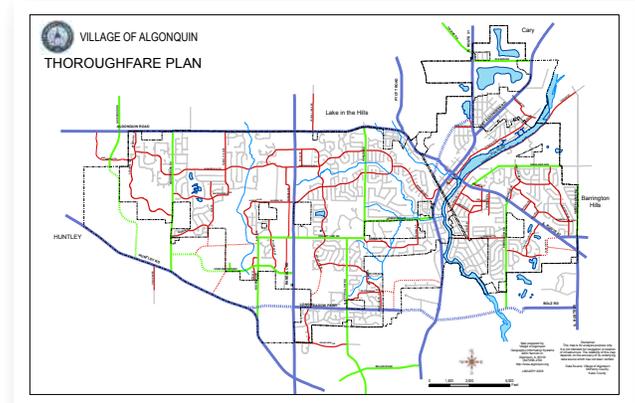
In order to complete the proposed alignment, the bypass will encroach on the existing Algonquin Towne Park. To minimize the Bypass impact and preserve the park's amenities attractive retaining walls, landscaping, lighting, pedestrian paths, and a new footbridge over Crystal Creek are to be provided. Parking facilities connecting to Washington Street will also be redeveloped and the existing Prairie Trail will be re-routed along the eastern side of the bypass before eventually passing underneath the roadway.

The environmental impacts of the project have also been addressed through a mitigation plan focused on the minimizing damages to State-listed endangered plant species as well as development of a Threatened and Endangered Species Avoidance Plan.

## Village of Algonquin Thoroughfare Plan

The Village of Algonquin Thoroughfare Plan (circa 2008) identifies existing primary arterial, secondary arterial, and collector streets and proposes new streets and roadway connections that may be constructed within the Village. Within the Downtown, the planned IL Route 31 Bypass represents the most significant addition as it serves to reduce pass-through traffic and congestion at the intersection of Main Street and Algonquin Road.

Other thoroughfare changes potentially impacting Downtown include a new east-west connection of Longmeadow Parkway with Bolz Road south of Downtown. Currently, the only way to connect from the southwest section of Algonquin to the southeast and neighboring Villages of Barrington Hills and Carpentersville is by traveling through downtown Algonquin via the congested IL Route 31/62 intersection. This new arterial street, which would bridge over the Fox River, may provide additional traffic relief through Downtown Algonquin.



## Zoning Code and Zoning Map

Downtown Algonquin is characterized by several different zoning designations which support a variety of land uses. The Old Town overlay district promotes buildings which fit with a traditional downtown character and architectural style of the Village, with height restrictions of 3 stories or 40 feet (except where allowed by variance or Planned-Unit Development- PUD), and the provision of zero lot lines for up to three sides of a parcel.

The overlay also promotes land uses that include offices, professional services, specified retail, and residential above ground floor. Prohibited uses include those which generate high volumes of automobile traffic (drive-through, car wash, fuel stations), storage facilities, strip-type highway development, and certain industrial uses.

Specific zoning designations are grouped into business (B1 and B2), Old Town (O-T), residential (R1, R2, R3, R4, and R5), and special use (SU and PUD).

The Commercial Business – Limited (B1) designation allows most forms of general retail, services, office, financial, municipal, and public parks and playgrounds. B1 zoning flanks both sides of Main Street (IL Route 31), stretching from Railroad Street on the south to Sunny Drive on the north. It also covers the south/east side of Jefferson Street and parts of both sides of Harrison Street.

Commercial Business – General (B2) designation is similar to B1 but provides for a greater diversity of specialty shops, as well as allowing cultural attractions such as art galleries, museums, and dance studios. B2 is concentrated at three primary locations along Main Street.

These locations include:

- ✦ intersection of Main Street and Algonquin Road;
- ✦ south side of the planned intersection of the IL Route 31 Bypass and Huntington Drive;
- ✦ intersection of Main Street and Cary Road/ Arrowhead Drive.

Both B1 and B2 are also designated along parts of Algonquin Road within the Eastside Neighborhood (on the east/south side of the Fox River), and extending north of Algonquin Road along River Road up to Short Street.

Residential zoning designations R1 through R5 are present in the Downtown study area. Large Lot Single Family Residential (R1) and Small Lot Single Family Residential (R2) both limit density to single family houses of 1 or 2 stories, with R2 allowing for smaller lot sizes and thus a slightly higher overall per acre density. The various municipal parks (e.g. Towne Park, Cornish Park, Riverfront Park) are designated as R1 zoning within the Downtown. Concentrations of the R2 anchor the north and south ends of the study area encompassing large portions of the single family characteristics that are prevalent within the area.

Two Family Residential (R3) zoning provides for two-family dwellings with slightly higher densities than R2, and is designated generally between Cornish Park on the north, Prairie Trail Bicycle Path on the south, Fox River on the east, and Harrison Street on the west. While two-family home are permitted, single family units are the dominant type of development in this zoning designation. Multifamily Residential (R4) allows attached multiple family dwellings and is located immediately south of Downtown, in proximity to Huntington Drive. Multifamily Residential (R5) is zoned in several pockets or “transition areas” that flank the B1 and B2 zones of the Downtown. These designations allow for multiple family dwelling units, including townhomes and apartments.

In addition to the commercial and residential zoning designations, Downtown Algonquin also contains several Special Use (SU) and Old Town Planned Unit Development (OT PUDs) areas. PUDs generally refer to parcels which contain one or more buildings which may not completely conform to the underlying zoning in the area; additionally, any townhome, condominium, or other residential building containing eight or more units is considered as a PUD within the Village of Algonquin. The mixed-use, four story Riverside Project at the northeast corner of Main Street and Algonquin Road represents the most recent PUD development within Downtown Algonquin.

## Regional Planning & Improvement Studies

### McHenry County Draft Green Infrastructure Plan

The McHenry County Green Infrastructure Plan was drafted in order to create a detailed inventory of natural resources while using the latest technology and most up-to-date information. Use of this information was intended to create a green infrastructure map inspired by efforts with local governments and agencies to identify infrastructure opportunities and develop policies resulting in a series of implementable recommendations.

The benefits of establishing a well-connected green infrastructure include the ability to manage storm water, supply and filter drinking water, and to provide a thriving environment for native plants and animals. These connections allow for access to the County's most valuable natural areas in the form of migratory routes for wildlife, as well as opportunities for recreational trails. By identifying and mapping a formal network, the green infrastructure plan maintains the ability to promote areas often overlooked by local residents and agencies in to locations which contribute to a wider overall regional well-being.

Not intended to be a major county land acquisition effort, implementation of a green infrastructure plan will rely on changes to local policies and regulations. By revising zoning regulations and developing design standards, local municipalities may take an active approach in implementing the goals of this effort.

Specific recommendations include:

- Acquisition by public agencies;
- Conservation easements on private land;
- Targeted land use planning and zoning;
- Conservation development;
- Greenway connections;
- Trails, including bikeways, equestrian trails, and water trails;
- Landscape retrofitting of previously developed land;
- Ecological restoration of degraded landscapes; and,
- Farmland protection.



### About Greenways and Trails

Greenways vary from narrow corridors of undeveloped landscape that run through urban and suburban development, to wide corridors that incorporate scenic natural and cultural features. A greenway can be land or water based. It can incorporate both public and private property but always provides benefits to the community. Some are primarily recreational corridors, while others focus almost exclusively on environmental protection and are not necessarily intended for recreational uses. Some greenways are linear stream corridors, ditches, or wetlands; others follow abandoned railway tracks or other historic features.

Greenways offer a variety of benefits and functions, and a greenway network will protect natural and cultural resources, provide environmental opportunities, improve water and hydrological functions, and enhance the natural beauty and the quality of life in neighborhoods and communities.

In this plan, regional trails are multi-jurisdictional facilities linking recreational opportunities and transportation uses, connecting communities and greenways throughout the region. When recreational greenways are being planned, regional trails are those that are primarily associated and planned off-road facilities. The proposed trail alignments in the plan are conceptual and long-term. They include a variety of facility types suitable for bicycling, walking, and jogging, but they also offer space for such activities as fishing, equestrian activities, and cross-country skiing.

This plan emphasizes connectivity between regional trails, local greenways, and conservation areas. Many of the trails in this plan offer a "green experience" in the midst of a highly developed environment. It also emphasizes connectivity with local and county trail plans, enhancing opportunities to partner on the implementation of this plan.

### The Need for a Regional Greenways and Trails Plan

Greenways and trails plans offer a vision of continuous greenway and trail systems linked across jurisdictions, providing scenic beauty, natural habitat, and/or recreational opportunities for our communities. Many jurisdictions across the region are developing a regionally coordinated and connected vision of greenways and trails across their jurisdictions can inform local land use decisions, helpfully with long-term decisions about development that are consistent with the greenways and trails identified. In addition, greenways and trails projects, including land acquisition, can enhance our communities. Greenway projects inspired by this plan offer some combination of the following characteristics:

- Benefits large populations in multiple communities
- Bridges gaps to help complete greenways
- Create new connections between greenways
- Provide wildlife migration paths between isolated natural areas
- Protect tributary streams to preserve water quality and ecological value in their regional watersheds
- Protect residential and commercial areas threatened by flood damage
- Improve access to recreational trails where it is currently lacking
- Protect high quality natural areas threatened by development
- Protect important scenic vistas and historic areas from development
- Increases access to open space for nature and dispersed communities with disadvantaged populations
- Offers a variety of recreational uses
- Provides alternative transportation routes (walking, bicycling) and improve access to public transportation systems



### A Changing Environment for Greenways Planning

The Northeastern Illinois Greenways and Trails Plan was first adopted in 1992 and then updated in 1997. Changes in northeastern Illinois have brought on the need to update the plan. For one, the Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 as the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By State and Federal law, CMAP is responsible for developing COT TO 2040, metropolitan Chicago's first truly comprehensive regional plan. To be implemented starting in fall 2008, the plan will be based on a diverse, coordinated set of strategies for transportation, housing, economic development, open space, the environment, and other quality-of-life issues. By incorporating the Greenways and Trails Plan as part of the overall vision for 2040, CMAP's COT TO 2040 plan will strengthen and support the implementation of proposed regional trails and greenways.

There are additional changes that can have a positive impact on the implementation of the Greenways and Trails Plan. Kendall County has become part of the northeastern Illinois planning area. The serious water supply concerns in this region are beginning to be addressed through the Regional Water Supply Planning Initiative, residents of northeastern Illinois are being health concerns related to physical inactivity, which can be addressed by providing more recreational opportunities and connections to the natural environment, and an awareness of the need to address climate change increases, so does recognition of the value of greenways in sequestering carbon and promoting walking and biking over automobile use to lessen our region's carbon emissions. Additionally, greenways can be a viable use for some contaminated sites after they are cleaned up.

The sixth anniversary of Bushnell and Bennett's Open Plan of Chicago also brings to the fore historic, traditional and visionary goals for the region concerning nature, open space, and green communities, including the establishment of forest preserves, improvement of the lakefront, and efforts to develop a network of regional greenways and trails. The public's enthusiasm about this anniversary could have a lasting impact on the realization of Northeastern Illinois Regional Greenways and Trails Plan.



An important function of the Regional Greenways and Trails Plan and the plan map is to support the program of open space jurisdictions which are working to preserve and manage greenway corridors. Much of the on-ground implementation will occur through the initiation of the forest preserve and conservation districts, park districts, municipalities, counties, and state and federal agencies, and the Illinois Department of Transportation. The open space corridor network and natural resource laboratory opportunities of the region play an invaluable role in plan implementation.

This summary is intended as an overview of the officially adopted Northeastern Illinois Regional Greenways and Trails Plan. The plan and map are on CMAP's website at [www.cmap.org/illinois](http://www.cmap.org/illinois).

For more specific information about regional existing or proposed trails, such as a new project underway, contact CMAP at 312-454-6000.

Image courtesy of Charles Johnson, Illinois Forest Path Cover Image courtesy of Christine Rosenbaum

Image courtesy of Charles Johnson, Illinois Forest Path Cover Image courtesy of Christine Rosenbaum

Image courtesy of Charles Johnson, Illinois Forest Path Cover Image courtesy of Christine Rosenbaum

Image courtesy of Charles Johnson, Illinois Forest Path Cover Image courtesy of Christine Rosenbaum

### Key Features of the Map

This map updates existing and proposed regional greenways and trails, open space, and connections among them. It identifies the locations of both the Preserve and sites on the Illinois and County Natural Areas Inventories. Many of these high-quality areas are within designated greenways or existing open space and need to be protected. The regional trail system may, where appropriate, provide opportunities for viewing these areas, but care must be taken to protect fragile natural area resources from adverse impacts. Designated natural areas need to be given government status through acquisition or other means, as appropriate.

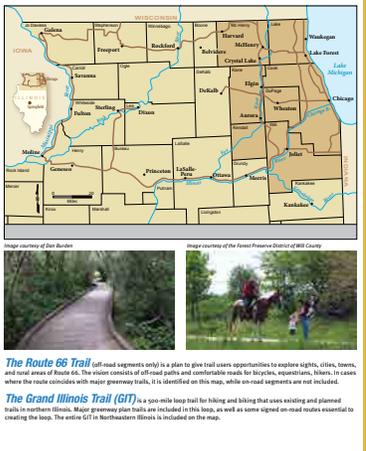
Greenways have existing and/or proposed for public purposes, and the trails that are shown as existing are completed and open to the public. Proposed trails are indicated as largely conceptual and trail alignments would be determined by the jurisdiction through its planning and zoning processes. A more detailed map and database are available from CMAP to coordinate such planning. While some of the connecting trail proposals that are fairly close together are shown as one corridor on the map, the greenway plan facilities in the CMAP database reflect both.

**Stream Greenways** are a vital part of this plan; they are focal points for environmental education and stewardship. They provide valued opportunities for learning and teaching, and can be a source of inspiration, and they can provide important water quality, water supply and flood mitigation functions. All streams in this plan are considered existing or proposed greenways.

**Trail Greenways** offer, for most of their length, a "green" experience and include relatively large amounts of vegetation or scenic views. Off-road paths along a highly developed corridor with very little vegetation for recreation, are not shown with a green buffer.

The **Primary Regional Trail System** identified on this map is the "backbone" of the trail network, which also includes important existing and proposed trails that make total links and interconnections. Trails that connect the regional system, forest preserves and conservation areas are identified as primary; trail loops within forest preserves and conservation areas that don't provide better access to the regional system are not generally included. Connections that follow more circuitous routes and those that would depend on development of a number of adjacent trails to connect the major trails are included. The **Trails System** designation does not necessarily indicate priority trails for development, however many coincide with the county priorities listed in the plan document.

Image courtesy of Scott Davis



### The Plan Document

The plan includes actions that would contribute to implementation of the plan. These recommended actions in the plan are not necessarily site specific, but they indicate general goals and objectives. The seven general objectives identified in the plan are summarized in the following:

- Objective 1:** Preserve and Enhance Greenway Open Space
- Objective 2:** Preserve and Improve the Quality and Biodiversity of Forest Open Space, Historical Greenways
- Objective 3:** Promote the Enhancement and Use of Trails
- Objective 4:** Expand the Existing Regional Trail System and Create New
- Objective 5:** Expand the Region's Efforts to Protect, Restore and Utilize their Forest Greenways
- Objective 6:** Promote the Transportation Benefits of Trails
- Objective 7:** Establish and Strengthen the Funding Base for Trails and Greenways

Implementation of the Regional Greenways and Trails Plan will require a partnership effort among state, natural resources and transportation agencies, forest preserves and park districts, county and municipal governments, conservation and recreation advocacy organizations, and private landowners. Specific actions to implement the seven objectives are detailed in the plan document.

Image courtesy of Charles Johnson, Illinois Forest Path Cover Image courtesy of Christine Rosenbaum

Image courtesy of Charles Johnson, Illinois Forest Path Cover Image courtesy of Christine Rosenbaum



## Northeastern Illinois Regional Greenways & Trails Plan Map and Summary

# CMAP Northeastern Illinois Regional Greenways and Trails Plan

The Northeastern Illinois Regional Greenways and Trails Plan links together a series of scenic and natural corridors across multiple jurisdictions in Northeastern Illinois. By developing a regionally coordinated vision of trails, municipalities may make more informed land use decisions while inspiring development that is in cooperation with the greenways and trails identified in this report.

A map, developed as a part of this plan, identifies existing and proposed regional greenways and trails, open space, and connections among them. Using the Primary Regional Trail System as the foundation of the trail network, the map identifies a series of other trail greenways and stream greenways to be explored for environmental, recreational, and educational opportunities.

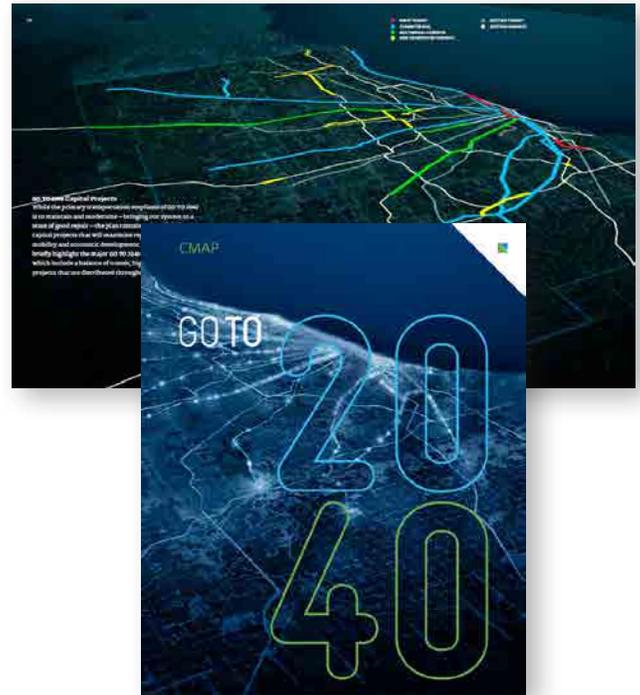
Aside from the obvious natural and recreational benefits the greenway and trails projects also offer a diverse combination of additional benefits including increasing greenway connectivity, providing wildlife mitigation paths, tributary stream protection, natural area preservation, and an increase in access to open space for a multitude of communities.

## CMAP GO TO 2040 Plan

The GO TO 2040 Plan completed by the Chicago Metropolitan Agency for Planning marks a critical moment for the seven county area that defines the Chicago region. As an established economic hub in possession of a countless array of physical and environmental assets, Chicago and the metropolitan area is positioned to further establish itself as one of the world's elite places.

Over the course of three years, a series of long range planning efforts have addressed the strengths and weaknesses of over 284 local municipalities and their residents in an effort to reverse this trend. In doing so, the GO TO 2040 Plan strives to maintain the quality of life resident's of this area enjoy while ensuring that it may be sustained. By setting clear priorities, reforming ineffective policies, capitalizing on investments, and promoting a transparent public decision making process, the GO TO 2040 Plan allows communities to work both collectively and independently towards an overall goal of sustainable prosperity.

Implementation of the GO TO 2040 Plan will result in compact and livable development providing residents with more options for transportation and housing. Jobs will be created in areas nearest where people live, parks and open space will allow for positive lifestyle habits while preserving the environment and these communities will offer a higher quality of life.



## CMAP Livable Communities Plan

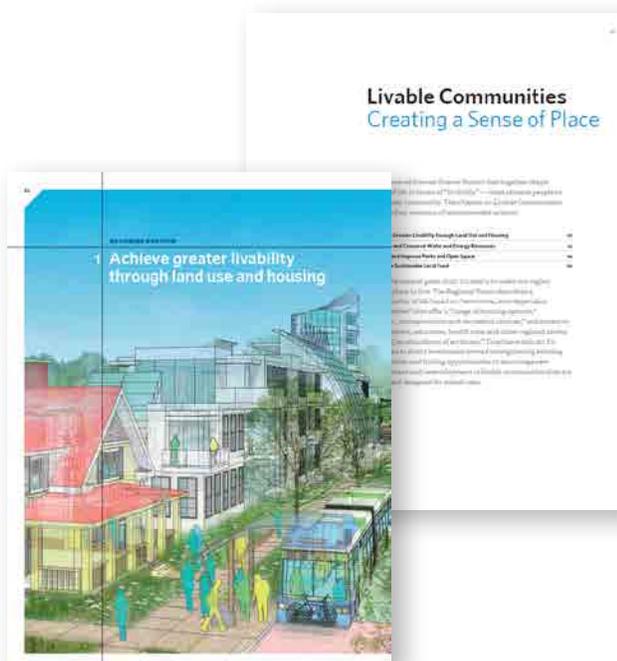
The Chicago Metropolitan Agency for Planning (CMAP) Livable Communities Plan focuses heavily on strengthening existing communities and finding opportunities for new development to help encourage a move towards denser concentrations of mixed-use and livable spaces. As a sub-component of the GO TO 2040 Plan, the Livable Communities Plan highlights several principles that promote a sense of place for communities, and describes steps that can be taken to achieve unique places for the region's population to live.

The plan recognizes that increases in density need to be sensitive to the context in which it occurs. Therefore, for existing communities characterized by single-family homes, increases in density should be moderate and targeted to infill sites, downtown centers, and other sensible redevelopment areas such as along transportation corridors or underutilized industrial land.

Among the benefits of more compact, mixed-use, transit-oriented and walkable developments are reduced costs to municipalities for road maintenance as fewer people are required to drive, drive less often, or drive shorter distances. Besides contributing to a decrease in roadway congestion, this type of planning assures that greater numbers of residents and businesses are contributing to a specific section of infrastructure, which helps local governments get “more bang for the buck.”

Additional benefits of increasing density within communities include the lower household costs that come with providing alternate modes of transportation, such as public transit, walking, and bicycling. By allowing residents to save money at the pump, they have additional fiscal resources to save, spend, or reinvest into the local economy. Livable communities also help reduce costs through more efficient use of energy. This can include everything from planting additional trees to reduce cooling costs as well as regulatory efforts at requiring minimum thresholds of water, heat, and electrical efficiency for new construction. Conserving water and electrical use can also delay the need for increasing the region's capacity of these resources, saving significant capital investments in new treatment plants, electrical lines, and other utility infrastructure.

Lastly, there are significant environmental benefits that are achieved by fostering livable communities. For example, storm water mitigation efforts can help prevent flooding and protect both property and natural ecosystems. Moreover, reductions in automobile use via the redevelopment of downtown areas produce fewer emissions and improve air quality. Cleaner air and an increase in alternate modes of transportation have tremendous health benefits for local communities. One of the last strategies in this report focuses on the expansion and improvement of public parks, which provides environmental benefits and dovetails with Algonquin's interest in preserving and linking community parks near Downtown.





## **CMAP Regional Mobility Plan**

CMAP's Regional Mobility Plan focuses on transportation and its critical role in the metropolitan economy. Transportation is addressed under three themes: strategic investment, public transit, and freight.

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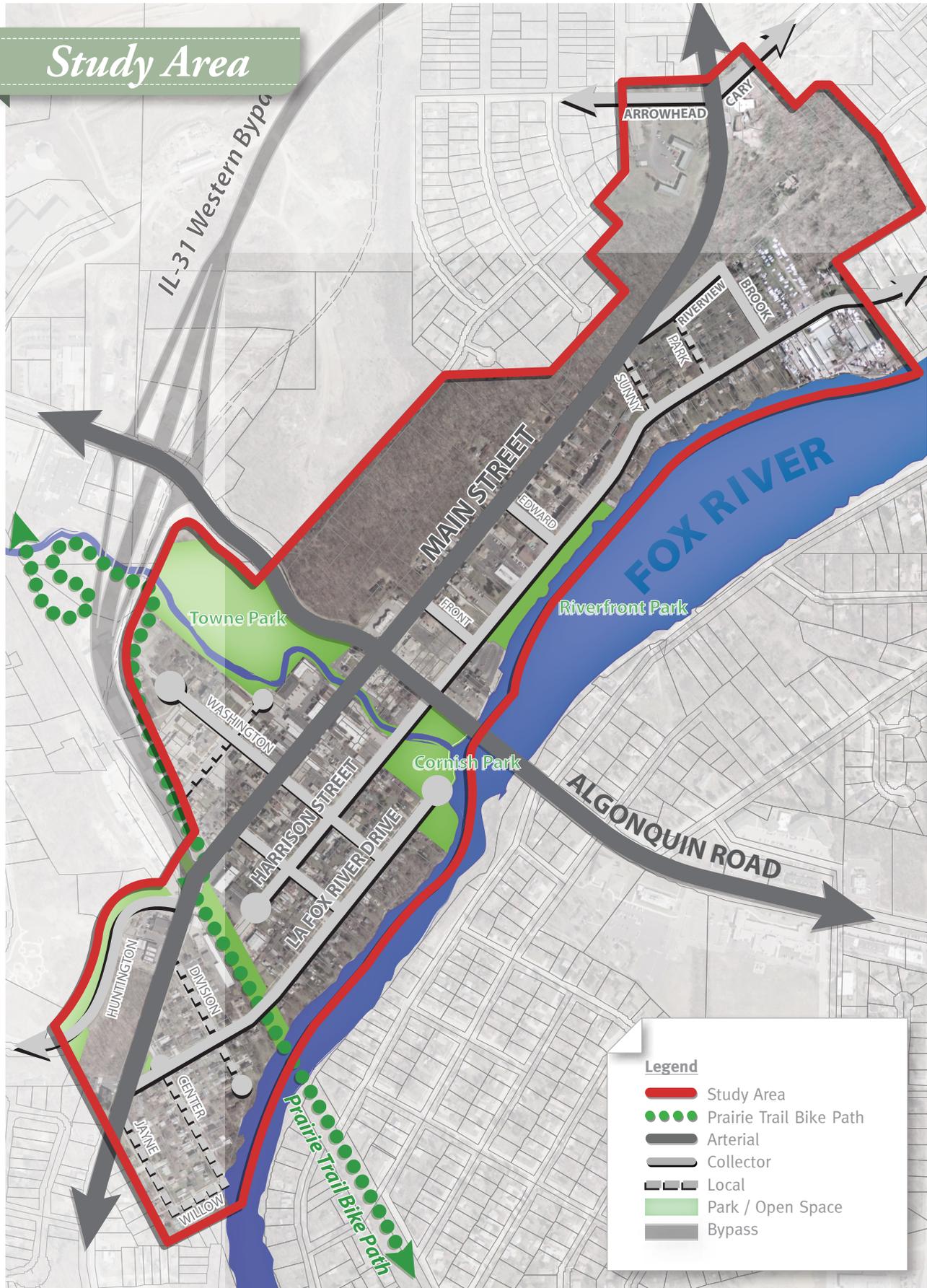
Among the strategic transportation investments that CMAP outlines are innovative methods of pricing and financing, such as forging public-private partnerships, congestion pricing, and parking policies. Algonquin may consider using some of these strategies in the Downtown area to help reduce congestion and shift employee, visitor, patron, and resident behavior to using alternate modes of transportation. As mentioned in the Livable Communities Plan, switching to walking, bicycling, and/or transit (where available) can save households and the public sector money while promoting healthier lifestyles.

Yet another critical means of promoting this shift is the implementing of new parking strategies for downtown lots, stalls, and structures. These types of initiatives can save both the Village and private building owners significant costs because free parking not only encourages more driving and congestion, but is also an inefficient use of real estate which weighs down the true value of land as well as the market potential for development on the site. Algonquin may consider implementing or adjusting parking restriction and/or fees for street parking, with price points designed to impact peak periods of demand. The Village may consider reforming its zoning ordinance to lower the minimum number of spaces required for new retail, commercial, and mixed-use developments that constitute the envisioned downtown character.

CMAP also stresses that although there are many large scale construction projects to expand or rebuild transportation infrastructure, smaller-scale modernizations and other fixes to the existing system can produce significant cost savings to help leverage the financing of these bigger projects.

Additionally, there may exist revenue generating opportunities such as levying a development impact fee for the strain on infrastructure to procure investments in enhancements such as public transit. In any scenario, it is important that Downtown developments ascribe to the tenets of transit-oriented development by encouraging building setbacks to be close to sidewalks, entrances close to transit stops (where provided), and other building design features that facilitate future transit use.

# Study Area



**Legend**

- █ Study Area
- Prairie Trail Bike Path
- Arterial
- Collector
- Local
- Park / Open Space
- Bypass

# 3

## Existing Conditions Inventory

### Study Area Boundaries

The Village of Algonquin Downtown Study encompasses the traditional heart of the Village along the Fox River at the intersection of Illinois Route 31 (IL Route 31 / Main Street) and Illinois Route 62 (IL-62 / Algonquin Road). In totality the study area includes approximately 180 acres of land and is generally bounded by Cary/Algonquin Road on the north, Center Street on the south, Fox River on the east, and roughly the western edge of Towne Park on the west. The eastern edge of the planned IL Route 31 Bypass represents the western boundary for the downtown study area.

The Downtown study area is home to the several of the Village's iconic uses, spaces, and structures including but not limited to:

- ❑ Algonquin Historic Village Hall
- ❑ Old Town Historic District
- ❑ Towne Park
- ❑ Riverfront Park
- ❑ Cornish Park
- ❑ Prairie Trail Bicycle Path
- ❑ St. John's Lutheran Church & School
- ❑ Congregational Church
- ❑ Port Edward Restaurant
- ❑ Martini's On Main
- ❑ Reese's Restaurant
- ❑ Cucina Bella Restaurant
- ❑ Ericson Marine

In addition to the brief list of uses above, the Downtown includes a diversity of retail, entertainment, office, residential, recreation, and open space uses.





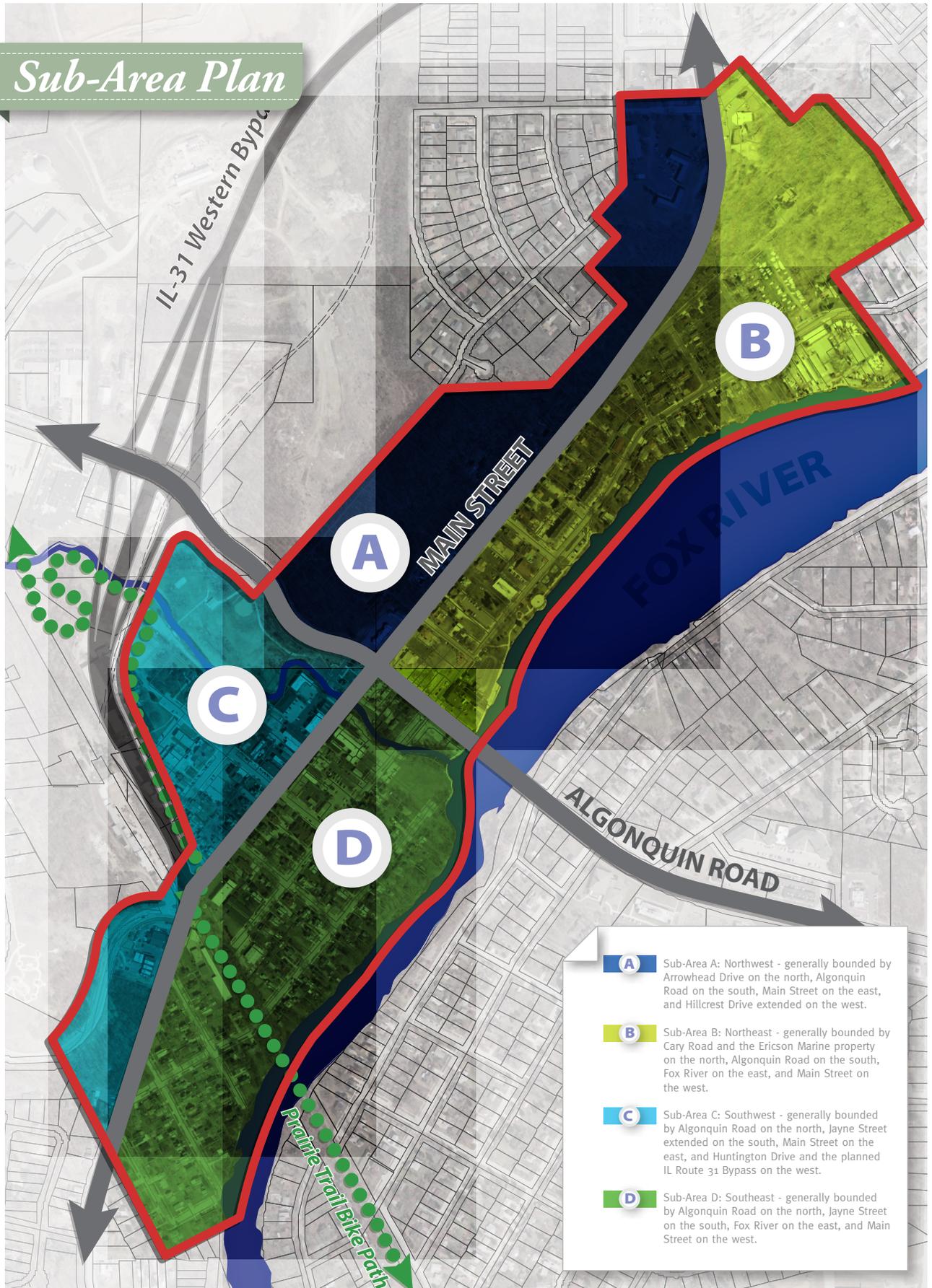
## *Downtown Sub-Areas*

While Downtown Algonquin is traditionally recognized as a unified district it is perceptually comprised of four (4) distinct sub-areas which are well defined by a combination of their physical characteristics, nature of development, land use mix, access and circulation patterns, and physical/perceptual barriers. These conditions create well defined transition points within the Downtown.

These Downtown sub-areas include:

- ✦ Sub-Area A: Northwest - generally bounded by Arrowhead Drive on the north, Algonquin Road on the south, Main Street on the east, and Hillcrest Drive extended on the west.
- ✦ Sub-Area B: Northeast - generally bounded by Cary Road and the Ericson Marine property on the north, Algonquin Road on the south, Fox River on the east, and Main Street on the west.
- ✦ Sub-Area C: Southwest - generally bounded by Algonquin Road on the north, Jayne Street extended on the south, Main Street on the east, and Huntington Drive and the planned IL Route 31 Bypass on the west.
- ✦ Sub-Area D: Southeast - generally bounded by Algonquin Road on the north, Jayne Street on the south, Fox River on the east, and Main Street on the west.

## Sub-Area Plan



- A** Sub-Area A: Northwest - generally bounded by Arrowhead Drive on the north, Algonquin Road on the south, Main Street on the east, and Hillcrest Drive extended on the west.
- B** Sub-Area B: Northeast - generally bounded by Cary Road and the Ericson Marine property on the north, Algonquin Road on the south, Fox River on the east, and Main Street on the west.
- C** Sub-Area C: Southwest - generally bounded by Algonquin Road on the north, Jayne Street extended on the south, Main Street on the east, and Huntington Drive and the planned IL Route 31 Bypass on the west.
- D** Sub-Area D: Southeast - generally bounded by Algonquin Road on the north, Jayne Street on the south, Fox River on the east, and Main Street on the west.



## *Land Use, Zoning, & Physical Conditions*

### **Sub-Area A: Northwest**

In part as a result of the significant topographic slope from west to east (toward the Fox River), the Northwest sub-area is the smallest and the least densely developed district within the Downtown study area. Encompassing approximately 38 acres, land uses within the sub-area include a diversity of single and multifamily residential homes, service oriented commercial uses within converted residential structures (e.g. Starbarks Dog Care), office (e.g. Owens Care, Cheng Orthodontics), and auto-centric uses such as the Shell Gas station at the prominent northwest corner of Main Street and Algonquin Road. The southwestern portion of the sub-area, which is located at the top of the ridge and accessed via Hillcrest Drive in the Arrowhead Subdivision, includes approximately 22 acres of heavily wooded, undeveloped land, eight acres of which are owned by the Village.

With the exception of the undeveloped land mentioned previously, existing development is largely positioned immediately fronting along Main Street (IL Route 31). Individual parcels with single use structures, curb cuts, and parking lots constitute the primary development character for the sub-area. Shallow lot depths and rapidly rising slopes create challenging development conditions for uses beyond the current configurations, particularly south of the Arrowhead Apartment Complex at the southwest corner of Main Street and Arrowhead Drive. A visual survey of exterior physical conditions for the sub-area uses revealed a range of good to fair structures with one parcel available for sale.

The zoning classifications identified within the Northwest sub-area include:

- ❑ R1 – Large Lot Single Family Residential
- ❑ R5 – Multi-Family Residential
- ❑ B1 – Commercial Business Limited Retail
- ❑ B2 – Commercial Business General Retail

B1 Commercial Business Limited and R1 Large Lot Single Family Residential represent the largest zoning designations within the sub-area. Existing uses and structures within the R1 and B2 classifications appear to be representative of the underlying zoning designation. Uses within the B1 classification abutting Main Street, appear to be undergoing a transition from their original single family use to service oriented commercial uses which may be more compatible with the parcels proximity to Main Street and the intensity of traffic activity within the area.



### **Sub-Area B: Northeast**

The Northeast sub-area, generally bounded by the Ericson Marine property on the north, Algonquin Road on the south, Fox River on the east, and Main Street on the west encompasses approximately 48 acres. Anchored by the Village's beautiful Riverfront Park along approximately 3,000 feet of frontage on the Fox River, this sub-area has experienced the most recent redevelopment activity.

While the district includes a diversity of land uses including an active riverfront marina (i.e. Ericson Marine), iconic Algonquin restaurant (e.g. Port Edward), community oriented commercial and office uses (e.g. Learning Tree of Algonquin, Dawson Insurance), its most significant uses are single family and multi-family residential uses along Harrison Street. Single family residential uses on individual parcels comprise the majority of land north of Sunny Drive to Ericson Marine and the Fantasy Festival Magic Center at the intersection of Cary/Algonquin Road and Main Street. While the townhomes developed between Sunny Drive and Edward Street appear to have been successful, the mixed-use Riverside Square condominium/retail project at the northwest corner of Harrison Street and Algonquin Road continues to be impacted as a result of the downturn in the residential real estate market. A transition of uses appears to be occurring for several of the original single and multi-family structures abutting Main Street. These structures are sporadically being converted to commercial, retail, and office uses (e.g. Family Pet Clinic, Niequist Chiropractic Clinic, and Stone Advertising).

Development adjacent to any natural water way can present issues related to potential flooding. In regards to the Northeast sub-area, structures located along Harrison Street between Algonquin Road and Edward Street are adjacent to the 100 year floodplain. Use and building elevation considerations will need to be addressed as part of any future development and redevelopment within the area.

With the exception of the Ericson Marine and Riverside Square project sites, individual parcels with single use structures, curb cuts, and parking lots constitute the primary development character for the sub-area. Parcels range in size from approximately 8,500 square feet to 67,700 square feet in total size. Within the block bounded by Main Street, Harrison Street, Edward Street, and Front Street there appear to be several instances in which multiple parcels have been combined to accommodate larger development projects and/or provide shared parking between abutting parcels and uses. North of Edward Street, shallow lot depths and increasing slopes warrant development configurations consistent with those uses traditionally developed in the areas (e.g. residential and small scale commercial uses).

Exterior physical conditions of sub-area structures demonstrate a range between fair to good. Recently developed or improved structures such as the Aspen Landings Townhomes, Riverside Square, World Trans International, and Learning Tree Child Care buildings are examples of good classifications. The single family structures within the blocks north of Sunny Drive and along the riverfront appear to be consistently well maintained and in fair to good condition. The diversity of structures along Main Street between Sunny Drive (extended) and Front Street range between poor and good dependent in part on their respective use. Commercial uses in the sub-area along Main Street appear to be better maintained than corresponding multifamily residential structures.

The zoning classifications identified within the Northeast sub-area include:

- ❑ R1 – Public Park
- ❑ R1 – Large Lot Single Family Residential
- ❑ R2 – Small Lot Single Family Residential
- ❑ R5 – Multi-Family Residential
- ❑ B1 – Commercial Business Limited Retail
- ❑ B2 – Commercial Business General Retail
- ❑ SU – Special Use Planned Unit Development (PUD)
- ❑ O-T – Old Town Planned Unit Development (PUD)

The sub-area is fairly evenly divided from a geographic and acreage perspective between residential and commercial business oriented zoning classifications. Residentially focused classifications, including R1, R2, R5, and SU, are generally concentrated north of Edward Street and fronting along Harrison Street. Riverfront Park is classified as R1 Public Park and extends along the riverfront to approximately Edward Street. Commercial business classifications, including B1, B2, and OT (i.e. Old Town PUD) encompass the parcels fronting along Algonquin Road (e.g. Port Edward Restaurant) and Main Street as well as those along the west side of Harrison Street between Front Street and Edward Street. As mentioned previously, and similar to the Northwest sub-area, those residential uses within the B1 classification abutting Main Street appear to be undergoing a transition from their original residential character to commercial oriented uses. This appears to be more compatible with their proximity to Main Street and intensity of traffic activity within the area.



## Sub-Area C: Southwest

The Southwest sub-area, generally bounded by Algonquin Road on the north, Jayne Street extended on the south, Main Street on the east, and Huntington Drive and the planned IL Route 31 Bypass on the west encompasses approximately fifty percent (50%) of the Downtown commercial core within its approximately 40 acres. The planned IL Route 31 Bypass when completed, will form the western edge of the sub-area as it diverts pass thru-traffic away from the highly congested Main Street and Algonquin Road intersection.

The sub-area is largely dominated by three distinct land uses which include the commercial/retail oriented uses along Main Street, institutional uses associated with the St. John's Lutheran Church and School, and public/open spaces uses such as the Historic Village Hall and Towne Park. Single and multifamily residential uses (e.g. 111 Jefferson Street condominiums) are present within the sub-area but are secondary to the overall commercial and institutional character of the sub-area.

The Main Street block bounded by Algonquin Road on the north and Washington Street on the south represents the traditionally recognized commercial character of a “downtown” district. Eclectic mixed-use buildings with ground level commercial/retail and upper story office and multifamily residential uses comprise the majority of structures within the block. With the exception of the new mixed-use (commercial/residential) building constructed at 122-140 South Main Street, the majority of the structures on the block appear to be original to the area, with business ownership changing over time. Along Main Street south of Washington Street, many of the ornate, originally residential-oriented structures that line the street have transitioned to mixed-use (commercial and residential) and exclusively commercial uses (e.g. Woodhouse Day Spa, Interesting Developments Photography). While largely commercial in nature the residential exterior character of the structures in this block creates an aesthetic transition into the Downtown from the south which is complementary with the single family character of the adjacent blocks to the southeast. A diverse mix of commercial (e.g. Victorian Rose Garden Bed & Breakfast), office, and residential uses (e.g. 111 Jefferson Street Condominiums) fill in the parcels along Jefferson Street and Washington Street and contribute to the overall character of the sub-area. Several commercial and office uses (e.g. Children & Teens Medical Center) as well as undeveloped land are located between Main Street and Huntington Drive at the southwestern corner of the sub-area.

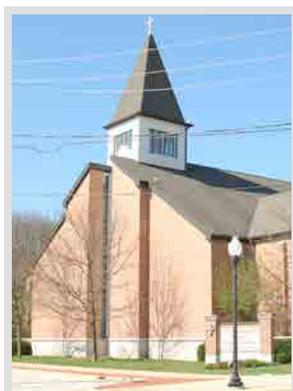


St. John's Lutheran Church and School is a significant land owner and use within the western portion of the sub-area. The church, school, and varying ancillary uses (e.g. offices, activity center, resale shop, parking lots, etc.) encompass multiple parcels and structures along Jefferson Street, south of Washington Street. It serves as an “activity anchor” attracting users into the sub-area during a diversity of weekday and weekend peak times.

Towne Park, with its beautiful setting, pedestrian bridges, pavilion, ball fields, and play areas is a prized and highly regarded amenity for the Village of Algonquin and asset for the Downtown. The park's ability, along with that of the Historic Village Hall, to facilitate the gathering of significant numbers of people within the core of the Downtown during events such as the Founders Day, can have a net positive effect on the district by bringing people to the area that may not otherwise have had a reason to visit Downtown Algonquin.

Crystal Creek's traverse through the northern edge of the Southwest sub-area within both Towne Park and abutting commercial uses along Main Street, has the potential to impact via flooding various parcels and businesses. Despite this potential, newer developments such as 122-140 Main Street have successfully been able to develop in conjunction with the underlying floodplain regulatory requirements. Future development and redevelopment initiatives on other parcels in the area, such as those along Jefferson Street north of Washington Street, will require careful planning and consideration to reduce the negative implications that flooding can have within the area.

With the exception of St. John's Lutheran Church and School and Towne Park/Historic Village Hall sites, individual parcels with single structures, curb cuts, and parking lots (where provided) represent the primary development configurations for the sub-area. Parcels range in size from approximately 4,400 square feet to 17,600 square feet in total size. Several instances and/or opportunities to provide shared parking between abutting parcels and uses exist within the area. These include the parking lot behind the Historic Village Hall and Martini's on Main, St. John's Lutheran Church and School on Jefferson Street, and several small parking lots north of Washington Street on Jefferson Street. The development configurations demonstrated within the various portions of the sub-area appear appropriate for the existing uses as well as expressed characteristic desires for the Downtown. The Village should continue to monitor real estate activities in the area and work to facilitate acquisition and consolidation opportunities for future development and redevelopment in conjunction with the established goals and objectives for the area.



The apparent (via visual survey) exterior physical conditions of sub-area structures range between fair to good. Structures such as the Historic Village Hall, Cucina Bella Restaurant, and Hand Made on Main buildings are representative examples of good classifications. As with many Downtown areas, owner occupied structures tend to demonstrate more consistent maintenance and enhanced physical condition over those that are exclusively tenant occupied. While some sub-area structures appear in need of updating in relation to façade improvements, signage, and painting (e.g. 200-206 South Main Street and 102-106 South Main Street), none appeared to be in need of major structural renovation thereby allowing for their renovation and/or adaptive reuse based on market/tenant demands.

The zoning classifications identified within the southwest sub-area include:

- ❑ R1 – Public Park
- ❑ R1 – Large Lot Single Family Residential
- ❑ R5 – Multi-Family Residential
- ❑ B1 – Commercial Business Limited Retail
- ❑ B2 – Commercial Business General Retail
- ❑ SU – Special Use Planned Unit Development (PUD)

From a geographic and total acreage perspective, the Southwest sub-area is generally well divided between commercial business, multifamily residential, and public park oriented zoning classifications. Overall, the zoning classifications appear to be representative and appropriate given the underlying land uses and expressed desired development characteristics for the sub-area.

Commercial Business (B1 & B2) focused classifications are generally concentrated between Main Street and Jefferson Street. R5 Multifamily Residential zoning covers the remaining developed parcels (approximately 3.5 acres) west of Jefferson Street as well as the 111 Jefferson Street Condominiums and the two homes at the northeast corner of Jefferson Street and Washington Street. Towne Park and the Historic Village Hall with an approximate 10 collective acres of land represent the final zoning classifications of R1 Public Park (i.e. Towne Park) and R1 Large Lot Single Family Residential (Historic Village Hall).



### Sub-Area D: Southeast

Algonquin Road on the north, Jayne Street on the south, Fox River on the east, and Main Street on the west generally bound the 50 acre Southeast sub-area. Home to Algonquin’s significant collection of historic structures, approximately fifty percent (50%) of the core Downtown businesses, as well as extensive open space (e.g. Cornish Park) and frontage along the Fox River, the Southeast sub-area is the most unique sub-area within the Downtown Plan Study area.

Single family residential and commercial uses represent the two dominant land uses within the south/southeast and western portion of the sub-area, respectively. These two uses are followed by Cornish Park along Algonquin Road and Harrison Street and to a lesser degree various other miscellaneous uses.



The sub-area block bounded by Main Street, Algonquin Road, Washington Street, and Harrison Street makes up the second half of the recognized commercial character of Downtown Algonquin and is home to many of the Downtown’s restaurant and entertainment venues (e.g. Reese’s Restaurant, Creekside Tap, Main Street Billiards Cafe). In complement with the uses to the west in the Southwest sub-area, this block also boosts an eclectic collection of mixed-use structures, many with ground level commercial/retail and upper story office and multifamily residential uses (e.g. Cassandra’s Strings). Many of these structures, with the exception of the Algonquin State Bank, appear to be original to the area, transitioning their business within the buildings as needed overtime. A significant portion of the land within this key block is also currently under-developed with extensive at-grade parking lots (e.g. southeast corner of Main Street and Algonquin Road, various private lots along Harrison Street) as well as the municipal shared parking lot at the northwest corner of Harrison Street and Washington Street. With the exception of the southwest corner of Algonquin Road and Harrison Street the remaining uses appear to be underutilized and/or vacant.

South of Washington Street, between Main Street, Harrison Street (extended), and Division Street land uses vary from commercially-oriented along Main Street within converted single family homes to institutional uses such as the Congregational Church, and single family homes fronting Harrison Street and Division Street. While largely commercial in nature the exterior residential character of the structures along Main Street creates an aesthetic transition into the Downtown from the south which is complementary with the single family character of the adjacent blocks to the southeast. A Mobil Gas Station, vacant retail space approximately 14,000 square feet, and two self storage facilities abut the Prairie Trail Bicycle Path at the south end of this block. Given the limited vehicular accessibility to the self storage facilities, their locations within residentially oriented areas, and their abutment to the pedestrian focused Prairie Trail Bicycle Path these uses appear to be out of character within the sub-area. Accessibility and visibility issues along Main Street are also negatively impacting the viability of the vacant retail use at Main Street and the Prairie Trail Bicycle Path.

Cornish Park anchors the southeast corner of Harrison Street and Algonquin Road and provides an attractive visual gateway to the Downtown from the east as well as active and passive waterfront accessibility to the Fox River. Located immediately below the Algonquin Dam, Crystal Creek flows through the park from the west and creates a vibrant location for river oriented activity such as fishing and canoeing. Convenient parking along Harrison Street and La Fox River Drive, passive gathering and seating areas, pedestrian amenities, and a children's play lot are provided within the park to attract a diverse set of uses to and encourage extended utilization of the facility.

The Prairie Trail Bicycle Path bisects the Southeast sub-area with points of access for bicyclists at its intersection with Main Street as well as dedicated parking, pedestrian ramps, and stairs at the southern terminus of Harrison Street. Included in this location are a collection of formal stairs and informal ramps at the Prairie Trail Bicycle overpass at La Fox River Drive. Located only 1,400 feet from the commercial core of Downtown Algonquin and 1,300 feet from Cornish Park, bicyclists regularly venture from the path to visit Downtown amenities and businesses.



The Southeast sub-area's residential uses make up the remaining land uses in the area and are unique within the Village of Algonquin. Many of these uses date from before the founding of the Village in 1843, supported growth and development of the Village in the proceeding generations, and continue to provide patron support as a function of their proximity to Downtown businesses. The uses located east of Harrison Street, with few exceptions, represent the foundation of Algonquin's Historic District and are exclusively residential (i.e. single family and multifamily) in nature.

Crystal Creek continues its path through the northern edge of the Southeast sub-area, passing under Main Street just south of Algonquin Road and impacting the various parcels and uses located to its north and south. While most of the existing structures are positioned to limit their direct impact from flooding, the utilization, reactivation, and/or redevelopment potential of these sites may be limited due to their parcels location within the floodplain. As a result, numerous uses and business within the floodplain are vacant, including many of the highly visible structures along Algonquin Road. This issue will continue to inhibit small scale development and redevelopment in the area as a result of the associated engineering and construction costs necessary to conform with the regulatory floodplain restrictions.

Individual parcels with single structures, curb cuts, and parking lots (where provided) represent the primary development configurations for the sub-area. As mentioned previously, the Algonquin State Bank site does include an ancillary drive-thru facility in addition to the primary bank building. Parcels range in size from approximately 3,800 square feet to 21,000 square feet in total size. In addition to the Village's shared municipal parking lot, several instances and/or opportunities to provide shared parking between abutting parcels and uses exist within the area. These are concentrated within the abutting parking lots along the west side of Harrison Street between Algonquin Road and Washington Street. The development configurations demonstrated within the various portions of the sub-area appear appropriate for the existing uses as well as expressed characteristic desires for the Downtown and historic residential portions of the area. Opportunities to acquire and consolidate parcels for future development and redevelopment in conjunction with the Village's goals and objectives should be monitored on an on-going basis.

A visual survey of exterior physical conditions revealed sub-area structures that range between poor to good condition with a larger concentration in the good and fair categories. Structures such as the Congregational Church, Café Firefly, and Main Street Billiards Café buildings represent examples of good exterior physical classifications. The vacant uses along Algonquin Road are representative of the most deteriorated or poor physical classifications. Owner occupied structures typically are more consistently maintained over those that are exclusively tenant occupied. This appears to be true in Downtown Algonquin with owner occupied uses such as Creekside Tap and Reese's Restaurant ranking higher in exterior physical condition classifications. With the possible exception of the structures along Algonquin Road, few sub-area structures appeared to be in need of major structural renovation thereby easing the ability to renovate and/or adapt the structures based on market/tenant demands.

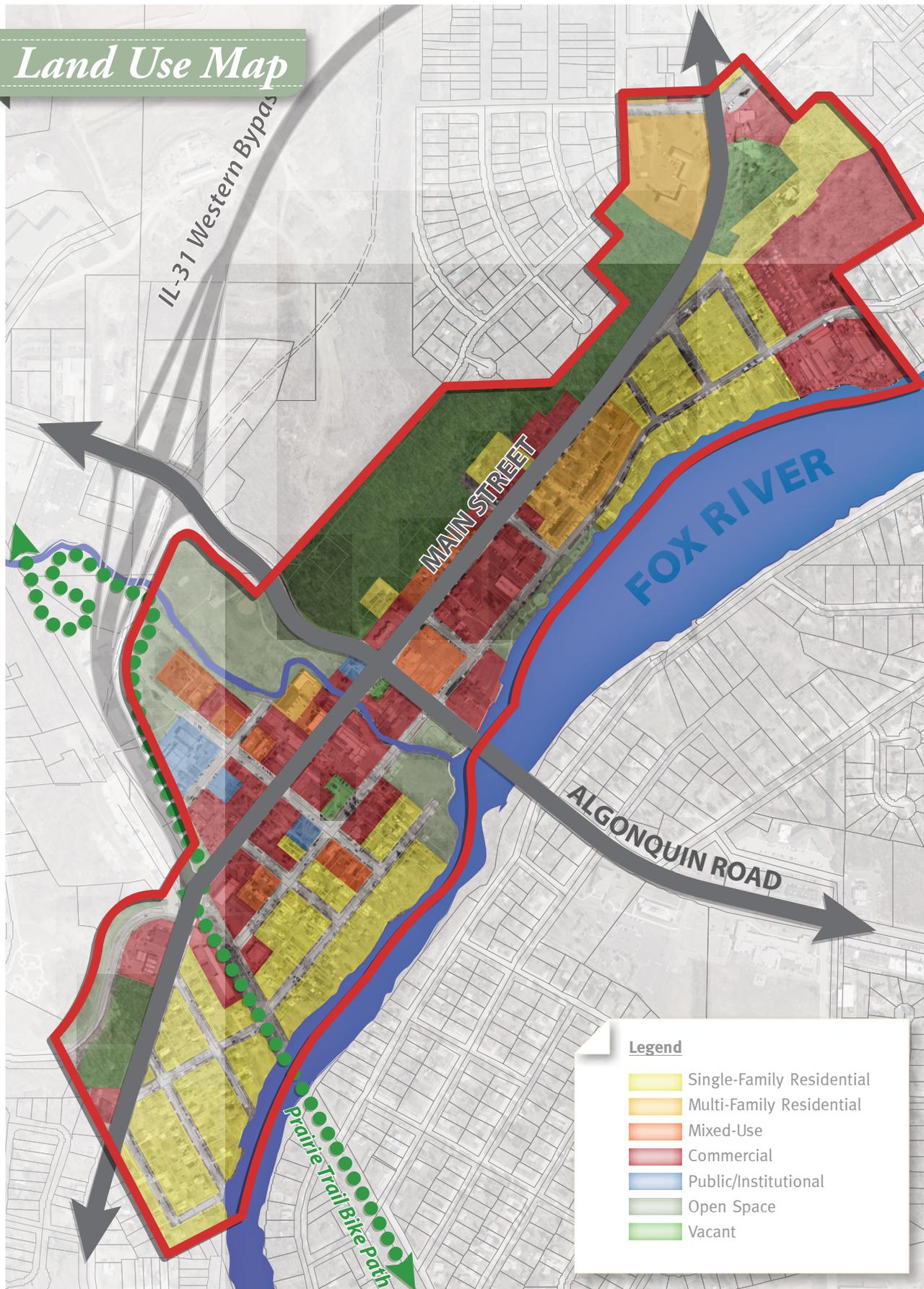
The zoning classifications identified within the Southeast sub-area include:

- ❑ R1 – Public Park
- ❑ R1 – Large Lot Single Family Residential
- ❑ R2 – Small Lot Single Family Residential
- ❑ R3 – Two-Family Residential
- ❑ R5 – Multiple Family Dwelling
- ❑ B1 – Commercial Business Limited Retail
- ❑ B2 – Commercial Business General Retail
- ❑ SU – Special Use / Planned Unit Development (PUD)

Residentially oriented zoning classifications, covering approximately 16 acres, represent the greatest amount of land area with the Southeast sub-area. This is followed by Commercial Business zoning classifications covering approximately 13 acres or 26% of sub-area lands. With the exception of the Special Use PUD's classifications for the previously mentioned Self Storage and Mega Home Improvement facilities abutting the Prairie Trail Bicycle Path at Harrison Street, the zoning classifications appear to be representative and appropriate given the underlying land uses and expressed desired development characteristics for the sub-area.

Commercial Business (B1 & B2) focused classifications are generally concentrated between Algonquin Road, Prairie Trail Bicycle Path, and Harrison Street. Two-Family and Multifamily focused residential classifications (i.e. R3 & R5) are located north of the Prairie Trail Bicycle Path between Cornish Park, Harrison Street, and the River. Small Lot Single Family Residential classification (i.e. R2) is located primarily south of the Prairie Trail Bicycle Path. Finally, Cornish Park is classified as R1 Public Park to correspond with the Village's low intensity desires for this key community riverfront amenity.

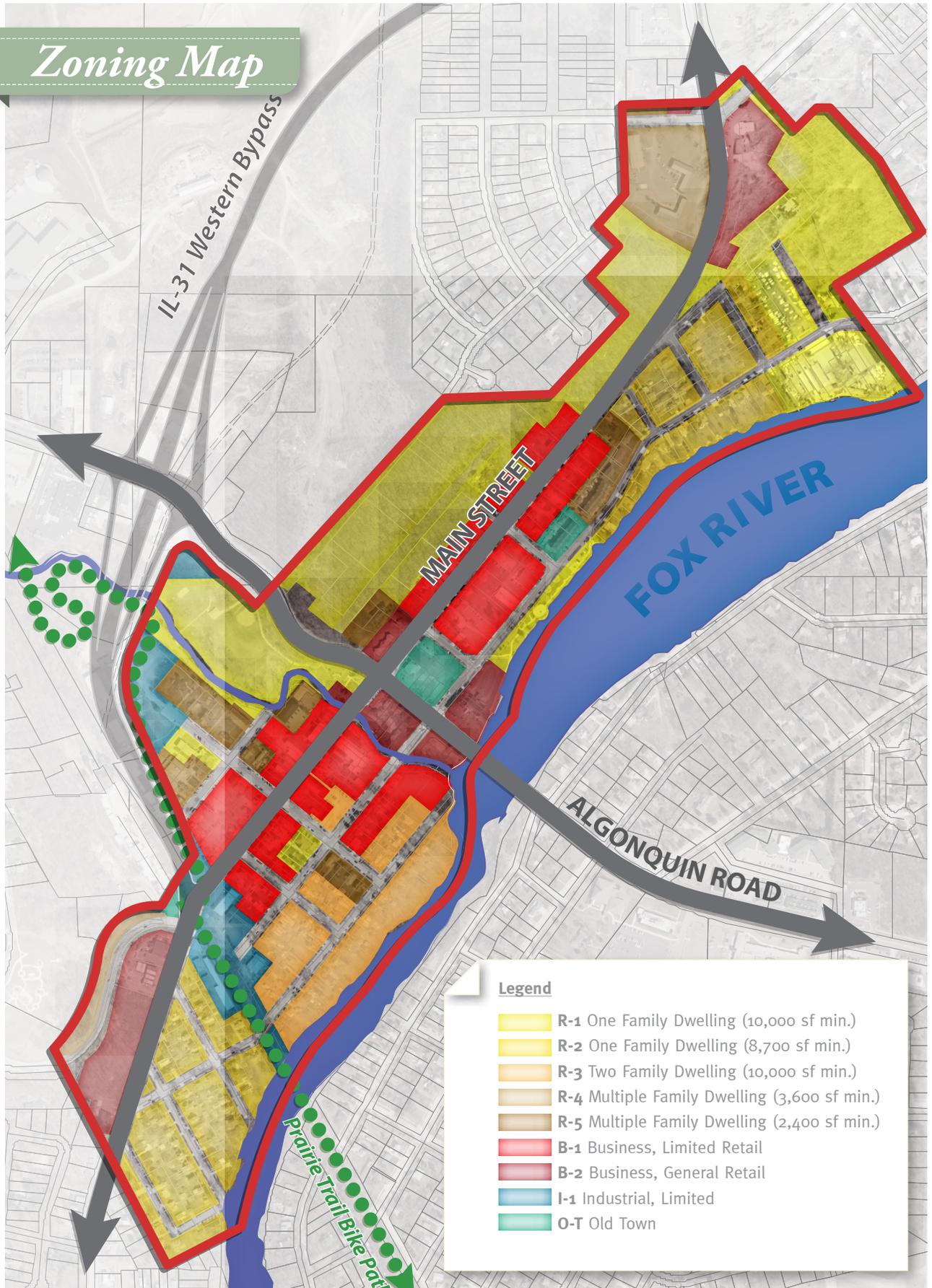
# Land Use Map



### Legend

- Single-Family Residential
- Multi-Family Residential
- Mixed-Use
- Commercial
- Public/Institutional
- Open Space
- Vacant

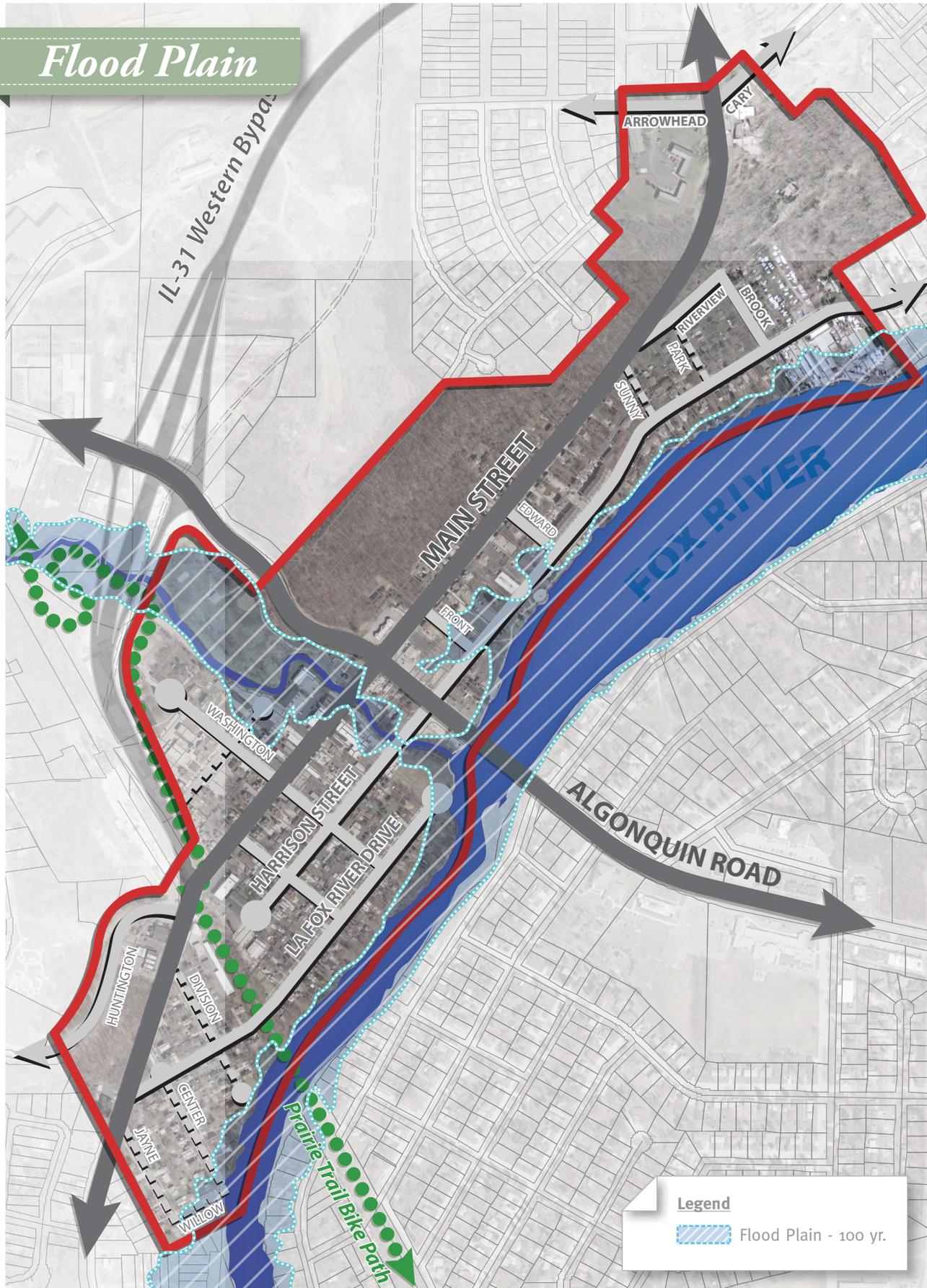
# Zoning Map



## Legend

- R-1 One Family Dwelling (10,000 sf min.)
- R-2 One Family Dwelling (8,700 sf min.)
- R-3 Two Family Dwelling (10,000 sf min.)
- R-4 Multiple Family Dwelling (3,600 sf min.)
- R-5 Multiple Family Dwelling (2,400 sf min.)
- B-1 Business, Limited Retail
- B-2 Business, General Retail
- I-1 Industrial, Limited
- O-T Old Town

# Flood Plain





## *Vehicular & Pedestrian Accessibility / Circulation*

Downtown Algonquin possesses a number of unique transportation features, including but not limited to access to the Prairie Trail Bicycle Path, a pedestrian friendly Main Street, and the Fox River. While features contribute to a memorable and inviting environment, it is the traffic congestion problems which often become the most talked about issues within the area. Downtown Algonquin's congestion related problems are a direct result of the confluence of two regional arterial roadways (Illinois Route 31 and Illinois Route 62) intersecting within an already physically constrained area adjacent to the Fox River.

### **Vehicular Circulation**

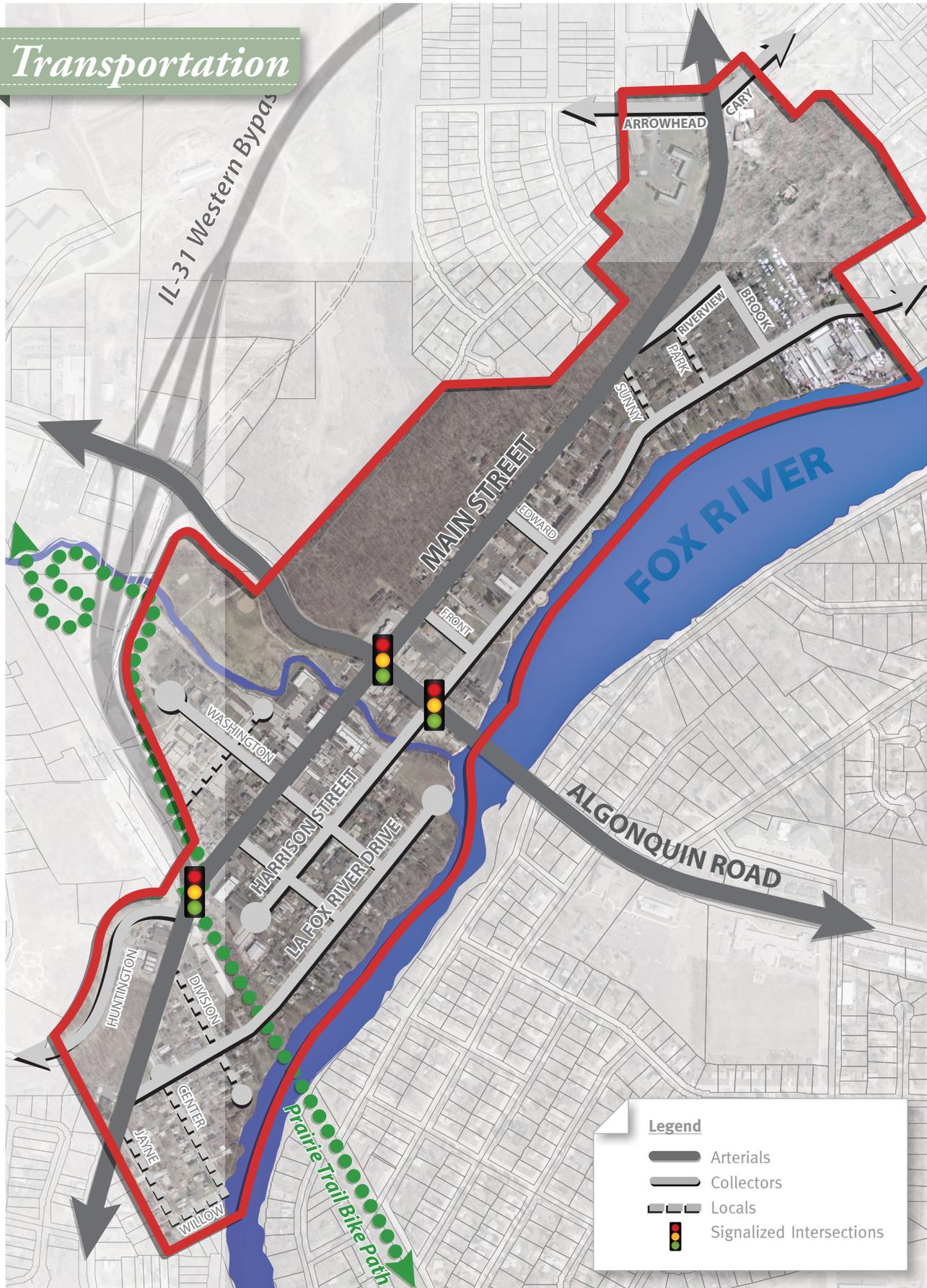
Illinois Route 31 (Main Street) typically carries over 16,000 vehicles per day into the downtown area, including over 1,000 trucks. Illinois Route 62 (Algonquin Road) is considerably busier handling nearly 42,000 vehicles per day including nearly 4,000 trucks. Both arterials are considered regional roadways. Unfortunately, the downtown area fails to receive any benefit from this traffic because most vehicles are simply passing through the area to other local or regional destinations.

The intersection of Main Street and Algonquin Road is a significant choke point for vehicular traffic resulting in traffic queues that often extend hundreds of feet in all directions during peak hours. Even in non-peak times when traffic on adjacent streets is considered light, significant congestion can occur at this intersection because of a high volume of traffic with a relatively limited capacity provided by each roadway. The McHenry County Division of Transportation in cooperation with the Illinois Department of Transportation plans on addressing this issue through the construction of a bypass to reduce north-south traffic volumes through Downtown Algonquin. Placed west of Main Street, with termini located at Huntington Drive and Railroad Street, it is anticipated that the bypass will help divert a portion of traffic along Main Street, thus reducing congestion at the intersection of Main Street and Algonquin Road.

Aside from an unfortunate amount of traffic congestion, it can be said that Main Street shares the key characteristics of most typical "downtown" streets. A narrow cross section, on-street parking, wide sidewalks, and intersection treatments help to create a welcoming atmosphere engaging of pedestrian oriented activity. In contrast, Algonquin Road is often viewed as a barrier by most visitors of the area. Turn lanes at the signalized intersections with Main Street and Harrison Street create a six lane cross section making it nearly impossible for pedestrian crossing. On Harrison Street, a number of unique intersection treatments are utilized to calm traffic and enhance driver-pedestrian awareness in this commercial area. Remaining streets throughout this location are typically residential in character.

Along Main Street, between Railroad Street and Front Street, there were 89 crashes in the last 3 years, or roughly 30 per year. Over half of the crashes were rear-end crashes. The second most common type of crash was caused by turning vehicles. During that 3-year time period, there was one pedestrian crash and one bicycle crash. None of the crashes ended in a fatality and only one resulted in a serious injury. Over 87% of the crashes ended in some level of property damage.

# Transportation



**Legend**

- Arterials
- Collectors
- Locals
- Signalized Intersections

## Pedestrian Circulation

The pedestrian experience within Downtown Algonquin varies dramatically due to differing roadway characteristics throughout the area. It is not uncommon for the pedestrian experience to transition from pleasant and comfortable to hectic and dangerous as they approach key intersections in the downtown area.

Along Main Street, between Algonquin Road and Washington Street, there are 10' sidewalks fronting primarily commercial uses. South of Washington Street, sidewalks narrow but the addition of a planting strip as well as on-street parking provides an adequate buffer to protect the pedestrian experience. Sidewalks extend on Main Street south past Huntington Drive, where the Prairie Trail Bicycle Path crosses but terminate just beyond this point. Sidewalks north of Algonquin Road on the east side of Main Street are directly abutting passing traffic and are often disconnected. Portions of the sidewalk are separated from travel lanes by a short wall. On the opposite side of Main Street the sidewalk is buffered by a planting strip. Pedestrian amenities, such as lighting, benches, and landscape were added as a result of past streetscaping efforts.

Traffic signals at Main Street and Algonquin Road feature push-button activated pedestrian signals. Although they are modern countdown signals, the intersections are not conducive to pedestrian activity. None of the corners observed in this area displayed detectable warning strips pursuant to the Americans with Disabilities Act (ADA). Crosswalks throughout the area, however, are marked with striping in a variety of ways. Some possess high-visibility markings while others are simply painted with the standard double narrow lines.

Pedestrian access to the Prairie Trail Bicycle Path is provided via stairs at LaFox River Drive as well as ADA compliant stairs and ramps at Harrison Street. At these locations the trail is elevated above the roadways. An additional connection to the trail is provided at grade via the network of sidewalks at Main Street and is marked by a kiosk.



*Bicycle Parking Station*

## Bicycle Circulation and Parking

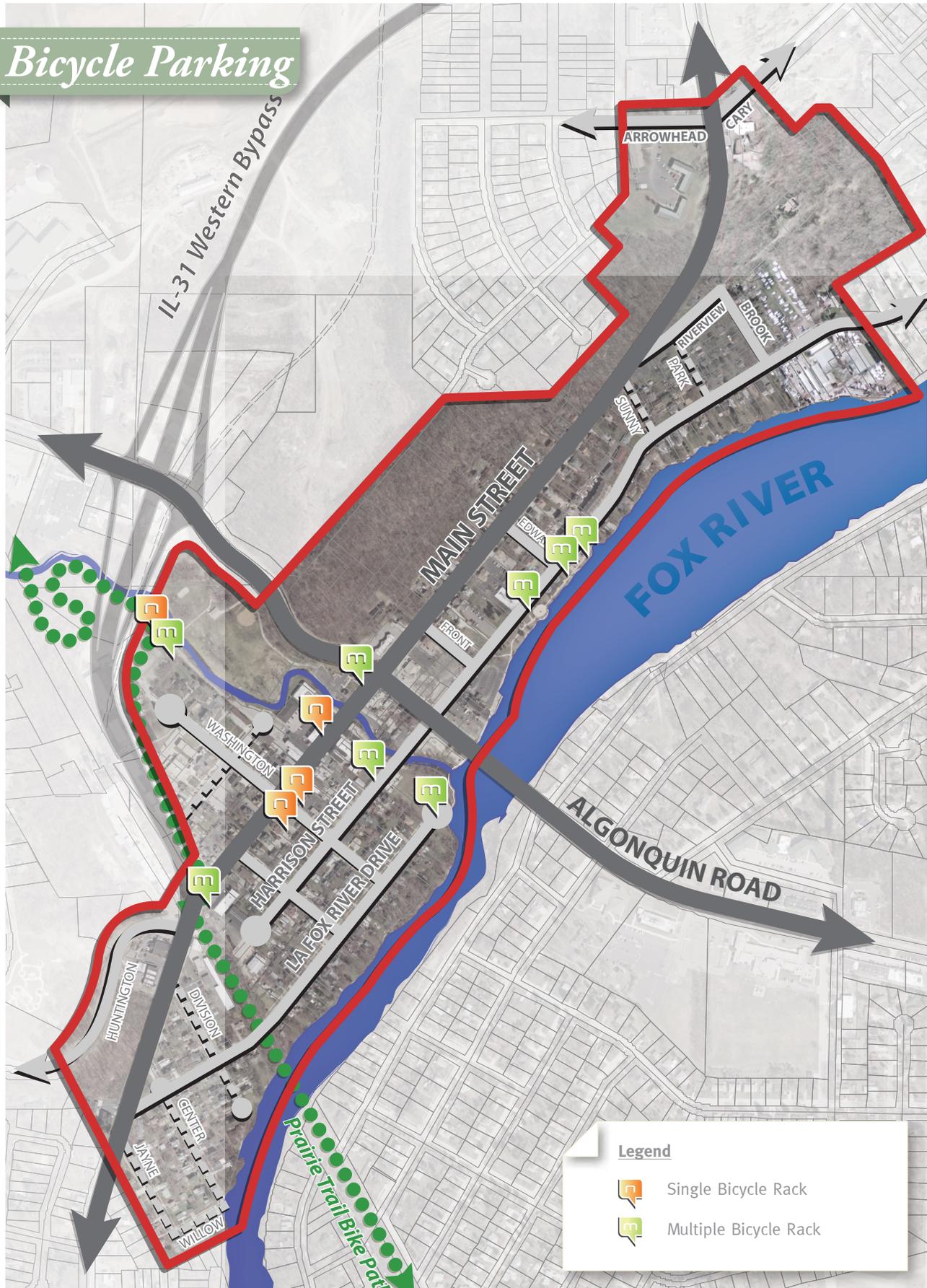
Primary bicycle circulation throughout the area is provided by the Prairie Trail Bicycle Path which crosses Main Street just south of Downtown Algonquin at Huntington Drive. The trail crossing is located just over one quarter-mile from the primary intersection of Main Street and Algonquin Road. The regional popularity of the trail attracts a number of people to the Downtown area however, there are currently limited bicycle parking facilities located in Downtown.

A kiosk marks the Prairie Trail near the crossing with Main Street, but signage directing cyclists into the downtown area is absent. Likewise, signage directing cyclists to the Prairie Trail from Downtown is also non-existent.

Recreational areas near downtown, such as Towne Park, Cornish Park, and Riverfront Park, are well served by bicycle parking. A total of 10 "U" racks were also counted at the crossing of the Prairie Trail with Main Street with additional bicycle storage throughout the area.



# Bicycle Parking



## Parking

Parking is available throughout Downtown Algonquin, though an overall lack of signage within the area limits motorists' perception of convenient availability. Parallel parking along Main Street can be found corresponding to the area with the highest concentration of retail, specifically between Washington Street and Algonquin Road. A mix of parallel and angled on-street parking is available on Washington Street both east and west of Main Street, as well as along Harrison Street.

A municipal-owned public parking lot is located behind the storefronts on the east side of Main Street, with access from Harrison Street. A single sign on Main Street directs northbound motorists to the lot entrance; however, there is no directional signage for southbound motorists. Public parking is also allowed at the parking lot that serves the Historic Village Hall building on the southwest corner of Main Street and Algonquin Road and for Towne Park further to the west. A small public parking lot is also available on the northern end of Harrison Street to serve Riverfront Park.

The various types of businesses in the downtown typically draw people at different times of the day, resulting in shifts of parking demand. For instance, retail stores in a downtown strip tend to draw the most customers on Saturday late morning or early afternoon, with a smaller peak on weekday afternoons. Restaurants, on the other hand, draw customers for lunch and dinner, with dinner drawing higher crowds and Saturday being the most popular day. With a mix of uses, the peak hour of parking can be identified through observations of parking utilization at various days and times. To find the true peak hour and determine the level of parking demand, parking counts were conducted for the anticipated peak times based on the business operational characteristics of Downtown Algonquin entities. The days and times inventoried, include:

- ❑ Weekday Midday (Tuesday - 1:00pm)
- ❑ Weekday Evening (Wednesday - 6:30pm)
- ❑ Weekend Midday (Saturday – 11:00 am)
- ❑ Weekend Evening (Saturday – 6:30pm)



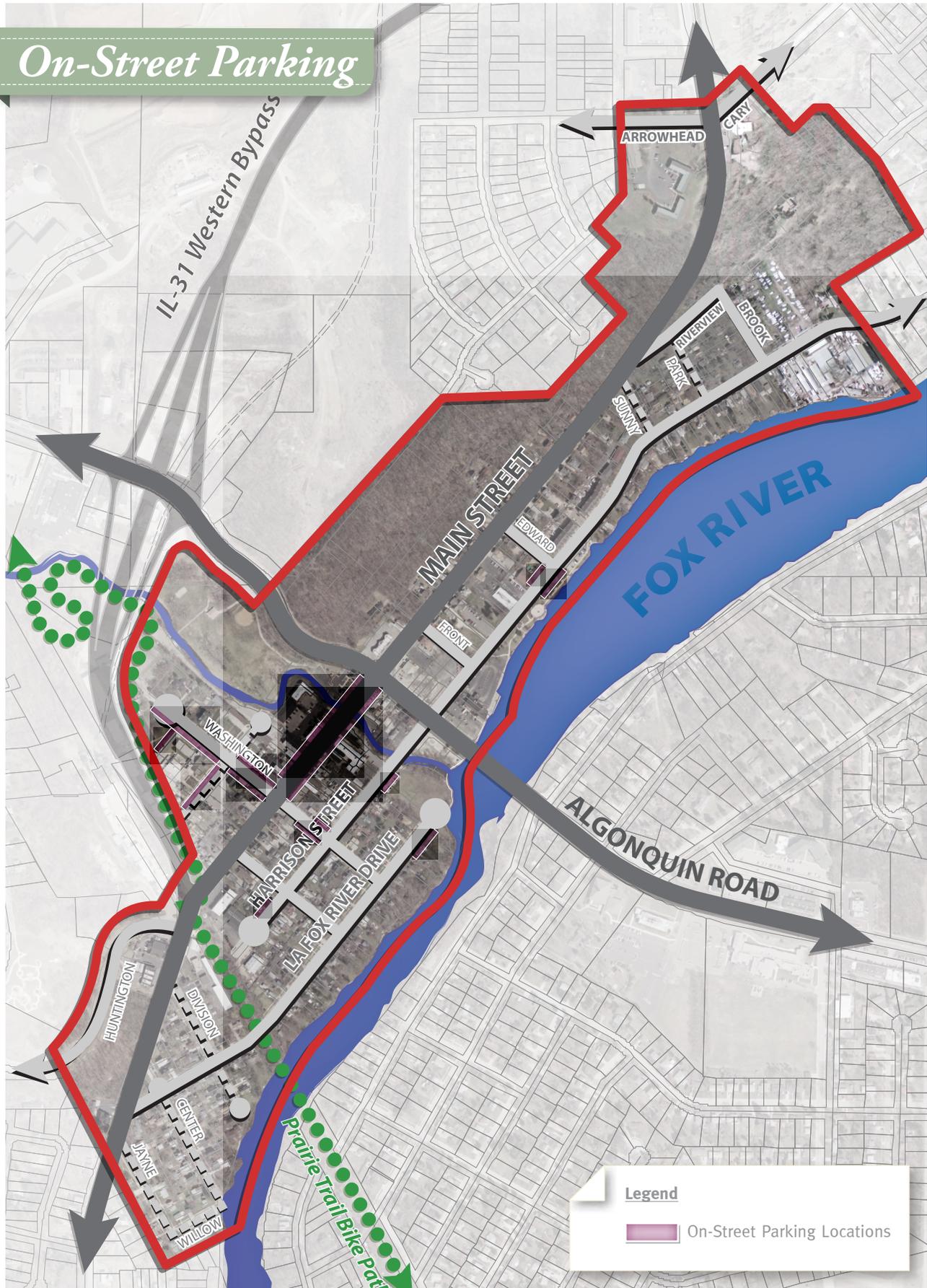
*Parking Signage*

Within the study area, 603 parking spaces are available including space on-street, in public lots, and in private lots. At the time of the highest observations, approximately 233 spaces (39%) were occupied. While this demonstrates that there is adequate parking in the downtown in general, a more detailed analysis is needed to determine if there is adequate parking in specific areas that are highly visited.

Main Street between Washington Street and Algonquin Road, with its retail and restaurant destinations, is best served by the on-street parking along Main Street and Washington Street and the municipal lot at Washington Street and Harrison Street. Within this area, there are a total of 99 available parking spaces, with approximately 73% of those being occupied during the peak occupancy observed, which was midday Saturday. At this time, 11 on-street spaces and 16 lot spaces were available. As on-street parking tends to be more popular, these were closer to capacity at 79%. However, according to the Institute of Transportation Engineers (ITE), the public perception tends to be that parking is full when it is at 85-95% occupancy. Even taking this perception to heart, the current supply of parking on Main Street is adequate. It should also be noted that the existing supply of parking will soon be augmented by a new public lot with 100+ additional spaces, which is planned for construction at the western edge of Washington Street at the conclusion of the IL Route 31 Bypass road project.

During stakeholder interviews, business owners agreed that there is sufficient parking available. However, there was also consensus that there is perception among the public that parking is limited. This perception is believed to derive from a lack of parking in close proximity to specific businesses and an overall lack of awareness towards nearby municipal lots. It should be noted, however, that the public does appear willing to walk longer distances for more popular destinations.

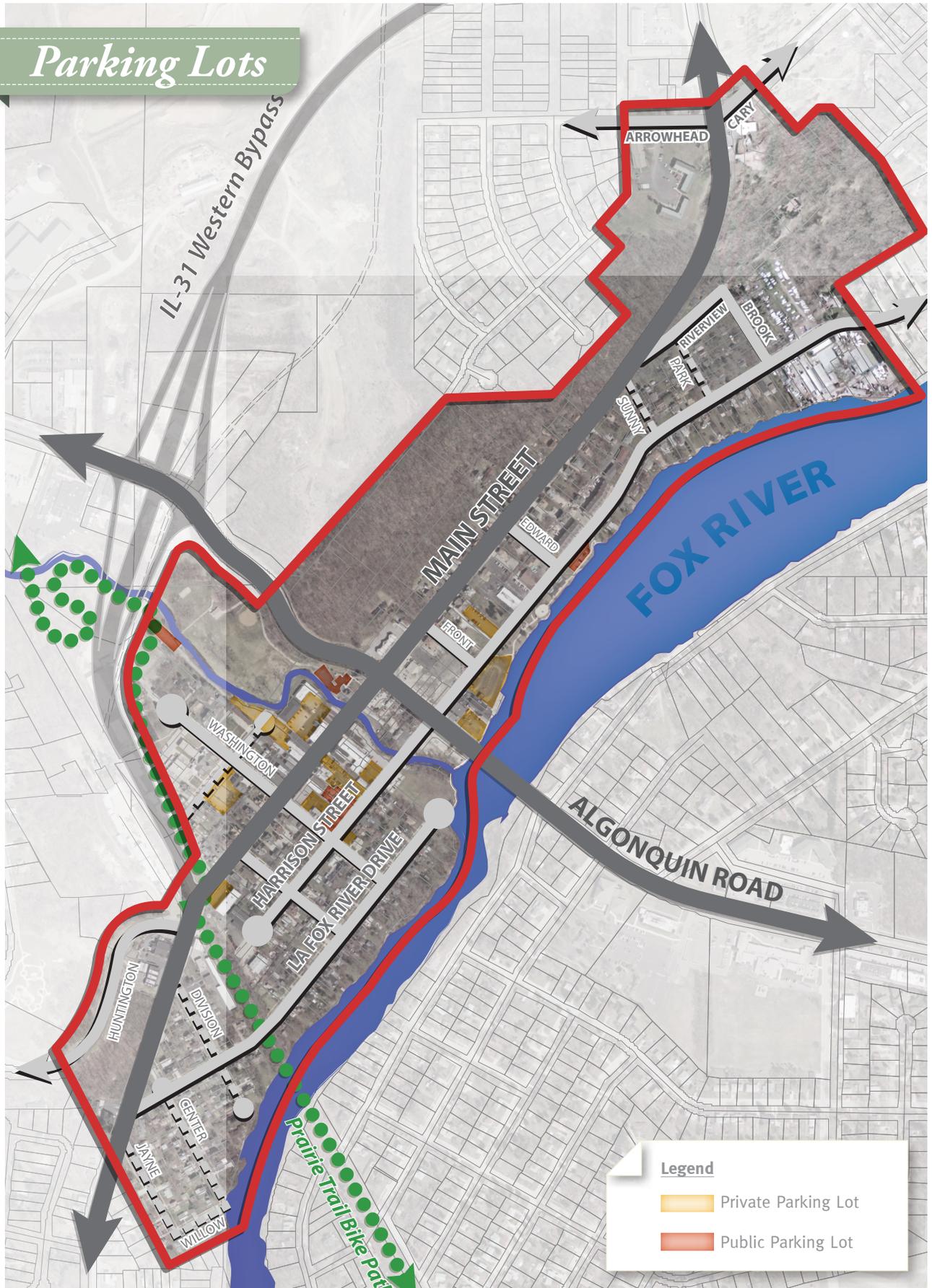
# On-Street Parking



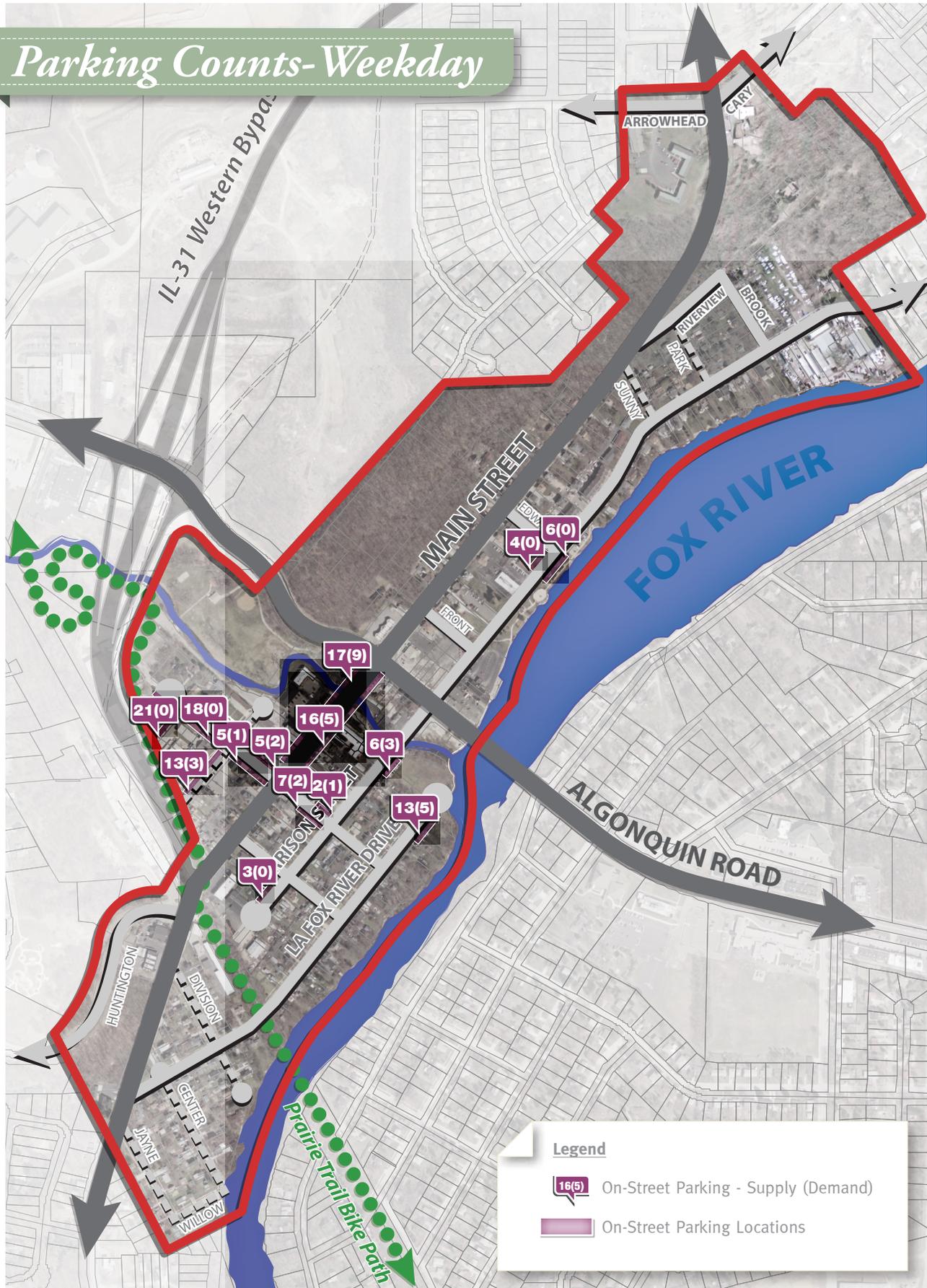
## Legend

 On-Street Parking Locations

# Parking Lots



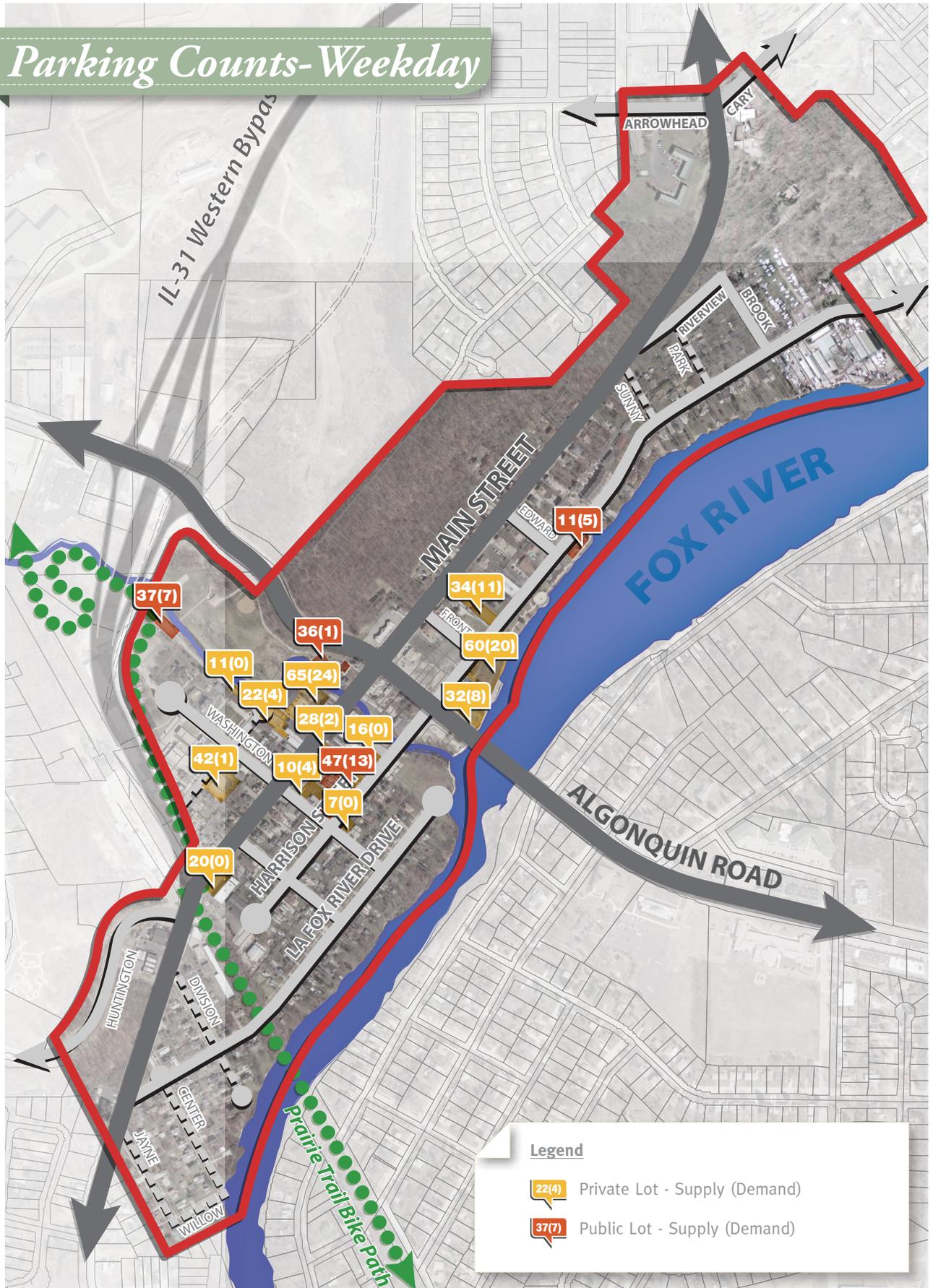
# Parking Counts-Weekday



## Legend

- On-Street Parking - Supply (Demand)
- On-Street Parking Locations

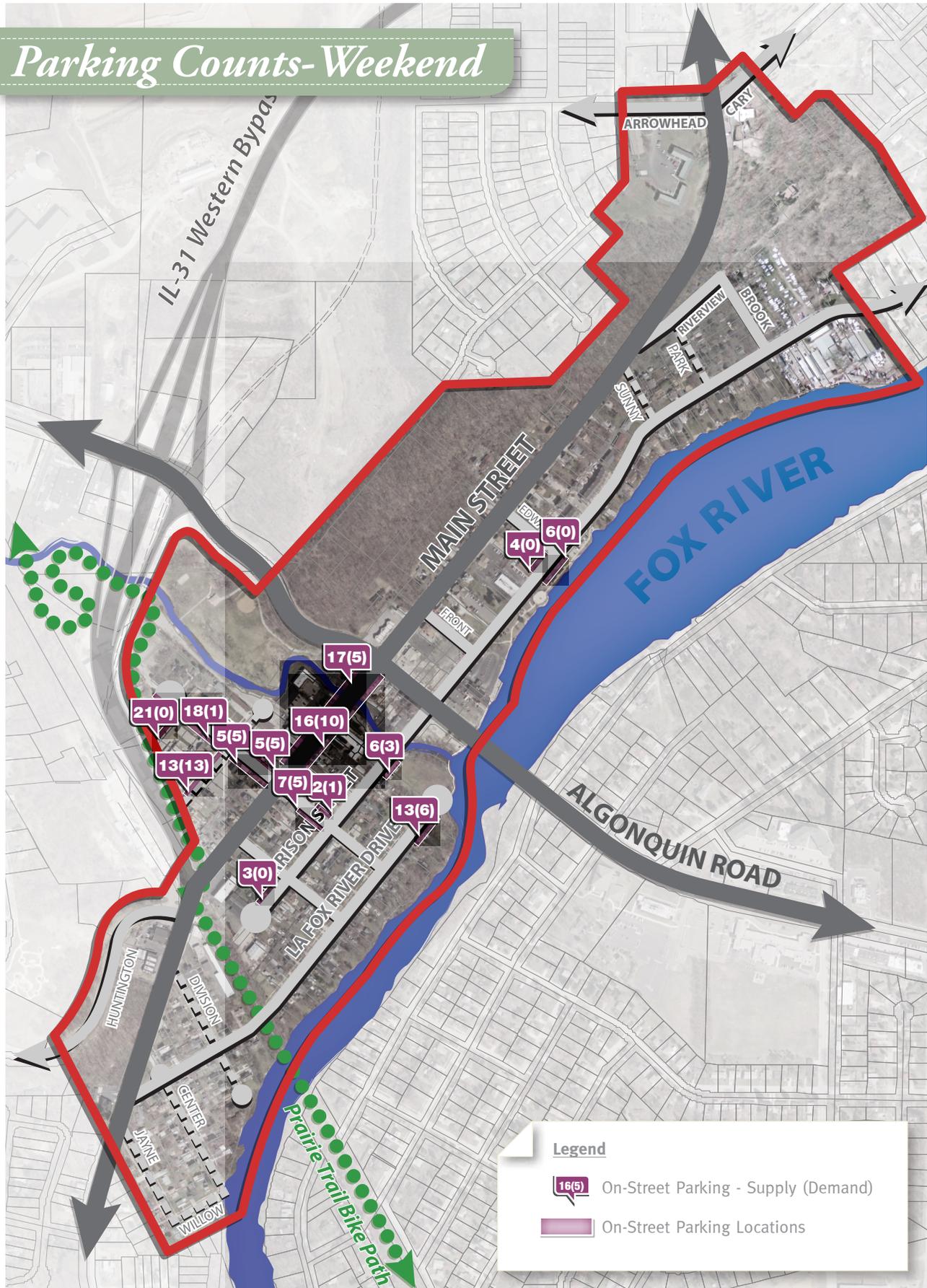
# Parking Counts-Weekday



## Legend

- 22(4) Private Lot - Supply (Demand)
- 37(7) Public Lot - Supply (Demand)

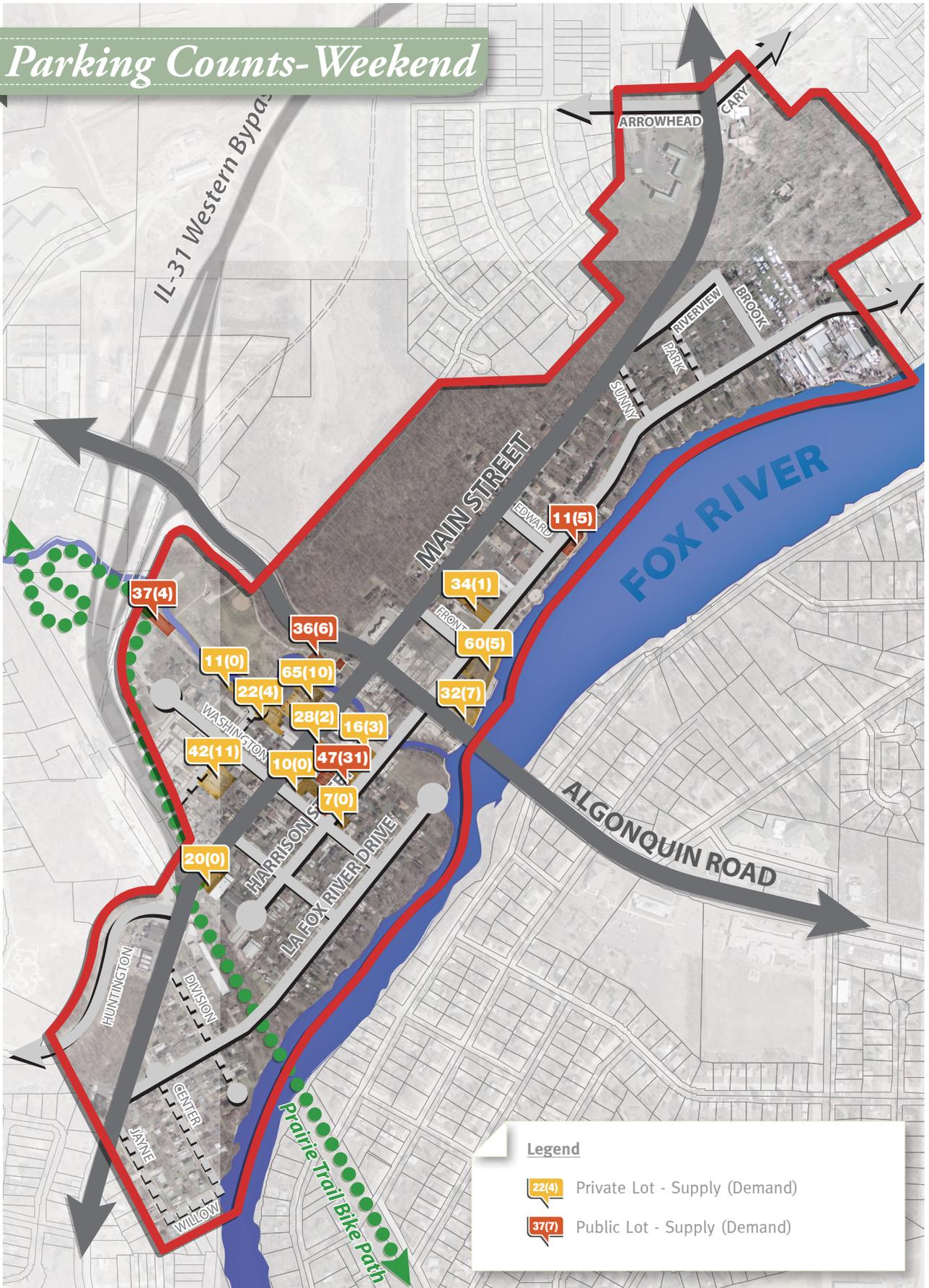
# Parking Counts-Weekend



### Legend

- On-Street Parking - Supply (Demand)
- On-Street Parking Locations

# Parking Counts-Weekend





### *Streetscaping, Wayfinding, & Signage:*

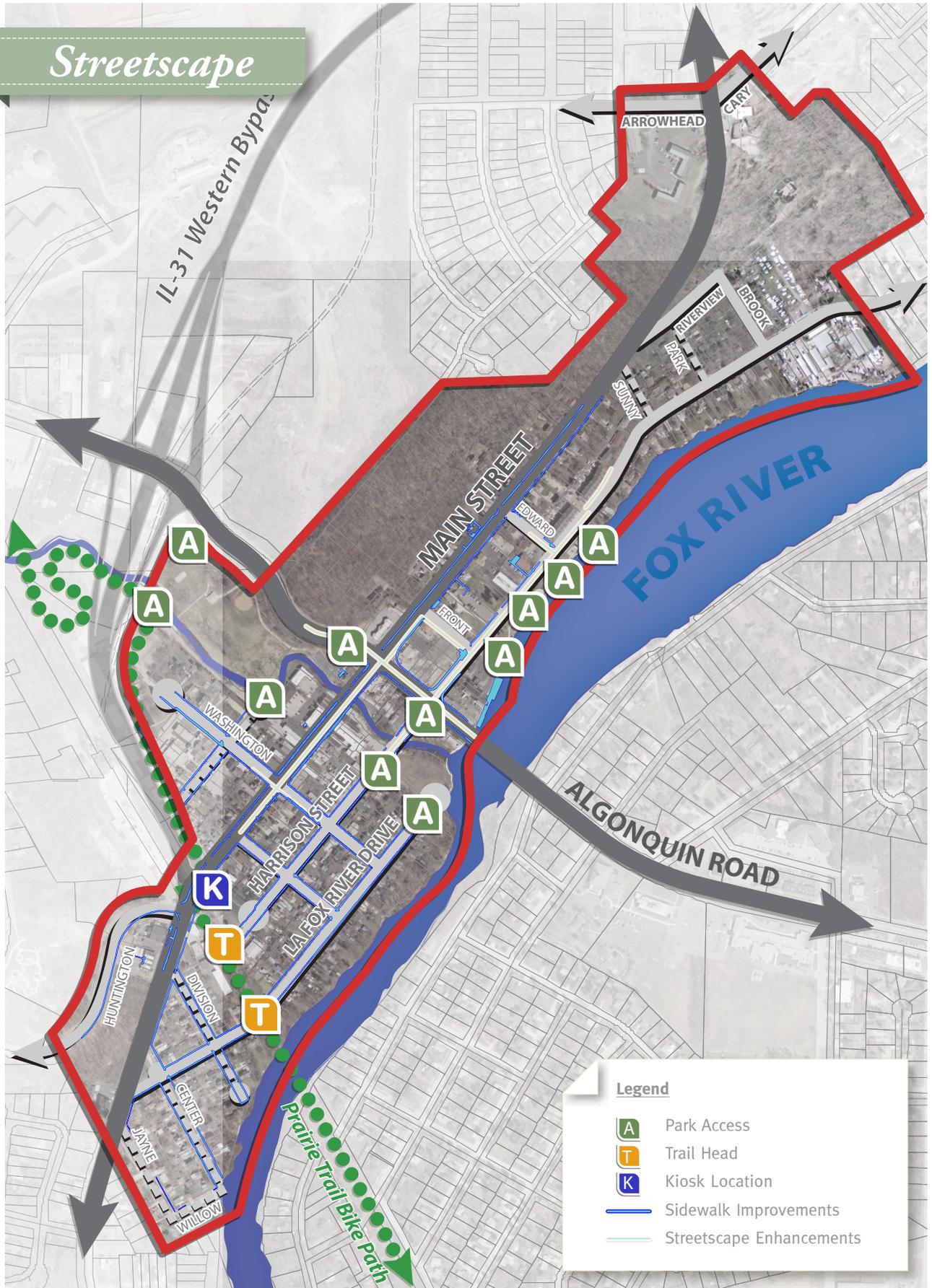
Downtown Algonquin has established itself as a district marked by a distinctive sense of community and historical richness. A thorough study of the area's past and the desire to elevate the area's status as a destination for the Fox River Valley has initiated a movement to further build upon and reinforce its status as the heart of Algonquin.

The manner in which a "place" (i.e. Downtown Algonquin) defines itself relies on a number of factors relating to elements of streetscaping, wayfinding, and signage, and their relationship with the overall architecture and landscape of the environment. In its current state, the Downtown area does a good job of introducing these elements in certain locations which help create positive experiences for those who utilize the downtown. However, in order to fully realize the potential of the area, these improvements must be expanded to encompass the downtown area in its entirety in order to provide a cohesive identity making it a memorable destination for both the Village and region.

In combination with the North Harrison Streetscape (Phase 1) completed in 2003, and the Streetscape Enhancements (2007), the Village has done an admirable job in implementing its vision and recommendations as defined by their past planning initiatives. However, as time passes from initial improvements and additional funds become available, it is important to maintain, modify, and advance those recommendations in order to complete the work presented during those studies and capitalize on the evolving nature of the Downtown.

A number of documents share responsibility for guiding the existing appearance of the downtown, but it is the Streetscape Enhancements – Downtown Historic District (2007) which represents the most influential factor in achieving the aesthetic desired by the area. The Plan, seeking to maintain a traditional character, identified a total of thirteen prototypical conditions to be used as precedents for future streetscape development/improvements in the area. On a general scale, improvements throughout these thirteen areas included the introduction of monument and gateway signage, landscaping and paving materials, as well as pedestrian scale lighting and street furniture. The particular areas were identified for improvements necessary to transform the Downtown from an area dominated by the automobile to an environment geared towards the pedestrian.

# Streetscape





*Existing streetscaping elements*

## Streetscaping

Downtown Algonquin's existing streetscape conditions can be generally described as defined, strategically implemented, and continuing to expand as funding becomes available. The improvements that have been achieved to date are a direct result of the initial 2003 Harrison Streetscape Plan and subsequent 2007 Streetscape Enhancements Plan.

The initial streetscape enhancements undertaken as part of these initiatives have resulted in preserving the image of the core Downtown as the heart of community. This area is defined by intimate two and three story buildings fronted by parallel parking along both sides of Main Street. Paved bumpouts mark the entrance to the area at its intersection with Washington Street. North of Washington Street, pedestrians encounter a street lined with trees placed in ornamental tree grates surrounded by engraved pavers. Pedestrian scale lighting with Village banners, street furniture including trash receptacles and benches, and planter boxes contribute to the pedestrian environment along this area. A pocket park has been incorporated between the Historic Village Hall and the adjacent commercial structure (i.e. Martini's on Main) providing a convenient, attractive passive recreation space in the center of this active area. Along Main Street south of Washington Street, decorative streetscape amenities give way to standard sidewalks, street trees, and vehicular oriented street lighting.

Improvements along Algonquin Road within the Downtown radiate to the east and west from the intersection at Main Street. Westbound along Algonquin Road, improvements extend approximately 200 feet. These include a significant retaining wall to support the topographic change on the north side of the road while character appropriate sidewalks, street and pedestrian scale lighting, and landscape buffering are include abutting the Historic Village Hall and parking lot. Eastbound along Algonquin Road, improvements extend on both the north and south sides of the right-of-way to the Fox River but vary greatly by location. Fronting along the Riverside Square development and Port Edward property, decorative pavers edge the sidewalks and are supported with pedestrian scale lighting, and where possible landscaping and planter areas. This character is continued along the south side of Algonquin Road abutting Cornish Park. These improvements create a natural connection with the ornamental design and characteristics of the park, especially the monumental clock tower, plaza, and landscape beds at the southeast corner of Algonquin Road and Harrison Street. Between Harrison Street and Main Street the extent and quality of improvements dwindles to minimal sidewalk paver edging.



*Change in paving materials*

As a result of the Harrison Streetscape Plan (2003) much of Harrison Street, between the south-end of Cornish Park to immediately north of Riverfront Park has been improved in regards to streetscape. The improvements are among the most significant and include paved intersections, crosswalks, and curb bumpouts, speed tables, decorative sidewalk edge pavers, pedestrian scale lighting, benches, trash receptacles, and signage. Riverfront Park and Cornish Park anchor this stretch of Harrison Street to the north and south, respectively. Each park is beautifully designed to integrate the abutting streetscape components and create a series of active and passive recreation spaces with the Fox River as their focus and defining feature.

While the majority of streetscaping efforts to date appear to be focused on Main Street, Algonquin Road, and Harrison Street, minor improvements have also been initiated on portions of several secondary streets including Washington Street and at Jefferson Street, as well as improvements on the Fox River Bridge. Decorative pavers, curb bump-outs, and pedestrian scale lighting are provided along the St. John's Lutheran Church and School properties with portions of those improvements extending along Washington Street between Main Street and Jefferson Street.

The remaining streets within the Downtown Study do not currently contain ornamental streetscape elements but do provide standard sidewalks, parkways, street trees, and crosswalk striping. Overhead lines and their associated poles remain prevalent throughout much of the Downtown. While typical to Downtown areas such as Algonquin, these elements create visual clutter and detract from the overall desired district character.



## Wayfinding & Signage

Wayfinding within Downtown Algonquin is not extensively provided or readily apparent to guide motorists, pedestrians, visitors, and patrons to key civic, shopping, entertainment, and/or parking opportunities. Although the Streetscape Enhancement Plan (2007) makes recommendations for the creation of a uniform wayfinding system, the Village has yet to comprehensively implement those recommendations within the Downtown. Where wayfinding mechanisms are provided (e.g. district signage and directional sign to municipal parking lot), they are often deteriorated (e.g. peeling paint) and difficult to see. As a result, area businesses and institutions are missing out on potential visitors and patrons.

The Prairie Trail Bicycle Path, Cornish Park, Riverfront Park, and Historic Village Hall each act as and provide some of the best gateway identifier and wayfinding signage within the study area. The kiosk provided at the Prairie Trail Bicycle Path intersection with Main Street represents the type of kiosk opportunity that may be implemented within other parts of the Downtown study area.

The quality and character of business signage is relatively consistent throughout the Downtown. Where appropriate, efforts to promote signage unity within the area, in reference to size, scale, materials, and others is currently addressed via the Village signage regulations and executed in conjunction with new development and/or use changes within the area.

Two types of commercial signage are dominant within the Downtown. These include, free-standing signs, and façade mounted signs. For businesses such as Bella Vita Salon and Hand-Made on Main, free standing signage remains the popular choice for formerly residential or mixed-use (commercial/residential) structures that have been converted to retail and service oriented uses. Their massing further back from the abutting road frontage necessitates the need to utilize low rise, free-standing signage that can be placed closer to the right-of-way. These signs are typically located in the front-yard setback of the applicable parcel, are primarily constructed of wood, are of consistent size, and utilize up-lighting for evening illumination.



*Free-standing pole sign*

Within the Downtown core, business and institutional signage along Main Street, Harrison Street, Washington Street, and Jefferson Street; is typically attached or mounted directly to the façade of the building. These include flush mounted, projecting, and awning style signs. Algonquin State Bank is one of the only businesses within the core Downtown to have a free-standing pole sign promoting their business.

In addition to the permanent signage alternatives mentioned above, a number of portable signage systems (e.g. sandwich boards) were also seen being used within the Downtown. These types of systems are often viewed by business as convenient and cost effective methods by which to promote special or limited time promotions for services or goods. Their use should be carefully executed to ensure they do not inhibit pedestrian access or circulation along abutting sidewalks.



*Village wayfinding signage*



*Natural landscaping at Towne Park*

## **Landscaping**

A significant amount of natural (e.g. Fox River, Towne Park, Crystal Creak / Riverwalk) and streetscape provided landscaping exists within Downtown Algonquin and creates a strong natural environment perception that is often absent in similar Downtown areas. Based on a visual survey of the range of development patterns (e.g. residential, commercial, institutional, etc.) occurring within the study area it appears that varying strategies have been utilized when incorporating additional landscaping into the Downtown environment.

In residential neighborhoods planting strips are provided along roadways allowing for the placement of street trees at both regular and non-regular intervals. Large, natural tree clusters have been maintained over time within residential blocks. These clusters provide a sporadic shade canopy over portions of the Downtown study area and in some cases help to define individual parcels. Topographic slopes along the western portion of the Downtown study area and the challenges inherent in development of these areas, particularly north of Algonquin Road and within Towne Park have assisted in preserving significant concentrations of trees and natural landscaping. Significant tree cover and natural landscaping is also found along the western edge of the Fox River as well as along the extent of the Prairie Trail Bicycle Path through the Downtown.

Street trees are incorporated, where feasible into the streetscape of the commercial core within Downtown (i.e. along Main Street between Algonquin Road and Railroad Street). The trees are planted at semi-regular intervals due to a variety of site related restrictions such as driveways and utility placement, and are commonly placed within tree pits capped by ornamental tree grates. The size, quality, and health of these trees varies widely throughout the study area. Older growth trees within residentially oriented areas with larger parkways and open spaces appear to fare better than younger trees installed within the narrow sidewalks and tree pit areas along Main Street between Algonquin Road and Washington Street. Landscape planters and pocket parks (e.g. adjacent to Historic Village Hall) are also provided within the commercial core of the downtown area and help to add color and complement the natural features found elsewhere within the study area.

As mentioned previously, Downtown Algonquin is also home to Towne Park, Cornish Park, and Riverfront Park. Landscaping in these areas vary from naturally occurring to regularly planted gardens (e.g. Cornish Park). In the case of Towne Park, trees are largely left in their original state playing off of the naturally occurring landscape along Crystal Creek and adjacent green buffer along Algonquin Road. Where appropriate, lesser quality trees have been removed to provide room for the park's various active amenities such as the ballfield, pavilion, and playlot. Cornish Park, while providing more manicured landscape features such as the planting beds at the southeast corner of Algonquin Road and Harrison Street, also works to preserve some natural characteristic along the edge of Crystal Creek and its intersection with the Fox River. Riverfront Park, while providing an attractive landscape setting is the most manicured of the three Downtown Parks with a focus on passive recreation by combining decorative planting areas with scenic overlooks at the water's edge.

## Architecture

The architectural style of Downtown Algonquin may be described as somewhat eclectic, but is strongly rooted in the traditional vernacular representative of the history of the area. A combination of masonry and wood frame construction methods support the typical two and three story structures of the area, which are appropriate in scale and character for the pedestrian oriented desires of the Downtown.

There are several instances where service stations and other light industry uses occupy prominent locations along commercial corridors. Buildings associated with these uses do little in terms of contributing to the pedestrian environment and their appropriateness may be reconsidered in the future.

Newer development within Downtown (e.g. 122-140 Main Street) has achieved a certain level of success in its contribution to the overall sense of place. For example, the townhouse development at the intersection of Harrison Street and Edward Street blends successfully with the abutting single and multifamily uses of the neighborhood. Its consistent street frontage along Riverfront Park provides visual interest in terms of building type, placement, and orientation. Additionally, the Riverside Square Development at Algonquin Road and Main Street introduces a multi-story/multi-use structure along multiple prominent street frontages. By varying heights, providing façade articulation, and incorporating commercial uses on the ground level with balconies above, the building works to balance the challenges of the site (e.g. traffic congestion, noise, and accessibility) with its visual prominence at the center of the Downtown study area.



*New and attractive development*



*Multi-use development with ground level commercial uses*



*Consistent street frontage along Riverfront Park*

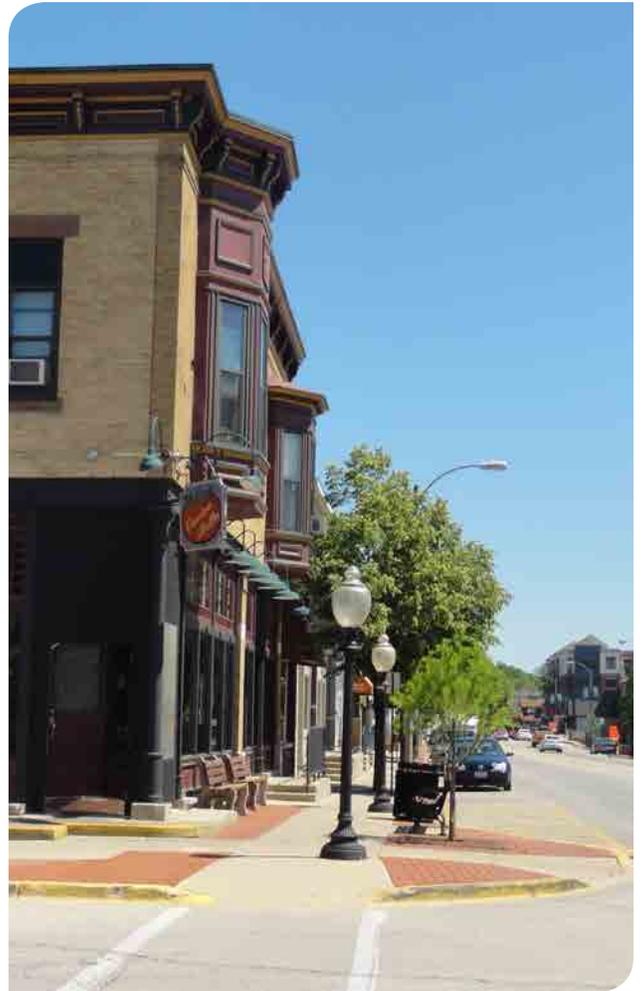
# 4

## Real Estate Market Assessment

Downtown Algonquin offers residents, visitors, and patrons access to a unique mix of public gathering spaces such as Towne Park, Cornish Park, and Riverfront Park, in addition to the greater Fox River waterfront. Yet, many members of the community have greater aspirations for the downtown to provide additional opportunities. With the introduction of the IL Route 31 bypass designed to alleviate area traffic congestion, Downtown Algonquin may benefit from unique development opportunities that can achieve community and market expectations.

The Real Estate Market Assessment will provide a series of baseline data to the Village, existing business owners, property owners, potential investors, and Village residents about the market demand for specific types of retail, office, residential, and mixed-use projects. This data consists of recommendations for appropriate and financially feasible projects including specifics regarding the timing of investments and the market development and financing challenges that must be overcome to realize successful outcomes. In addition, it will also identify design and land use changes likely to increase utilization of Downtown Algonquin while capitalizing on the bypass as a development catalyst.

As the heart of one of Chicago's suburban sub-regions, the Village of Algonquin has felt the impact of the national economic downturn. Although the effects of this downturn have been felt quite strongly in the housing sector, the Village is positioned to recover more quickly than nearby communities due to a higher employment rate with higher income residents and access to significant shopping and dining opportunities. Factors such as these contribute to a more solid economic base which reduces risk, making the Village more appealing to commercial investors.





## Community Overview

The Village of Algonquin is a prosperous northwest suburban Chicago community where residents value their family oriented lifestyles, the excellence of the schools, and quality of commercial districts that serve its residents and draw destination shoppers from surrounding communities.

## Housing and Population Trends

As Table 1 illustrates, Algonquin's population growth from 2000 to 2010 was significantly higher than all surrounding communities except Huntley. This growth resulted from a substantial increase in housing units as illustrated by Table 2 which documents Algonquin's building permit activity since the 2000 census.

|                   | 1990       |        | 2000       |        | 2010       |        | 2012       |        |
|-------------------|------------|--------|------------|--------|------------|--------|------------|--------|
|                   | Population | Change | Population | Change | Population | Change | Projection | Change |
| Algonquin         | 11,663     |        | 21,783     | 86.7%  | 30,046     | 37.9%  | 26,775     | -10.9% |
| Carpentersville   | 23,624     |        | 31,154     | 31.9%  | 35,037     | 12.5%  | 35,315     | 0.8%   |
| Cary              | 10,597     |        | 15,322     | 44.6%  | 16,544     | 8.0%   | 16,271     | -1.7%  |
| Fox River Grove   | 3,900      |        | 4,827      | 23.8%  | 4,403      | -8.8%  | 4,483      | 1.8%   |
| Huntley           | 3,324      |        | 6,926      | 108.4% | 18,027     | 160.3% | 18,357     | 1.8%   |
| Lake in the Hills | 6,799      |        | 22,180     | 226.2% | 28,680     | 29.3%  | 28,334     | -1.2%  |

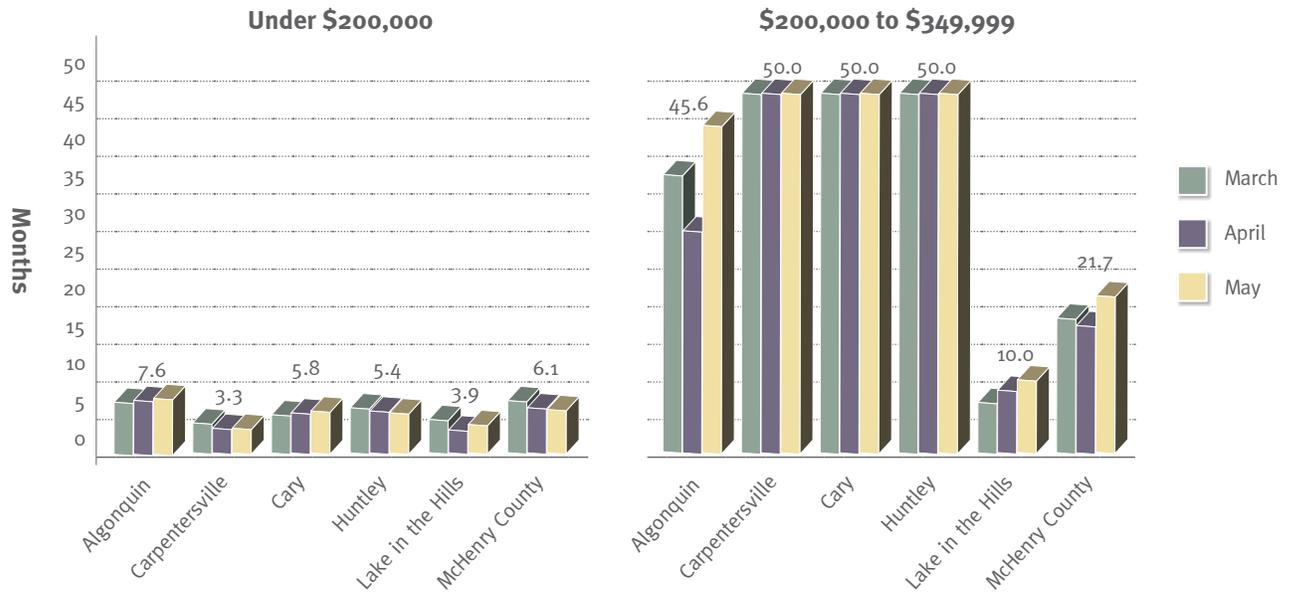
Source: © 2012, by Applied Geographic Solutions, Inc., US Census, BDI

|               | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 |
|---------------|------|------|------|------|------|------|------|------|------|------|------|
| Single Family | 0    | 0    | 2    | 4    | 18   | 33   | 119  | 246  | 279  | 220  | 455  |
| Multi-Family  | 0    | 0    | 0    | 0    | 0    | 0    | 8    | 48   | 8    | 0    | 0    |

Source: U.S. Bureau of the Census

As a result of the national economic downturn, the new homes market has plummeted in a way yet to be experienced since data on that market began collection. The downturn has impacted all residential real estate as documented in Figure 1; reporting how many months would elapse before the supply of existing attached homes on the market in Algonquin and nearby communities is sold if sales continue at the current pace. Related data in Table 3 illustrates the housing inventory by location and reveals the concentration of lower priced units.

**Figure 1: For sale attached housing months of supply**

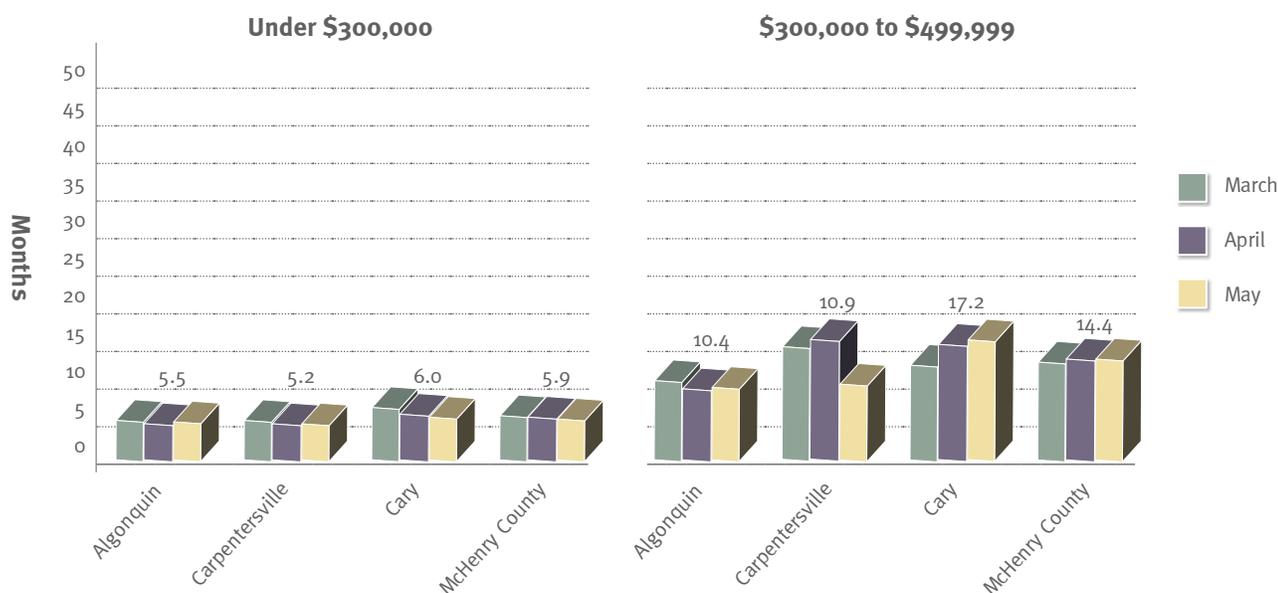


**Table 3: For Sale Housing by Price**

|                      | Algonquin | Carpentersville | Cary | Huntley | Lake in the Hills | Total | McHenry County |
|----------------------|-----------|-----------------|------|---------|-------------------|-------|----------------|
| Under \$200,000      | 57        | 45              | 28   | 53      | 40                | 223   | 387            |
| \$200,000- \$349,000 | 19        | 1               | 3    | 1       | 5                 | 29    | 47             |

Generally, the real estate market is believed to be balanced at an inventory of approximately five months. In this scenario buyers hold advantage when the market possesses a greater number of months of inventory and correspondingly, the sellers are benefitted when there are fewer months. Acceptance of this hypothesis suggests that a market demand for new single family homes costing less than \$300,000 may soon increase, however; demand for units over \$300,000 remains weak in the immediate future. Multi-family housing demand remains weak at all price points.

**Figure 2: For sale detached housing months of supply**



**Table 4: For Sale Detached Housing by price**

|                        | Algonquin | Carpentersville | Cary | Total | McHenry County |
|------------------------|-----------|-----------------|------|-------|----------------|
| Under \$300,000        | 125       | 193             | 123  | 441   | 1,495          |
| \$300,000 to \$499,999 | 45        | 10              | 43   | 98    | 433            |

Data Source: MRED LLC Midwest Real Estate Data, LLC

## Employment & Income

Employment and income are compared for the Village of Algonquin versus the communities of the surrounding geography in Tables 5 and 6. Based on the strength of its employment base and its higher income positions, the Village of Algonquin has positioned itself as an economic leader within the immediate area. Growth in Algonquin's population combined with its per capita income is second only to Fox River Grove as demonstrated in Table 6.

| Table 5: Employment and Income Comparison |                         |                          |                         |                   |                          |                         |                   |                          |       |
|---|-------------------------|--------------------------|-------------------------|-------------------|--------------------------|-------------------------|-------------------|--------------------------|-------|
| 2012                                      |                         | 2000                     |                         |                   | Current Projection       |                         |                   |                          |       |
| Employees                                 | Employees per household | Average Household Income | Median Household Income | Per Capita Income | Average Household Income | Median Household Income | Per Capita Income | Per Capita Income Change |       |
| Algonquin                                 | 9,085                   | 1.0                      | \$89,576                | \$80,025          | \$29,341                 | \$111,135               | \$94,273          | \$39,150                 | 33.4% |
| Carpentersville                           | 6,828                   | 0.6                      | \$63,441                | \$55,229          | \$18,505                 | \$75,415                | \$59,877          | \$21,059                 | 13.8% |
| Cary                                      | 6,934                   | 1.2                      | \$83,652                | \$73,398          | \$26,950                 | \$104,181               | \$92,392          | \$35,788                 | 32.8% |
| Fox River Grove                           | 1,076                   | 0.6                      | \$86,413                | \$66,639          | \$29,771                 | \$123,893               | \$93,817          | \$47,169                 | 58.4% |
| Huntley                                   | 3,787                   | 0.4                      | \$73,925                | \$65,402          | \$28,394                 | \$82,646                | \$69,182          | \$34,667                 | 22.1% |
| Lake in the Hills                         | 5,212                   | 0.5                      | \$83,246                | \$74,672          | \$27,482                 | \$98,019                | \$88,663          | \$32,097                 | 16.8% |

Source: © 2012, by Applied Geographic Solutions, Inc. , US Census, BDI

| Table 6: Community Total Income Comparison |                   |              |                 |                   |              |                        |        |
|--|-------------------|--------------|-----------------|-------------------|--------------|------------------------|--------|
| 2000                                       |                   |              | 2012            |                   |              |                        |        |
| Population                                 | Per Capita Income | Total Income | Projection      | Per Capita Income | Total Income | Change in total income |        |
| Algonquin                                  | 21,783            | \$29,341     | \$639,135,003   | 26,775            | \$39,150     | \$1,048,241,250        | 64.0%  |
| Carpentersville                            | 31,154            | \$18,505     | \$576,504,770   | 35,315            | \$21,059     | \$743,698,585          | 29.0%  |
| Cary                                       | 15,322            | \$26,950     | \$412,927,900   | 16,271            | \$35,788     | \$582,306,548          | 41.0%  |
| Fox River Grove                            | 4,827             | \$29,771     | \$143,704,617   | 4,483             | \$47,169     | \$211,458,627          | 47.1%  |
| Huntley                                    | 6,926             | \$28,394     | \$196,656,844   | 18,357            | \$34,667     | \$636,382,119          | 223.6% |
| Lake in the Hills                          | 22,180            | \$27,482     | \$609,550,760   | 28,334            | \$32,097     | \$909,436,398          | 49.2%  |
| Total                                      | 102,192           |              | \$2,578,479,894 | 129,535           |              | \$4,131,523,527        | 60.2%  |

## Shopping, Dining, and Entertainment

Algonquin contends in a competitive regional shopping area where the full range of national high volume tenants has locations. As suggested in nearby shopping centers over 250,000 square feet, Algonquin Commons is a key element within the Randall Road Corridor which also consists of numerous single site, high volume stores and restaurants. Multi-screen movie complexes are offered in nearby Lake in the Hills, Crystal Lake, and Carpentersville, while sub-regional performing arts venues are provided with the Raue Center, also in Crystal Lake, and the Woodstock Opera House.

| Table 7: Shopping Centers   |             |                |                   |              |             |
|-----------------------------|-------------|----------------|-------------------|--------------|-------------|
| Mall Name                   | Square Feet | Parking Spaces | Site Size (acres) | Total Stores | Date Opened |
| Spring Hill Mall            | 1,100,000   | 5,600          | 140               | 140          | 1980        |
| Algonquin Commons           | 656,000     | 3,102          | 70                | 84           | 2004        |
| The Commons of Crystal Lake | 376,398     | 1,644          | 27                | 44           | 1987        |
| Crystal Point Center        | 339,898     | 1,440          | 35                | 16           | 1976        |
| Crystal Court               | 279,000     | 1,499          | 34                | 16           | 1989        |

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## *Downtown Retail and Entertainment Opportunities*

Downtown Algonquin's market differs from the Village's centrally managed shopping centers because it mixes residential units, financial services, religious institutions, recreation, and community identity with the offering of its stores and restaurants. This mixed-use environment gives businesses in Downtown Algonquin access to a broader market than the centrally managed centers.

---

These types of markets are:

❖ *Community Affiliated:*

Successful Downtowns often define the character of a community. With pride, residents bring guests to dine in independent restaurants and seek special items at unique stores. The Downtown serves as a setting for community festivals that draw residents. This relationship creates an affiliation that makes community residents an important market for a downtown.

❖ *Pedestrian:*

Residents living within a one half to one-mile walk of downtown are particularly intense users. The frequent trips and presence of these nearby residents adds vitality even when businesses are not open and consequently this market is more important to the success of Downtown than its spending power suggests.

❖ *Convenience (also bicycle):*

If one can drive to obtain needed items within five-minutes, that location can be the routine choice to meet every day needs if it offers desirable quality and variety. Convenience shoppers are the core market for most neighborhood retail clusters. In serving the broader community, effective Downtowns also serve their surrounding neighborhood. This five-minute drive time market also identifies the homes of bicyclists who can travel downtown in ten-minutes or less and encompasses the one-mile pedestrian market. These markets add recreational users to the convenience mix. The convenience five-minute drive time is the primary trade area for Downtown Algonquin. It should provide 60% to 85% of the spending captured by Downtown Algonquin Businesses.

❖ *Destination:*

The businesses gaining the smaller percentages of their sales from the convenience market create a destination draw for downtown as their unique offering attracts shoppers from a larger geography. Customers from this secondary trade area add sales to adjacent convenience businesses. The stores attracting this market also give the downtown a unique character that differentiates it from other shopping alternatives. It is important to note that, although the sales volume from this market is a smaller percent of the Downtown's total volume, these marginal sales add significantly to the profits of all businesses and, without destination customers, few businesses can meet their operational goals.



Using Downtown Algonquin as the center point, Table 8 highlights key demographic and spending characteristics of these markets. To turn the spending power into sustainable retail square footage, spending power is divided by \$300 average sales per square foot (ICSC, Center View; U.S. Mall Performance, February 2011).

| <b>Table 8: Downtown Algonquin Market Demographics</b> |               |              |               |                 |
|--|---------------|--------------|---------------|-----------------|
|  | Algonquin     | 0.5 Miles    | 5 Minutes     | 15 Minutes      |
| Total Population                                       | 26,775        | 1,431        | 17,888        | 175,696         |
| Population Density (per Sq. Mi.)                       | 2,715.20      | 1,817.00     | 2,593.60      | 1,634.50        |
| Average Household Income                               | \$111,135     | \$110,196    | \$103,016     | \$100,449       |
| Median Household Income                                | \$94,273      | \$71,611     | \$81,059      | \$81,995        |
| Per Capita Income                                      | \$39,150      | \$43,504     | \$38,554      | \$34,500        |
| Number of Employees                                    | 9,085         | 528          | 4,350         | 85,852          |
| Jobs Per Household                                     | 1             | 0.9          | 0.6           | 1.4             |
| Annual Retail Sales                                    | \$451,381,886 | \$28,249,774 | \$303,823,157 | \$2,741,277,193 |
| Supported Square Feet                                  | 1,504,606     | 94,166       | 1,012,744     | 9,137,591       |

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Downtown Algonquin's core retail and restaurant business district extends from the intersection of Main Street with Algonquin Road south to Washington Street with additional businesses along the cross streets and south of Washington Street primarily in converted, formerly single family homes. The Main Street core is approximately 850 feet long so 50 foot deep commercial spaces in this area would total about 85,000 square feet. The commercial space along the cross streets, south of Washington Street and along Harrison Street approximately doubles that space, making 150,000 to 200,000 square feet the potential downtown commercial space. Most vital downtowns attract daytime visits with one third of their space dedicated to service, educational, or institutional uses. If the revitalized Downtown Algonquin follows that pattern, its stores and restaurants would need to attract enough spending to support 100,000 to 140,000 square feet (2/3 of 150,000 to 200,000) or 10% to 14% of the 5-minute Drive Time Market's spending, (100,000 and 140,000 divided by 1,012,744). That market share capture requirement would be reduced by the ability of unique stores and restaurants to obtain sales from the larger destination market.

Despite this very competitive market, that capture rate is obtainable in an environment where the traffic congestion on IL Route 31 is reduced by the bypass but the daily visibility to more than 28,000 vehicles traveling along Algonquin Road is enhanced with gateway signage. The market's spending power is not limiting the success of Downtown Algonquin's current retail businesses; however, it offers little support for significantly expanding the amount of retail/restaurant space.

With rent typically equating to 5% to 10% of sales, sales performance of \$300 per square foot also fits gross rents between \$15 and \$30. Interviews associated with this project confirmed that rents in the \$8 to \$14 range in Downtown Algonquin. Those lower rents suggest that businesses may not be hitting the national average for sales per square foot. The action plan addresses techniques for improving sales so that rents sufficient to improve properties are possible.

Figures 3, 4, and 5 illustrate the geography associated with each logical market for Downtown Algonquin.

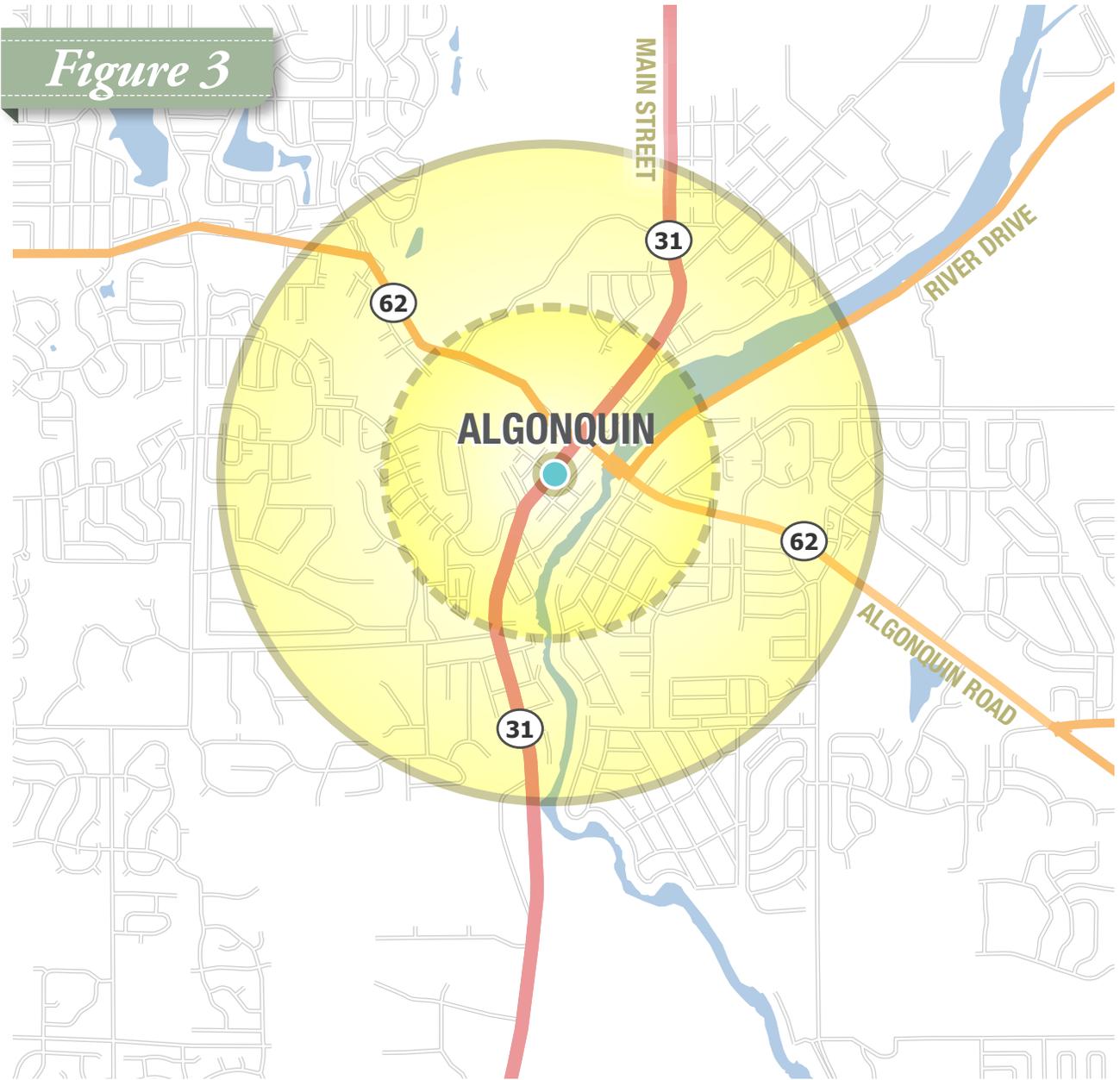


Figure 3: 1/2 - Mile pedestrian and 1 - mile extended pedestrian geography

*Figure 4*

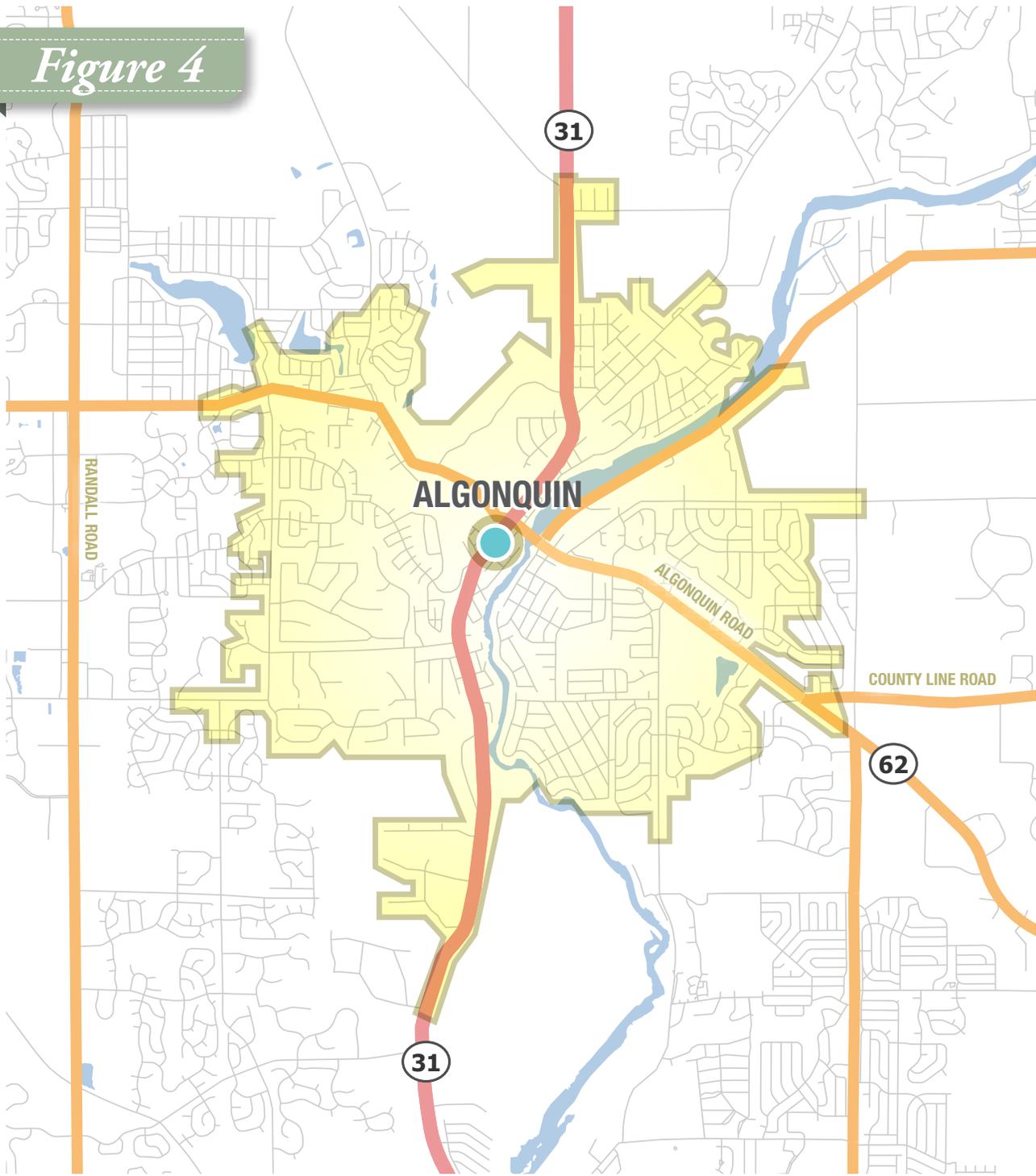


Figure 4: 5 - Minute Drive Time Convenience Geography

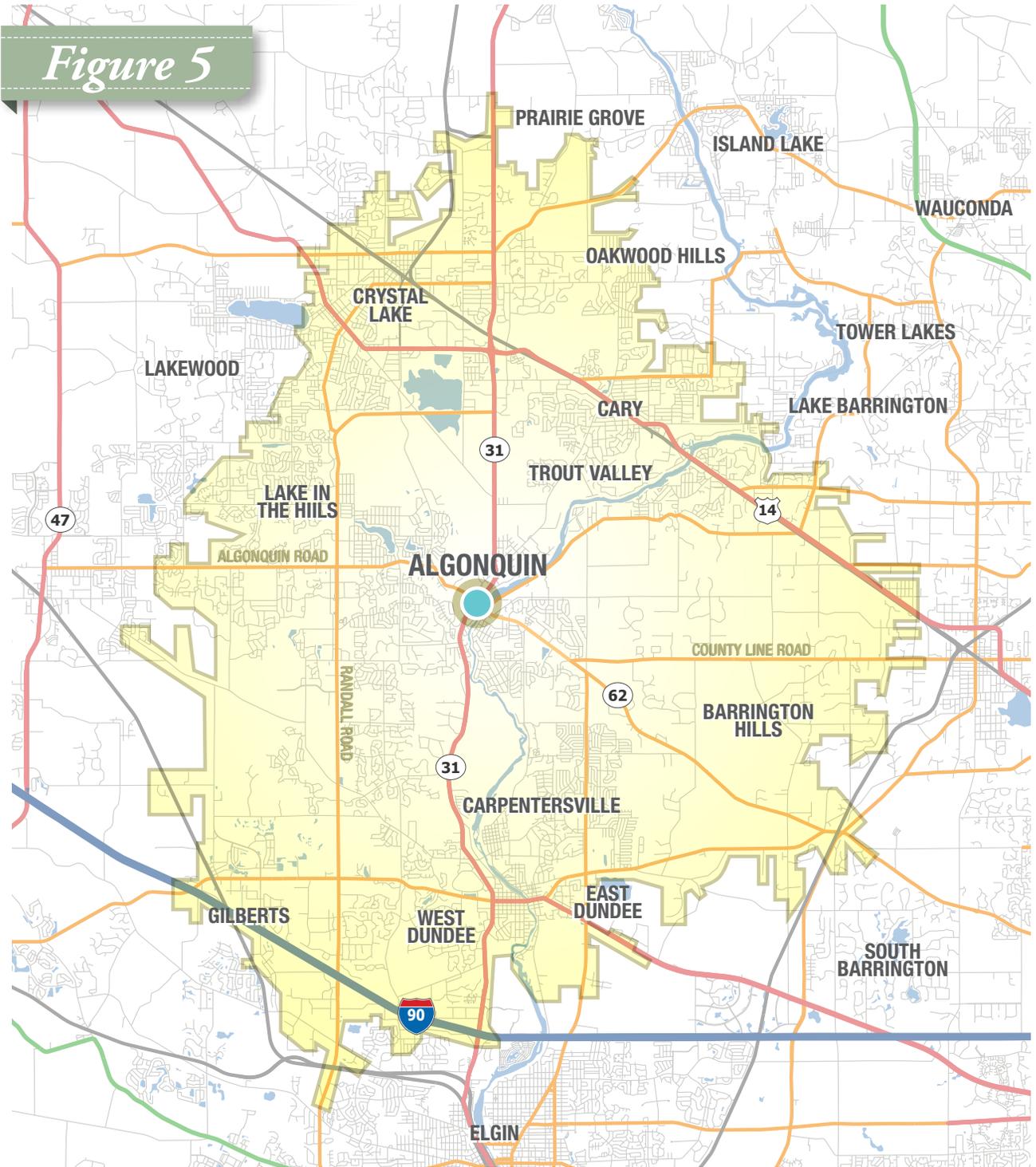


Figure 5: 15 - Minute drive time destination geography



In summary, the retail, restaurant, personal service, and entertainment businesses of Downtown Algonquin core area are contending in a very competitive market that offers sufficient buying power for well-conceived and managed businesses to thrive but can quickly destroy weak concepts. The existing competitiveness of this market suggests little opportunity for expanding Downtown Algonquin's overall retail, restaurant, and consumer services space. The challenge is increasing the sales in existing space by filling vacancies, promoting quality tenants and replacing ground floor office tenants with more customer friendly retail businesses. This competitive environment makes it less important what a new business sells than how the item is sold because any desired non-convenience good can be found within this market. The discerning customers with this extensive selection choose businesses that are well-stocked, well-staffed, clean, and open the hours that fit their needs.

## Office and Commercial Services Assessment

Unlike retailers and restaurateurs who must find space specifically connected to a consumer market, office tenants look regionally and are able to relocate for price or amenities. As recent headlines have proclaimed, the regional office market is very weak, experiencing vacancy rates never before measured in the 30 years that current publications have tracked this market. As demonstrated Table 9 below, there is no office space under construction anywhere in the Chicago Region. CB Richard Ellis summarized these market conditions in its 1st quarter 2012 Market View: Chicago Suburban Office report, “The region continues to battle high vacancies, tenant relocations and poor unemployment growth. However, trends in overall vacancy have emerged as an indicator that the market overall has stabilized.”

| Table 9: Office Market |   |             |                 |                          |                    |                       |
|------------------------|---|-------------|-----------------|--------------------------|--------------------|-----------------------|
|                        |   | Base SF     | Overall Vacancy | Year-to- date Absorption | Under Construction | Gross Asking Rents/SF |
| Northwest Suburban     |   | 28,092,191  | 26.4%           | 95,452                   | -                  | \$20.08               |
| Class                  | A | 14,701,759  | 23.9%           | 105,387                  | -                  | \$23.34               |
| Class                  | B | 7,355,800   | 26.7%           | 7,755                    | -                  | \$19.03               |
| Class                  | C | 6,034,632   | 31.9%           | -17,690                  | -                  | \$15.71               |
| Chicago Market         |   | 110,671,274 | 22.6%           | 87,475                   | -                  | \$20.99               |
| Class                  | A | 45,182,874  | 18.8%           | 230,019                  | -                  | \$25.07               |
| Class                  | B | 40,143,836  | 23.9%           | -77,536                  | -                  | \$20.46               |
| Class                  | C | 25,344,564  | 27.2%           | -65,008                  | -                  | \$16.50               |

Source: CBRE MarketView Report: Suburban Chicago Market, First Quarter 2012

With Downtown Algonquin space falling into the class “B” and “C” range, there is significant pressure on prices as vacancy continues to be high. At lease renewal, tenants in “B” and “C” class buildings can find higher quality space without increasing their rent expense because rents in “A” class properties have fallen.

Extending from Algonquin’s downtown core are commercial office buildings and converted homes that offer space for medical, legal, design, and entrepreneurial businesses. Interviews with Downtown Stakeholders and a review of property listings suggest that vacancies in this area are lower than 20% to 24% sub-regional average but that relocations are occurring.

Although the general market for office is quite weak, downtowns in communities like Algonquin where a significant number of company executives live often overcome that weakness as those executives choose office locations that minimize their commute. Generally small to mid-sized corporations requiring developments of 10,000 to 30,000 square feet can make this type of relocation. Initially, buildings are constructed with the prime tenant occupying 70% of the space. These unique, office opportunities cannot be documented because they often involve property acquisition or landlord- tenant relationships that occur because the tenant chooses to make an investment in the community where they have personal connections. Planning projects and notices in Village publications can stimulate these “micro-market” opportunities. In other communities, specialized advertising agencies, insurance servicing businesses and manufacturing representatives have moved into downtown bringing 30 to 150 employees.

CMAP's "GO TO 2040" regional plan looks for Algonquin to gain over 9,000 jobs in the next 30 years and many of those jobs will require new commercial space. Additionally, executives living in Algonquin could stimulate development that ignores the generally weak market. The key to adding office space is locating tenants committed to downtown and thereby identifying "build to suit" projects. Table 10 compares the employees within a 5-Minute Drive of Downtown Algonquin and 1/2 mile walking distance to similar geographies surrounding the nearby Downtowns of Crystal Lake, West Dundee, and Barrington. The 5-minute Drive time was selected for comparison because employees can generally fit that drive and eating into a one-hour lunch.

| <b>Table 10: Downtown Employee Comparison</b> |                    |                     |                       |                      |
|---|--------------------|---------------------|-----------------------|----------------------|
|   | Downtown Algonquin | Downtown Barrington | Downtown Crystal Lake | Downtown West Dundee |
| 5-Minute Population                           | 17,888             | 11,146              | 17,222                | 15,146               |
| 5-Minute Employees                            | 4,350              | 10,563              | 15,338                | 11,324               |
| Mile Employees                                | 556                | 3,052               | 2,972                 | 2,664                |

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As this table reveals, Downtown Algonquin currently falls far short of the employee counts associated with nearby Downtowns. This finding is particularly important to the development of a strong restaurant sector because it suggests that Downtown Algonquin restaurants will have significant difficulty attracting a profitable lunch crowd. Growing from the current employee level to the 10,000+ employees near the comparative downtowns would require the addition of over 1 million square feet of office space with in the geography depicted in Figure 4. This calculation assumes that each employee requires approximately 200 square feet of office space.

Given the regional market conditions and built out Downtown, adding office is an especially challenging task. This assessment highlights the need to capitalize on community affiliation to seek "micro-market" office tenants as a component that could improve the financing of potential developments. As the market recovers, the Village should encourage new development likely to support daytime traffic in Downtown.



## Residential Uses Assessment

The only new residential product currently marketed in Downtown Algonquin is Riverside Square Condominiums; however, no units in that development have been placed under contract despite active marketing for the past six-months. The Multiple Listing Service (MLS) currently promotes Riverside Square Condominiums at prices ranging from \$199,900 to \$446,030. Recently the owner of this building approached the Village requesting to convert the project to an apartment with reduced unit sizes.

With no residential developments occurring in any nearby community either, the best guidance on the market for residential products contemplated for Downtown Algonquin, are resale in the Downtown Algonquin neighborhood and properties currently on the market. Table 11 reports current listings in the Downtown Algonquin area.

**Table 11: Current MLS data for Downtown Algonquin Properties**

| Property               | Current Price | Purchase price  | Comment                          |
|------------------------|---------------|-----------------|----------------------------------|
| Riverside Square       | Various       | New development | Request to convert to apartments |
| 300 N. Harrison Street | \$275,000     | \$250,000       | Over 6 months on the market      |
| 328 N. Harrison Street | \$269,000     | NA              | Over six months on the market    |
| 412 N. Harrison Street | \$174, 900    | \$288,889       | Short sale                       |
| 6 Brian Court          | \$129,500     | \$160,000       |                                  |
| 941 Old Oak Circle     | \$109,900     | \$204,000       | Short Sale                       |
| 111 Jefferson Street   | \$111,000     | NA              |                                  |

During the past year, 16 Downtown properties changed owners. Seven of those transactions were foreclosures or the sale of previously foreclosed properties. For the non- foreclosure properties sold, prices ranged from \$85,000 to \$236,000. All properties sold for less than \$100 per square foot.

These nearby examples verify the significant market decline since a boom real estate market supported residential development in vintage downtowns. Although construction costs have fallen somewhat, the market price for townhome and condominium units has fallen more. As a result, any potential project faces significant difficulty meeting community quality standards at a marketable unit price. When buildings containing viable businesses must be demolished to create a project site, the potential land price cannot replace the value of current lease income. The result has been the market's failure to support new condominium and townhome development.

### Definition: Luxury Apartment

Unlike offices where standards have been set for Class "A," Class "B," and Class "C" properties, the apartment rental market uses the term "luxury" to refer to properties in the local market at the best location, the highest price tier, largest in size, and containing amenities like fitness rooms, enhanced security, designer common spaces and attractive landscaping.

The challenging equity multifamily market has opened opportunities for luxury apartments that did not exist when young upwardly mobile investors could easily purchase a condominium or townhome. On August 2, 2011, Crain’s Chicago Business described the appeal of this market to investors, “Sales of apartment properties are surging in the Chicago area and nationwide as investors try to increase their presence in the multifamily market, arguably the strongest real estate sector.” Although traditionally apartments have been difficult to entitle in most suburban communities, a number of suburban Chicago apartment projects have recently been announced. In considering apartments, it is important to create developments of sufficient size to justify on-site management that can be held responsible for high standards in tenanting and maintenance.

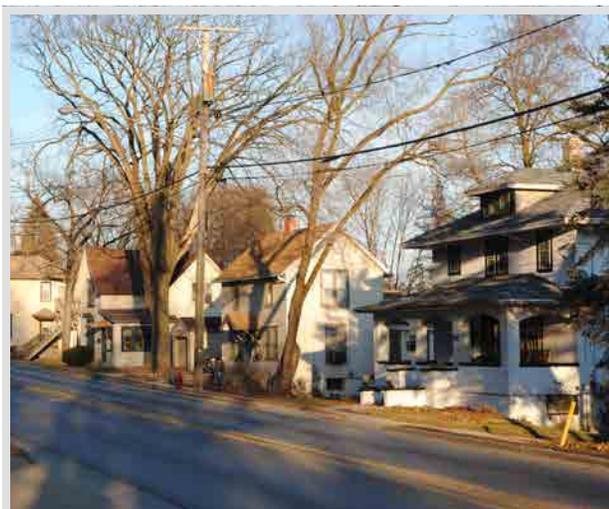
The challenge for Algonquin is that, despite a weak equity housing market in the Village overall and specifically in the Downtown, adding residents is key to increasing vitality. Table 12 compares the population living within the half-mile pedestrian market of Downtown Algonquin to the population within the same geography for Crystal Lake, West Dundee, and Barrington Downtowns.

| <b>Table 12: Downtown Residential Units Comparison</b> |                    |                     |                       |                      |
|--|--------------------|---------------------|-----------------------|----------------------|
|  | Downtown Algonquin | Downtown Barrington | Downtown Crystal Lake | Downtown West Dundee |
| Total Population                                       | 1,564              | 2,724               | 2,675                 | 3,127                |
| Population Density (per Sq. Mi.)                       | 1,986.20           | 3,458.60            | 3,396.80              | 3,971.10             |
| Total Housing Units                                    | 704                | 1,266               | 1,017                 | 1,388                |
| Average Household Income                               | \$110,400          | \$129,929           | \$87,534              | \$82,209             |
| Median Household Income                                | \$71,641           | \$93,057            | \$77,203              | \$65,438             |
| Per Capita Income                                      | \$43,601           | \$52,578            | \$32,412              | \$35,096             |

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This data suggests that 300 to 600 units are needed to equal the densities of nearby towns that compete for strong downtown tenants.

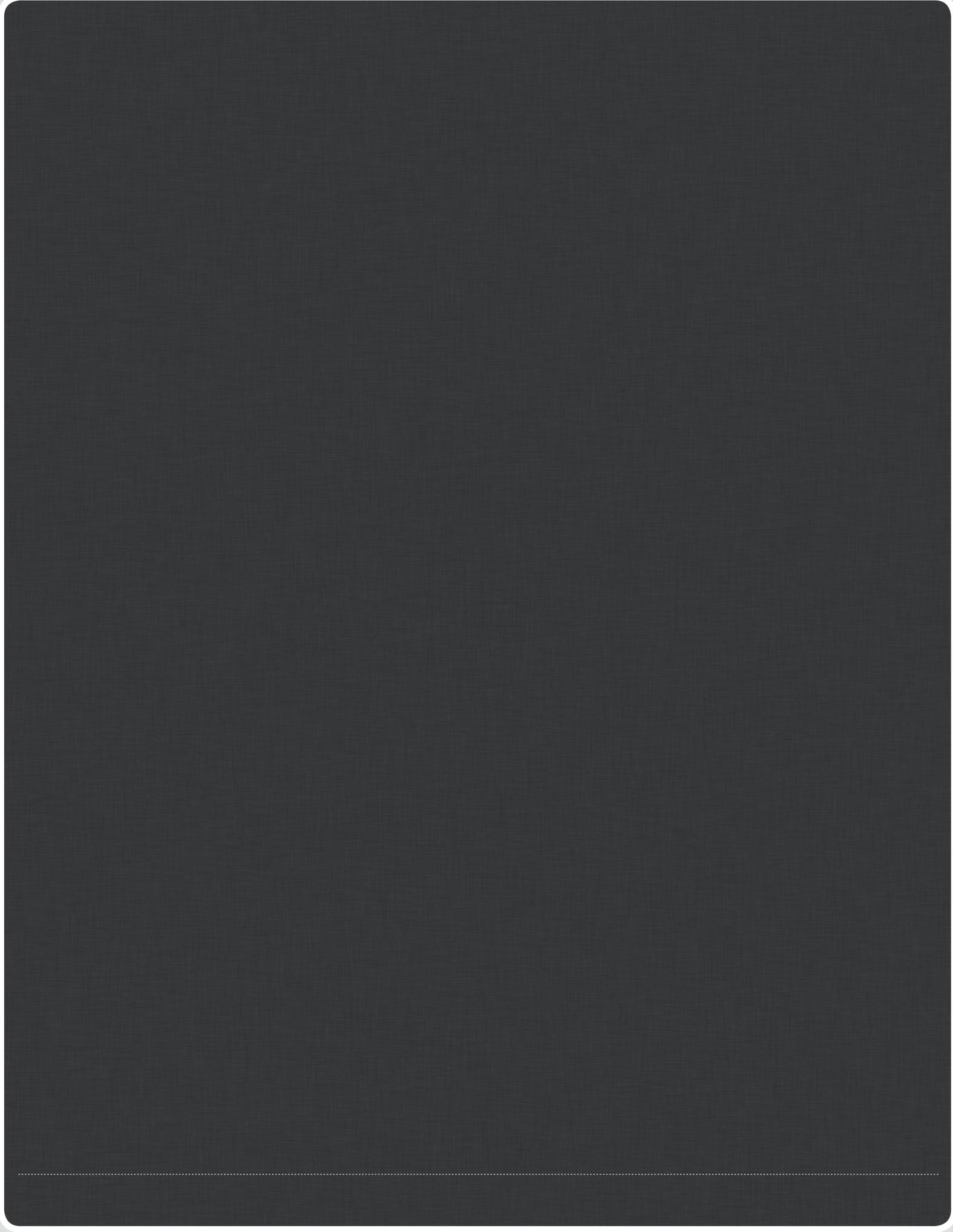
In summary, the housing market faces many challenges today but a larger nearby population is a key to revitalizing downtown Algonquin. That growth will require additional residential units. In the near-term, Downtown Algonquin could expand its housing variety by adding units that accommodate recent college graduates, aging residents with roots in Algonquin but a primary residence elsewhere, and other growing families.



## *Market Supported Development Summary*

Although economic conditions nationally are challenging, the amenities of Downtown Algonquin, walkability, the strong nearby recreational facilities, religious institutions and shopping, support various development opportunities. These opportunities are summarized in Table 13, as follows:

| <b>Table 13: Development Opportunities</b> |   |  |
|--|---|--|
| Category                                   | Near Term (0-5 years)   | Long Term (5+ years)   |
| Stores                                     | <ul style="list-style-type: none"> <li>✘ Fill Vacancies</li> <li>✘ Replace any demolished space</li> <li>✘ Replace ground floor office with consumer oriented businesses</li> </ul> | Seek to provide store square footage of 50,000 square feet                         |
| Restaurants                                | <ul style="list-style-type: none"> <li>✘ Recruitment priority to fill expected vacancies</li> <li>✘ Build to suit opportunity</li> </ul>  | Establish significant cluster (50,000 SF) to become a dining attraction            |
| Entertainment                              | <ul style="list-style-type: none"> <li>✘ Continue events programming</li> </ul>   | Monitor changes in venues to capitalize on emerging opportunities                  |
| Office                                     | <ul style="list-style-type: none"> <li>✘ Build to suit</li> </ul>   | Seek to add 500 employees within 1/2 mile and 5,000 within the 5-minute drive time |
| Rental Multi-Family                        | <ul style="list-style-type: none"> <li>✘ Seek approximately 200 units</li> </ul>  | Additional projects that each contain 50+ units                                    |
| Equity Multi-Family                        | <ul style="list-style-type: none"> <li>✘ Support resale of existing units</li> </ul>  | Uncertain due to unprecedented economic challenges from 2008 to Current            |



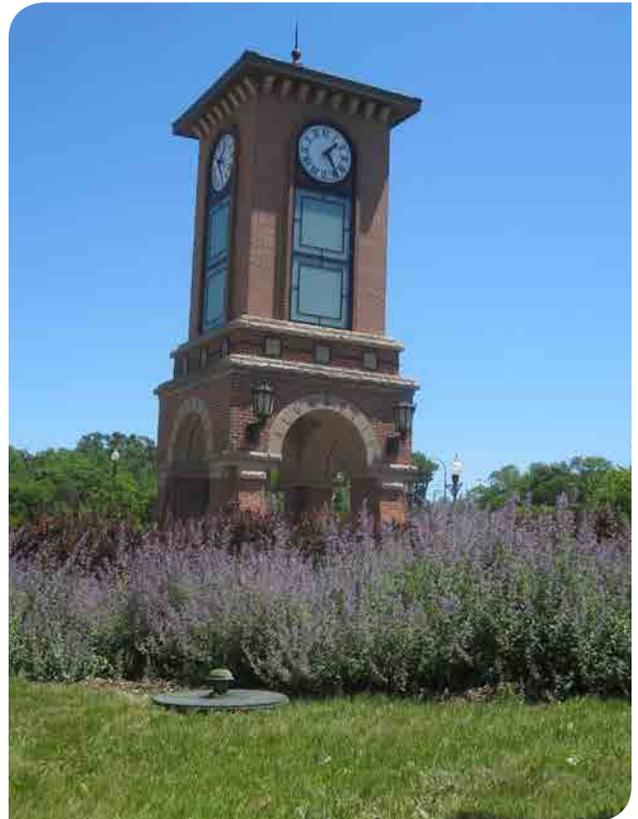
# 5

## Stakeholder Survey & Interviews

In order to more deeply understand the needs, issues, and desires related to Downtown Algonquin and supplement the existing conditions evaluations prepared as part of the study, community stakeholder surveys and interviews were conducted within the downtown and larger community.

### *Consumer Behavior Survey*

A consumer behavior survey was developed to understand Algonquin residents' current shopping behaviors and opinions about the Downtown. The survey solicited specific data and feedback on community use and satisfaction with the existing character of Downtown Algonquin. The survey was an opportunity to learn which businesses, residential products, events, promotional materials, and policies would attract a larger share of residents' time and dollars to Algonquin's Downtown.



## Survey Design

The survey form was designed to be completed electronically via the internet, either by responding from a personal/work computer or smart phone or via the mobile kiosks locations that were placed throughout the community. Kiosks were located at seven different locations over a period of approximately 6 weeks. The kiosk locations included:

- ✘ Algonquin Village Hall
- ✘ Algonquin Library – Main Branch
- ✘ Algonquin Library – East Branch
- ✘ Children and Teen’s Medical Center
- ✘ Café Firefly
- ✘ Anthony’s Barber Shop
- ✘ Creekside Tap

The survey was composed of a total of 24 questions and was designed to take approximately 10 minutes to answer. Nineteen of the questions were multiple-choice. The remaining questions were fill-in-the-blank style and asked respondents to list items that they wished could be purchased in Downtown Algonquin, identify stores and restaurants that they had patronized in the past month, and those that they thought would make good additions to Downtown. Survey respondents that did not reside within Algonquin were asked to provide their respective zip codes to help determine the geographic draw capacity of the Downtown. Respondents were also provided the opportunity to “write-in” any additional comments they viewed as appropriate as well as provide their name, phone number, and email address to receive additional updates related to the survey and overall Downtown Planning Study. A copy of the survey form is provided on the following pages for reference purposes.

In total, 480 survey responses were submitted, which included 361 responses via computer and 119 responses via the survey kiosks. The survey structure was designed to be as open as possible. As such, none of the questions in the survey were set as mandatory. Respondents were able to skip questions or portions of questions as they so desired. Therefore, each survey question resulted in its own unique total number of valid responses that is equal to or less than 480. In addition to offering a variety of answer choices, a line for “other” was included for respondents to write in an alternate answer not offered in the survey. In calculating percentages of respondent’s satisfaction or inclination to spend, “I don’t know” responses were removed from the totals before rankings were created. This adjustment eliminated any potential misinterpretation that might arise when an unusually high number of “I don’t know” responses reduce the favorable response percentage.

Surveys tell researchers what respondents think, but not why they think in a certain way. Based on the survey analysis, observations were discerned about the results. To supplement these observations, additional focus group research may provide additional insight into why the respondents provided specific answers. Focus groups are a form of qualitative research in which a group of people are asked questions about their perceptions, opinions, beliefs and attitudes towards a product, service, concept, or idea in an interactive group setting. Focus groups composed of individuals who provided specific answers can be created by using the respondent e-mail addresses where included as part of Question 24.

## Survey Results Summary

In general, the survey respondents expressed dissatisfaction with the current character of Downtown Algonquin based in part on the extent of traffic congestion at the intersection of IL Route 31 and IL Route 62. While this remains a significant issue respondents did express aspirations for a downtown that offers a walkable environment and distinctive stores and restaurants including where feasible event space and bicycle access via the nearby trails. Within the local geographic area, respondents currently have access to convenience shopping in other nearby centers and see Downtown Algonquin as a special place with significant recreational potential.

## Survey Response Findings

When respondents were asked about their priorities for Downtown Algonquin, the answers described the environment in today's traditional or "vintage" Downtown where the emphasis is on dining, while shopping and entertainment are important secondary uses. As shown in the following table, the responses reveal the low priority placed on employment and residential development. Because populations both living and working in a downtown are key to its overall vitality, it is important that community stakeholders be educated in regards to the important role that residential and commercial/office uses play within downtown environments. The challenge for increasing the priority placed on residential development in Downtown is demonstrated in part by the strong preference of community residents for single family homes over other residential housing products (e.g. condominium, townhome, apartment). Over 80% of respondents indicate that their preference for their next home will be single family. This leaves little demand or interest in residential product types most appropriate and feasible within Downtown environments such as Algonquin.

| Which of the following do you believe are priorities for Downtown Algonquin? |           |
|--|-----------|
| Value  | Percent % |
| Dining   | 76.1%     |
| Shopping   | 58.6%     |
| Entertainment  | 54.5%     |
| Bicycle Access   | 44.4%     |
| Public Events  | 40.3%     |
| Public Gathering Space   | 34.2%     |
| Landscaping  | 29.5%     |
| Employment   | 17.1%     |
| Personal Services (Hair/ Nails/ Dry Cleaning)                                | 11.7%     |
| Professional Services (Medical/ Dental/ Accounting/ Legal)                   | 8.1%      |
| Residential Properties   | 6.5%      |
| Financial Services (Banking/ Investing/ Real Estate)                         | 1.8%      |

| When you select your next home how likely is it that you will choose each of these housing types: |             |                 |                   |               |        |           |
|---|-------------|-----------------|-------------------|---------------|--------|-----------|
|   | Very Likely | Somewhat Likely | Somewhat Unlikely | Very Unlikely | Unsure | Responses |
| Single Family   | 80.9%       | 9.7%            | 3.9%              | 4.6%          | 1.0%   | 413       |
| Townhome  | 12.5%       | 25.0%           | 15.9%             | 42.6%         | 4.0%   | 352       |
| Condominium   | 7.3%        | 11.4%           | 15.0%             | 61.9%         | 4.4%   | 341       |
| Rental Apartment  | 5.7%        | 3.9%            | 9.0%              | 76.7%         | 4.8%   | 335       |
| Age Restricted Progressive Living   | 4.7%        | 9.9%            | 10.2%             | 69.4%         | 5.8%   | 343       |

## Current Perceptions and Utilization

In examining downtown quality perceptions, characteristics are typically separated into items where excellence can increase visits. These include:

- ❑ cleanliness;
- ❑ attractiveness;
- ❑ bicycle access; and
- ❑ parking and traffic flow.

As demonstrated in the survey results, the current traffic situation dominates the respondents' perception of Downtown Algonquin. More than 55% of respondents evaluated traffic flow into and through Downtown Algonquin as "awful." With such an overwhelming negative evaluation of an important access issue, that perception is likely influencing negative evaluations of all aspects of Downtown Algonquin. Efforts to alleviate traffic congestion through construction of the IL Route 31 Bypass may have an ancillary positive impact in regards to the overall perception of Downtown Algonquin and make it more attractive to both investors and customers.

Events, festivals, and community activities in Downtown Algonquin are a priority and important component of the area for respondents. Founder's Day is the primary event identified and attended by nearly 90% of survey respondents. Viewed as favorable by a majority of respondents suggest that Algonquin residents are familiar with and annually attend at a minimum this Downtown event and as such, other highly rated events may be used to further increase visitation and patronization within the area.



To assist in identifying the baseline utilization of Downtown Algonquin and shopping and dining alternatives respondents were asked about their visits to Downtown Algonquin during the past year and more about recent visits to competing shopping districts. The answers reveal that even the respondents-- a group that probably is more interested in Downtown than the general Algonquin population given that they took the time to complete this survey-- are relatively infrequent Downtown diners and purchasers. When respondents usually visit Downtown it is for dining, festivals and recreation. Their time and spending is currently focused on Algonquin Commons and other Randall Road businesses. Notably, respondents have only a mild interest in other downtowns, with less than 10% of respondents making weekly visits to either Downtown Crystal Lake or Dundee. Thus, the presence of similar businesses in these nearby downtowns should not prevent the Village of Algonquin from recruiting the same businesses into its own downtown.

| <b>Rate your overall satisfaction with these factors as they apply to Downtown Algonquin:</b> |                               |                |
|---|-------------------------------|----------------|
|   | <b>At least Above Average</b> | <b>Average</b> |
| Bicycle access  | 48.0%                         | 30.1%          |
| Cleanliness of streets and sidewalks  | 37.8%                         | 49.6%          |
| General safety  | 35.6%                         | 43.9%          |
| Sidewalks and lighting attractiveness   | 31.4%                         | 44.8%          |
| Pedestrian access   | 22.3%                         | 42.2%          |
| Building attractiveness   | 19.8%                         | 41.8%          |
|   | <b>At least Average</b>       |                |
| Parking convenience   | 43.6%                         |                |
| Traffic flow  | 14.9%                         |                |

| <b>Rate your overall satisfaction with these events that occur in Downtown Algonquin:</b> |                               |                         |
|---|-------------------------------|-------------------------|
|   | <b>At least above Average</b> | <b>I never attended</b> |
| Founder's Days  | 53.8%                         | 11.6%                   |
| Summer Concert Series   | 52.0%                         | 43.8%                   |
| Art on the Fox  | 51.1%                         | 52.0%                   |
| Holiday Rock on the Fox   | 34.9%                         | 70.7%                   |
| Harvest Day Festival  | 33.3%                         | 59.5%                   |
| Its Our River Day   | 29.2%                         | 75.3%                   |
| Farmers Market  | 24.8%                         | 33.0%                   |
| Historic Month  | 24.2%                         | 72.7%                   |

| <b>From the list below, select the reasons for your trips to Downtown Algonquin during the past year?</b> |                  |
|---|------------------|
| <b>Value</b>  | <b>Percent %</b> |
| I Never Go  | 11.7%            |
| Dining  | 70.0%            |
| Community Festivals and Events  | 41.0%            |
| Recreation  | 31.1%            |
| Entertainment   | 19.8%            |
| Personal/Professional Services  | 13.5%            |
| Shopping  | 9.9%             |
| Banking   | 7.4%             |
| Work/Employment   | 6.8%             |
| Church  | 6.3%             |



| <b>In an average month, how many times do you eat out in these commercial areas?</b> |                        |              |
|--|------------------------|--------------|
|  | <b>At least weekly</b> | <b>Never</b> |
| Downtown Algonquin   | 9.6%                   | 28.1%        |
| Other Randall Road   | 35.1%                  | 9.7%         |
| Algonquin Commons  | 24.9%                  | 14.6%        |
| Route 14 in Crystal Lake   | 12.3%                  | 35.8%        |
| Woodfield/Schaumburg Area  | 7.7%                   | 50.0%        |
| Downtown Crystal Lake  | 7.5%                   | 52.5%        |
| Spring Hill Mall Area  | 5.6%                   | 61.9%        |
| Downtown East & West Dundee  | 6.1%                   | 62.1%        |

| <b>In an average month, how many times do you make a purchase in these commercial areas?</b> |                        |              |
|--|------------------------|--------------|
|  | <b>At least Weekly</b> | <b>Never</b> |
| Downtown Algonquin   | 6.9%                   | 62.9%        |
| Other Randall Road Locations   | 52.7%                  | 6.3%         |
| Algonquin Commons  | 39.3%                  | 7.3%         |
| On-line  | 31.0%                  | 13.8%        |
| Route 14 in Crystal Lake   | 16.0%                  | 31.3%        |
| Spring Hill Mall Area  | 5.9%                   | 48.0%        |
| Woodfield/Schaumburg Area  | 7.0%                   | 50.0%        |
| Downtown Crystal Lake  | 6.8%                   | 56.5%        |
| Deer Park  | 1.5%                   | 78.5%        |

## Future Aspirations

Businesses are continuously seeking guidance in methods, mechanisms, and changes that will most likely lead to increases in respondents' spending in and utilization of areas such as Downtown Algonquin. Based on the results provided by survey respondents it appears that existing stores and restaurants can best improve sales by adopting desired formats and stocking the requested items or, if already in stock, more effectively advertising the goods/items availability.

A key note of emphasis is that strong support for all types of restaurants was revealed by more than 50% of survey respondents expressing intent to spend more money if any of the formats were added to Downtown Algonquin. This response should allay existing businesses fears that competition would cannibalize current business levels.

Although "Book Store" is the top store category, few bookstores are successfully fighting the challenges of the e-books and online sellers; however, hybrid beverage/used books stores are doing very well when they sponsor book clubs and children's reading circles. Algonquin can examine creative ways to satisfy the bookstore desire, despite the tough market, by encouraging specialty focus and hybrid businesses for the bookstore category.

Open-ended questions sought guidance on items the respondents would like to purchase and stores that were thought to be good additions to Downtown Algonquin. Although the tables below report the most frequently mentioned stores and restaurants, the less frequently mentioned, unique, independent stores could be the most viable recruitment targets for Downtown Algonquin.

| How would the addition of these stores affect the amount of money that you spend in Downtown Algonquin? |                    |
|---|--------------------|
|   | I would spend more |
| Book Store  | 67.75%             |
| Home Accessories  | 62.57%             |
| Gift & Collectibles Shop  | 60.88%             |
| Fine Wine & Spirits   | 58.08%             |
| Grocer  | 52.99%             |
| Hardware  | 49.46%             |
| Gardening Supplies  | 48.04%             |
| Florist   | 46.94%             |
| Bike Shop   | 43.92%             |
| Greeting Cards  | 42.42%             |
| Pharmacy/Drug Store   | 42.06%             |
| Women's Apparel   | 41.79%             |
| Pet Supplies  | 39.94%             |
| Shoes   | 39.94%             |
| Sporting Goods  | 39.55%             |
| Men's Apparel   | 36.71%             |
| Antique Store   | 34.83%             |
| Children's Apparel  | 30.39%             |
| Art/Craft Supplies  | 28.49%             |
| Furniture   | 26.67%             |
| Make-up/Cosmetics   | 25.21%             |
| Art Gallery   | 22.48%             |
| Fine Jewelry  | 15.30%             |
| Auto Service  | 14.66%             |

| How would the addition of these restaurants affect the amount you spend in Downtown Algonquin? |                    |
|--|--------------------|
|  | I would spend more |
| Casual dining  | 89.4%              |
| Counter service restaurant   | 68.0%              |
| White tablecloth restaurant  | 64.9%              |
| Bar or Club  | 57.8%              |
| Quick service restaurant   | 51.2%              |

**In the last month, what have you purchased elsewhere that you wish you could have bought in Downtown Algonquin?**

**Most Frequent Responses**

- Home Décor & Gifts
- Clothing
- Restaurant
- Groceries
- Books
- Specialty Food
- Plants/gardening supplies
- Hardware store
- Wine and Spirits
- Antiques
- Bikes

**In the past month, what non-Downtown Algonquin stores did you patronize that you believe would be good additions to Downtown Algonquin?**

**Most Frequent Responses**

- Restaurants
- Borders & Half-Price Books
- Hallmark
- Starbucks
- Trader Joe's

**In the past month, what non-Downtown Algonquin restaurants did you patronize that you believe would be good additions to Downtown Algonquin?**

**Most Frequent Responses**

- Panera
- Chipotle
- Jameson's
- Portillo's
- Dukes in Crystal Lake
- Emmitts
- Lou Malnatti's
- Five Guys
- Bonefish Grill



## *Stakeholder Interviews*

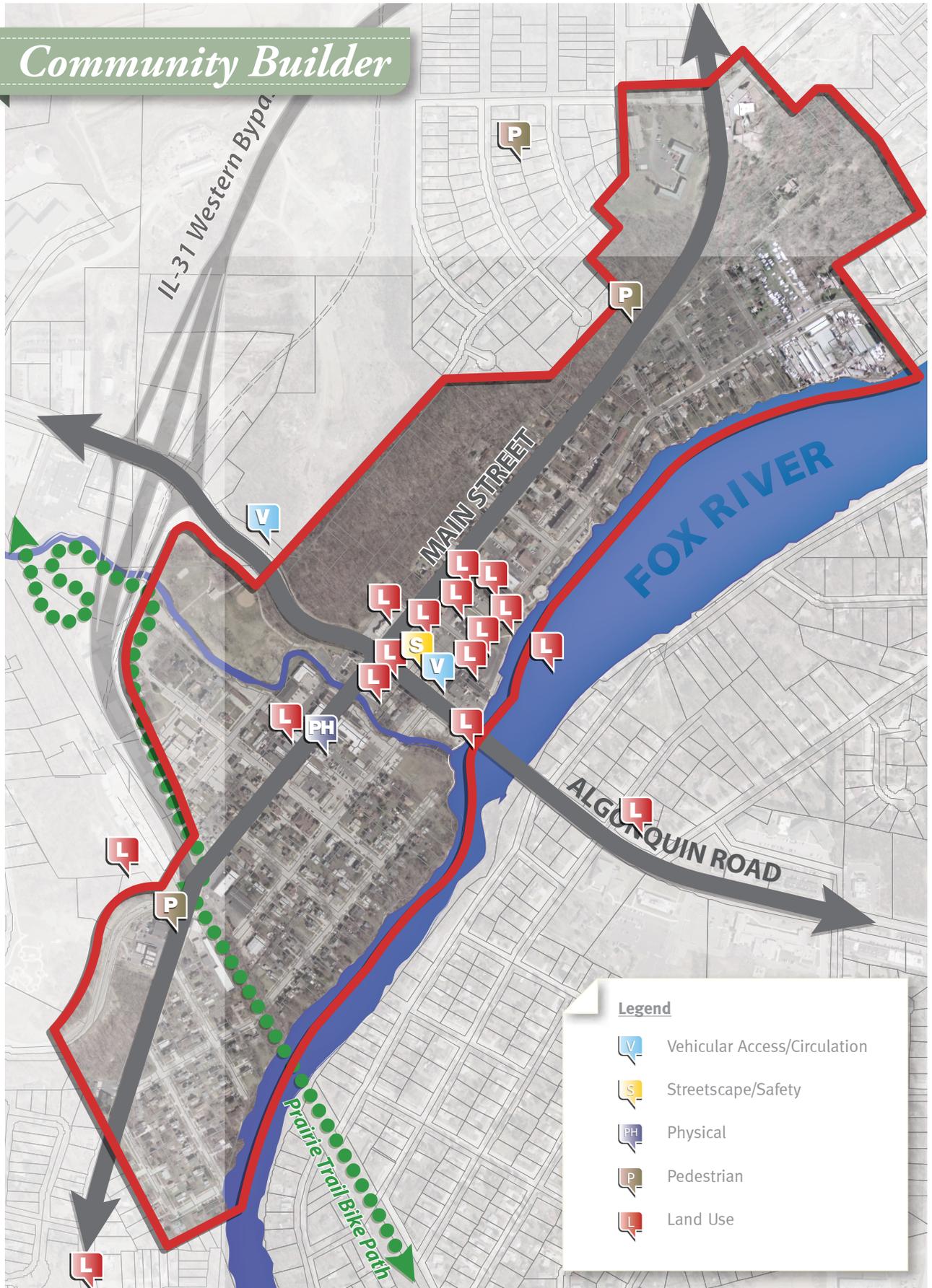
In complement with the Consumer Preference Survey, interviews were conducted with a representative collection of Downtown businesses, property owners, residents, and concerned stakeholders. Based on the input provided during the interview process by each of those interviewed, six (6) general topic themes were identified related to the Downtown study area.

These themes included:

- ✘ Land Use
- ✘ Business & Economic Development
- ✘ Access & Circulation
- ✘ Parking
- ✘ Streetscape & Physical Conditions
- ✘ Special Events

For confidentiality purposes, the comments from each of the respective interview participants have been compiled together. In combination with these interviews, the map on the adjacent page illustrates the results of a web-based mapping exercise where participants were asked to locate issues / opportunities relating to each of the established themes on a map of Downtown Algonquin. An overview of the key components has been organized below for review and consideration as part of the study.

# Community Builder



### Legend

- Vehicular Access/Circulation
- Streetscape/Safety
- Physical
- Pedestrian
- Land Use

## Land Use

Issues relating to land use were the most popular among stakeholder interviewees. Interestingly, stakeholder comments about land use also revealed the most pronounced areas of consensus of the interview process.

The blighted character and deficit of retail businesses in Downtown as expressed by interviewees, as well as the general lack of activity are primary concerns of area stakeholders. Among the reasons cited for the current lack of business largely focused on regulatory policies that many perceived as onerous to existing businesses and difficult on potential businesses. For example, health codes, signage restrictions, and long waiting periods for approval were all mentioned as hurdles for new business owners looking to setup shop in Algonquin. Additionally, the deteriorating condition of older buildings often does not bode well in attracting potential tenants. As such, some stakeholders feel that some of the older, dilapidated buildings of no historic significance should be torn down to provide opportunities for new businesses and development.

In place of “eyesores” and empty lots, stakeholders would like to see more residential units constructed to ensure a steady flow of pedestrians whom may contribute to local businesses and the overall activity level of Downtown. In particular, condominium developments are highly desirable; however, stakeholders feel that the current price points for existing residential units are too high for the area, and that the Village should be proactive in working with developers to make condominiums more affordable. One means of achieving this, as expressed by interview participants, could be the creation of various incentives programs. These may include providing grants and matching funds for certain types of developments such as those with set-asides for lower-cost units.



Besides residential growth, stakeholders enthusiastically suggested many different forms of retail and commercial businesses which would benefit downtown. Among the examples identified include:

- ❑ clothing stores;
- ❑ antique and resale shops;
- ❑ fudge shop / ice cream parlor;
- ❑ movie theatre;
- ❑ recording and dance studios;
- ❑ hardware shop;
- ❑ grocery store and bakery; and most importantly
- ❑ restaurants.

Port Edward was mentioned several times as a success story of Algonquin that should be replicated (if possible), as was the Café Firefly coffeehouse. Furthermore, many existing businesses in downtown may benefit from these types of establishments, as they provide places for people to go who are waiting to meet up with others or finish their business at another shop.

One type of new business which may benefit from one of Algonquin’s natural assets is a bike shop. Bicycling was mentioned numerous times as a key feature of downtown Algonquin and a lifeline of sorts that could potentially funnel a continuous stream of economic activity among bicyclists looking for a convenient place to rest, eat, maintain their equipment, and possibly stays in town over night. Several stakeholders recommended the need for a bike shop somewhere near the Prairie Trail, as well as proper signage and information directing bicyclists into the downtown, as there is currently a lack of such amenities.

Downtown business owners stressed the importance of marketing Algonquin's parks and open spaces. Simple aesthetic enhancements and improvements to the creek, Fox River, and parks could make downtown a more attractive place and increase interest for potential investors and new business owners.

Finally, stakeholders provided varying input regarding the issue of historic preservation. There are equal numbers of people both in favor and cautious in regards to historic preservation efforts in the Old Town historic district of Algonquin. Preservation seems to inhibit development as it relates to the issues of signage restrictions, the prohibition of rezoning business use to residential, and building height limitations. Yet, just as many Algonquin residents and business owners liked the idea of maintaining the architectural integrity of the area as did those who wanted to see large sections of the area made available for new development, such as Harrison Street. Ironically, the construction of the Riverside Plaza planned unit development at the intersection of Routes 31 and 62 (considered out of context with the historic nature of the downtown) is openly criticized by many of those who want to see regulations relaxed to entice more development. Perhaps the most accurate statement about what Algonquin stakeholders want to see in regards to historic preservation is that development should in fact be encouraged so long as it is sensitive to the context of the area and takes place under a more flexible interpretation of the historic preservation ordinance.

Overall, stakeholders appear to suggest that the lack of businesses in downtown is caused in part by perceived blight and Village regulations, and that the way to change this is to provide financial incentives, plan for additional residential dwellings, and exploit the mutual development opportunities provided by Algonquin's waterfronts, parks, and bike trails. While stakeholders differ in opinion about how to best preserve Algonquin's history, they concur that historic buildings should be preserved while simultaneously attracting new businesses to develop.

## **Business & Economic Development**

The interview process allowed each stakeholder to delve into the operation of their individual businesses while also describing how both Algonquin and the regional economy factor into how well they are currently doing. While planning reports prepared by the Village of Algonquin were often credited with enticing some to move their businesses to downtown, most business owners cited the ability to live close to work as the primary reason they chose downtown. Several interviewees stated that the Village needs to develop more on-going and formal forms of communication with downtown businesses. Specifically, business owners want to cooperate with other downtown businesses to help attract more customers.

Additionally, a spirit of volunteerism and interest in the health of the downtown runs high among business owners and stakeholders in Algonquin; in fact, many speak of how they want to personally contribute to team efforts to bring new life and activity to downtown. Yet, a general lack of coordination among civic groups and the Village seems to dismay some people from contributing to the fullest extent of their potential, since only a few people end up doing the work and get burned out in the process.

The Village of Algonquin could potentially increase opportunities for existing businesses and attract new establishments by giving administrators additional authority to enlist the support of local businesses, build partnerships, and coordinate and implement joint marketing efforts among businesses groups and the Village.



## Access & Circulation

Traffic congestion in downtown Algonquin is one of the top concerns of area stakeholders. Besides increasing the amount of time it takes to drive through downtown, congestion negatively impacts the pedestrian experience and makes downtown a less inviting place to walk, shop, and patronize. Truck traffic is a particular nuisance due to the noise, vibration, and unsightliness trucks produce when traveling down Main Street and Algonquin Road.

While most business owners and downtown stakeholders are generally in favor of the bypass and think it will help improve traffic congestion, many feel that its effect will be limited and point to the necessity of a northern bypass to alleviate traffic from IL Route 62, as well. A few interviewees also felt that the bypass will either have no effect or a negative effect on downtown by diverting too much traffic from passing through the area.

However, stakeholders were consistent in their desire for improvements geared toward pedestrian safety and encouraging more people to walk within the Downtown. Among the suggestion to enhance pedestrian circulation include a mid-block crosswalk on Route 31 / Main Street, better crossings across Route 62 / Algonquin Road, pedestrian crossing signals and timers at intersections, and slowing the speed limit along Main Street to 25 mph.

Other circulation issues addressed by stakeholders included the poor access to Towne Park, the entrances of which are often plagued by congestion from the nearby intersection of Routes 31 and 62.

## Parking

Parking issues in Downtown Algonquin appear to focus more on improving regulations than increasing supply. Many feel that police patrols and enforcement of on-street parking needs to increase, while the actual regulations themselves need to be amended to coincide better with the operations of existing and desired businesses.

While some stakeholders would like parking capacity added to the existing supply, most conclude that the perception of parking is the real problem. The main example of this is the municipal lot at Harrison Street and Washington Streets; there is usually plenty of open parking spaces during all times of the day, but many business patrons either don't know it exists or refuse to park there for various reasons (e.g. distance, visibility, other). Therefore, several stakeholders suggested that the Village consider adding better wayfinding signage to direct people to the lot, as well as increase marketing and promotion of the lot by partnering with local businesses. Many business owners already advise their customers to park in this lot, however better coordination, circulation, and pedestrian connections are needed to utilize this existing asset to the fullest extent.



## Streetscape & Physical Conditions

Stakeholders cited signage and lighting as top priorities of streetscape improvement efforts for downtown Algonquin. More street lighting is needed in downtown, particularly along Madison Street and Harrison Street, as well as extending lighting along Main Street to the proposed intersection with the new bypass at Railroad Street.

Desired signage improvements for the Downtown fall into two categories – wayfinding and business signs. Wayfinding signs are needed to direct motorists to parking, pedestrians to businesses and amenities (e.g. riverfront, parks, and open spaces), and bicyclists to and from the trail, parks, and area businesses. Installation of such signs should be conducted under a well-planned and thought-out system which takes into consideration the typical eye-level of pedestrians, sight distances for motorists (speeds along the roadway will directly impact motorist sight distances), aesthetics that are unique to Algonquin, and other design considerations which can create for a more attractive and effective wayfinding signage system.

As far as business signage, stakeholder objections to village regulations are similar to those they conveyed for other topic areas; namely, that local ordinance is too restrictive of the types of signs that shop owners can have on or near their buildings (e.g. projecting signs, lunch board signs, others). This is not to say that stakeholders want all regulations removed; in fact, many stated a desire to have a consistent look to business signs that help brand the downtown as a unique place. Given the historic character of the Downtown several interviewees expressed interest in exploring use of the decorative wall sign on the exterior of buildings with visibility from the street (Main Street or Algonquin Road). This would be characteristics of the signage on historic structures as seen in several of the photographs of Downtown hanging on the walls of the Historic Village Hall.

In general, Algonquin stakeholders want to see their downtown become an attractive and distinct place, and are open to using a variety of streetscape methods to improve its appearance.

## Special Events

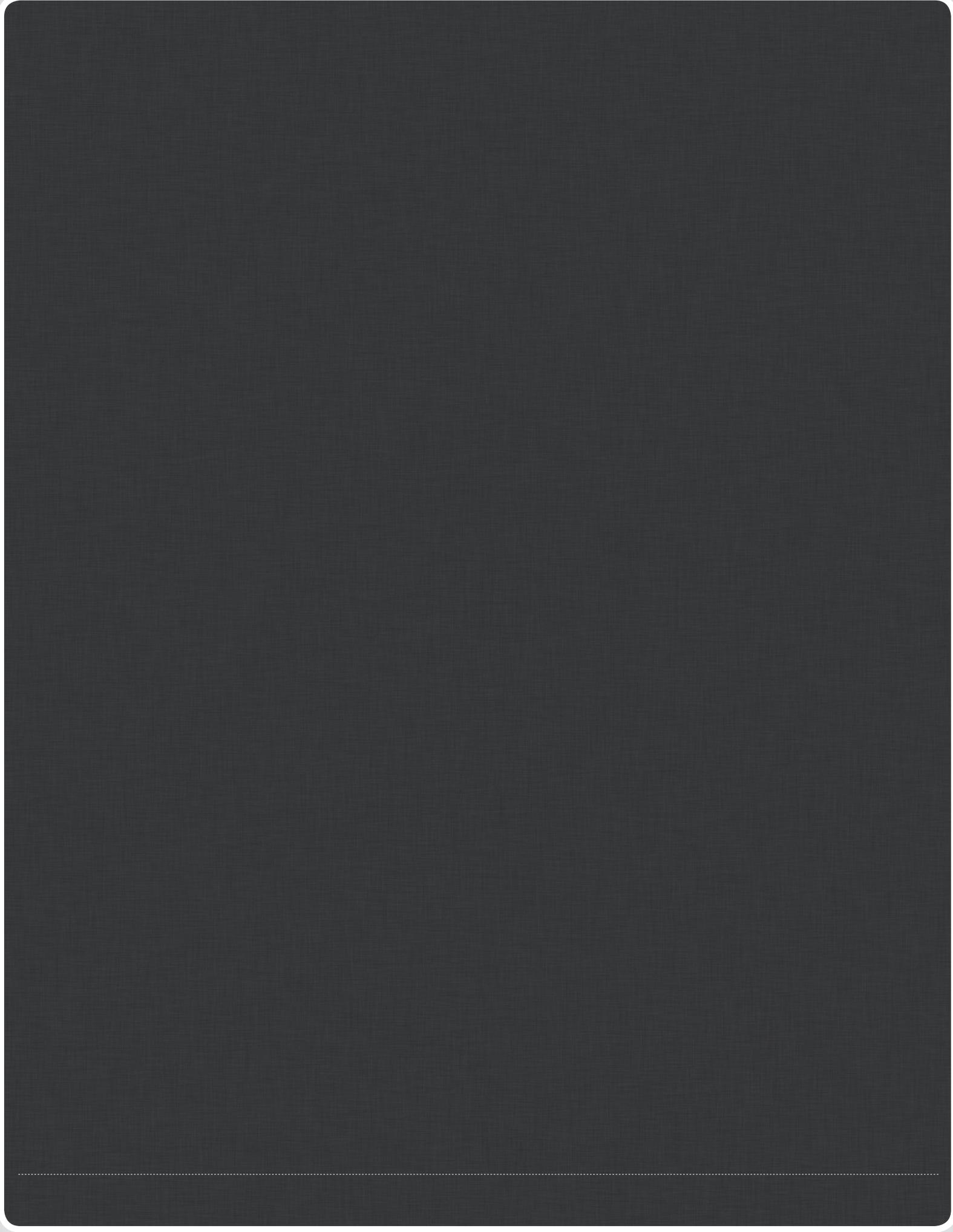
There was no shortage of ideas for what types of community-building events could potentially be hosted in downtown Algonquin. Three of the most frequently mentioned event types were a farmer's market, concerts, and some sort of pub crawl or bar-related, themed event.

Other ideas for events include the following:

- ❑ St. Patrick's Day parade;
- ❑ Art in the Park;
- ❑ Winter sculpture contest;
- ❑ Ice fishing in the river;
- ❑ Upscale Academy Awards Night;
- ❑ Merchants on Main;
- ❑ Rubber duck race along the creek;
- ❑ Fall Harvest Festival;
- ❑ Kentucky Derby Festival;
- ❑ Cinco de Mayo Festival;
- ❑ Art gallery walks; and
- ❑ More events for teenagers.

Overall, people want to see more organized activities taking place at existing, underutilized public places like parks, the municipal lot, the riverfront, and Main Street via street closures.

There was also significant feedback given on the merit of the Founders Day parade. While people seem to enjoy having the parade to go to every year, there are mixed feelings on whether the event helps or hurts downtown businesses. Most business owners agreed that the parade creates a garbage and litter problem, and that many people simply wander to one of the parks after the parade instead of visiting downtown businesses. Once again, a focus on creating events that utilize and promote downtown businesses would go a long way to revitalizing downtown Algonquin and helping shop and restaurants owners thrive.



# 6

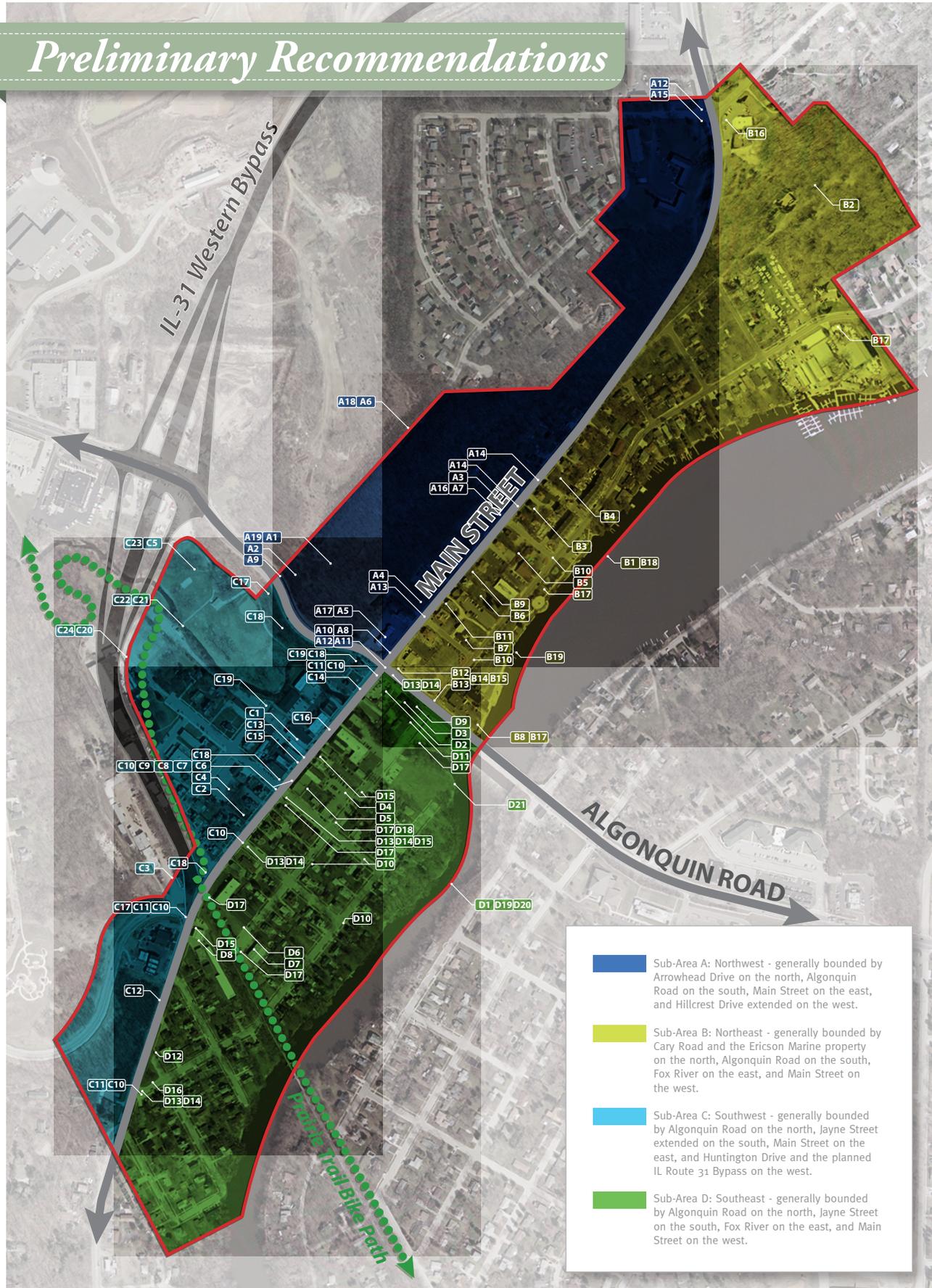
## *Development Opportunity Framework*

Provided below and on the following pages and maps is a compilation of the preliminary Framework Plan Advisory Recommendations in regards to the Village of Algonquin Downtown Plan. These preliminary advisory recommendations are derived from the existing conditions evaluations, findings, interviews, and input collected during the Discovery & Diagnosis phase of the planning process in regards to potential opportunities that may be available within the study area.

The preliminary advisory recommendations are intended for discussion purposes with the Village. The recommendations are worded as “suggestive” (e.g. consider, evaluate, encourage) rather than “directive” (e.g. shall, will, should) to limit perceptions by business and property owners, residents, Village officials, and staff that these initiatives are mandatory and/or must be undertaken immediately. The intention of the recommendations is to identify available opportunities, encourage efforts at implementation where benefits may be provided (private, public, or both), and allow for maximum flexibility and cooperation between the public and private sector in executing the initiatives according to their respective desires, abilities, and timelines.



# Preliminary Recommendations



- Sub-Area A: Northwest - generally bounded by Arrowhead Drive on the north, Algonquin Road on the south, Main Street on the east, and Hillcrest Drive extended on the west.
- Sub-Area B: Northeast - generally bounded by Cary Road and the Ericson Marine property on the north, Algonquin Road on the south, Fox River on the east, and Main Street on the west.
- Sub-Area C: Southwest - generally bounded by Algonquin Road on the north, Jayne Street extended on the south, Main Street on the east, and Huntington Drive and the planned IL Route 31 Bypass on the west.
- Sub-Area D: Southeast - generally bounded by Algonquin Road on the north, Jayne Street on the south, Fox River on the east, and Main Street on the west.

## Advisory Recommendations

The Downtown Planning Study's framework advisory recommendations regarding the real estate market and economic development, land use, zoning, and physical conditions, access and circulation (vehicular, transit, bicycle, & pedestrian), wayfinding and signage, and recreation are intended to guide the Village in implementation of a vibrant mixed-use district. To achieve this task, the recommendations will build upon the Downtown's inherent strengths, capitalizing on its pending opportunities (e.g. IL Route 31 Bypass), and overcoming the challenges and obstacles that have until now limited the full potential of the Downtown area.

It is fully recognized that as a result of the current and prolonged economic recession (beginning in 2007) that patience, flexibility, and perseverance will be essential elements required by the Village and its residents, business and property owners, and institutions to see the fruits of their Downtown Planning Study labors.

As of 2012, the Chicago metropolitan real estate market offers marginal support for new large or small scale development within the downtown, community, or region at large. The inherent costs associated with existing site infill and redevelopment makes traditional Downtown sites proportionately more expensive than available "greenfield", fully entitled sites that may be available nearby. Consequently, development within Downtown Algonquin faces more challenges than other competing sites and will require more aggressive efforts to even the playing field with these sites in the near term. For example, minimizing real or perceived impediments to development within the Village and Downtown specifically can have a positive effect on development interest and thereby activity in the area.

Business owners, builders, and developers with limited resources and time are seeking communities which project via their procedures, regulations, and where appropriate incentives, an "open for business" image to the development community. A clear expression of the Village's development vision and expectations for its priority districts and sites is the critical first step in demonstrating this perception for the Village. The Village of Algonquin Downtown Planning Study achieves this important initial objective. The Village should now focus on the timing, regulations, and administrative review procedures most directly impacting Downtown property and business owners. Consensus is needed so that Algonquin's elected leaders, and by extension staff, can effectively meet the needs of its constituents (property owners, businesses, institutions, and residents) in executing the desires for the community.

**Downtown Algonquin is CHANGING! Come be part of something BIG!**

**REDISCOVER DOWNTOWN ALGONQUIN**

**A SOUND INVESTMENT!**  
Over \$75 million is being invested in a Route 21 bypass that will reduce the chaos of a Main Street that has long struggled with the effects of too much through traffic. After the bypass, Algonquin Road will continue to offer businesses daily exposure to more than 20,000 cars passing. Its attractive outdoor outdoor retail products, restaurants captures the historic character of a Main Street that has long been a source of pride. New businesses are being born and old ones are being reborn. Algonquin is a place where you can see the fruits of your investment.

**NEW OPPORTUNITY AT EVERY CORNER!**  
The Village is actively seeking a Downtown Planning Study that creates new development and economic public-private partnerships to revitalize existing properties by opening up new opportunities for development. Investors interested in capitalizing on this growing opportunity should act quickly. Call Dan Mason at 847-450-4184 to learn more about the exciting potential of Downtown Algonquin!

**THE VILLAGE OF ALGONQUIN HAS A FRIENDLY PRO-BUSINESS CLIMATE THAT ENCOURAGES GROWTH AND EXPANSION.**

The Village should also consider the benefits that may be provided by transitioning those parcels located within the Downtown Study Area to "Old Town"/OT zoning designation. OT zoning supports development of complementary, Downtown character appropriate, mixed-use development while remaining sensitive to the history and elements that make Downtown Algonquin unique (e.g. dense clustering of "period" homes and structures). Preserving buildings of architectural significance that contribute to the character of Downtown (e.g. 119 South Main Street (Columbia Hall), 220 South Main Street (Cucina Bella), 302 South Main Street (Woodhouse Day Spa) is of importance to the Village of Algonquin.

Subsequently, the Village shall strive to logically balance development and redevelopment activities with preservation of quality “historic” structures which are well maintained and/or can be shown to be financially/economically viable via reasonable reinvestment initiatives. For those projects conforming to the desires of the Plan and regulations, expedited and/or administrative approval mechanisms may be included as part of the development review procedures. The OT zoning regulations promote flexibility to react to unique site or abutting use conditions and reduce “red tape” and development review/approval time.

In addition to procedure, regulatory and physical enhancements, the Village should work to capitalize on this period of marginal new development activity as well as the relocation of IL Route 31 by initiating supplemental programs and events that concurrently increase investor interest and activity. This begins by creating market awareness about the future of Downtown Algonquin and its development via promoting this plan. It was identified through the planning process that while people are generally aware of Downtown Algonquin, their perception is too often limited (e.g. not knowing area businesses or events) and/or negative (e.g. traffic congestion is terrible), thereby eliminating potential visitors or patrons for the area. This limited and/or negative perception is organically transferred to the development community and potential businesses outside of Algonquin via conversations between unfamiliar real estate brokers, disgruntled property/business owners, or others. Algonquin should aggressively promote this plan, its vision, and advisory recommendations via a diversity of public relations, advertising, and recruitment/retention mechanisms. These may include but should not be limited to:

- ❑ Formal adoption of the Plan by the Village Board via an amendment to the Comprehensive Plan or as a resolution as a standalone guiding document.
- ❑ Inclusion of the Plan on the Village of Algonquin web page as a prominent downloadable link on the main page.
- ❑ Solicitation of local and regional media attention (e.g. digital and traditional media) on the plan, its development, implementation initiatives, and anticipated benefits to the community.

- ❑ Submission for publication Downtown Planning Study “briefs” to real estate trade publications. Supportive quotes, commentary, and testimonials from Village Officials and constituents (e.g. Mayor, Trustees, residents, business and property owners, institutions, etc.) should be clearly highlighted within the materials. Village officials and staff should be identified as available to provide additional input regarding the plan.
- ❑ Inclusion of appropriate Downtown Planning Study “briefs” in all Village marketing, promotional, development recruitment, and retention materials.

As development interest recovers in Algonquin, the Village should consider creating a formal Downtown Algonquin owner, developer, and business recruitment team to encourage desired commercial (retail/office) and residential development in the study area. The team may be commissioned with, at a minimum, the following composition and responsibilities:

- ❑ Identification and solicitation for participation appropriate representatives from Downtown property and business owners, local real estate brokers, bankers/financers, Village Trustee, and staff.
- ❑ Develop a common set of site facts so that the Village, property owners, real estate professionals, and other potential investors use the same demographics, ownership, available existing conditions and listing data in prospective investor and tenant meetings/presentations. It is expected that the Village will provide technical capabilities in support of these initiatives.
- ❑ Engage the local brokerage community in identifying and attracting developers and tenants to Downtown Algonquin.
- ❑ Attend regional and local Real Estate trade shows to promote Downtown Algonquin, available sites, and desired uses.

- ❏ Collaborate with the Village in defining guidelines that declare to the development community that projects in substantial conformance with those established guidelines will receive expedited review and approval consideration.
- ❏ Schedule quarterly meetings to present for discussion the team's progress and outreach activities, upcoming initiatives, needed materials, and where appropriate, team or effort shortfalls. Continuous self evaluation will be critical to longer success.
- ❏ Provide annual reports on progress to elected Village officials.

Algonquin must proactively promote and enhance its real or in some cases perceived assets of the Downtown. These are its greatest and most recognized benefits to the community and potential developers or tenants. The most recognizable of these assets is the Fox River and to a lesser degree Crystal Creek. Access to water, even just as a view, provides a premier amenity that is highly desirable to prospective developers (i.e. residential development) and more importantly their desired end buyers/tenants. Downtown Algonquin has invested significantly in beautifying and enhancing access to its water assets via Riverfront Park, Cornish Park, and Towne Park. These investments have not gone unnoticed, although the recession of 2007 has stalled their short term return on investment to the Village. Additional improvements which may further benefit the Village include:

- ❏ adding canoe/kayak launches south of the dam for active riverfront activities;
- ❏ installing additional boat slips north of the dam to capture transient boater visitors/patrons for Downtown restaurants and businesses during the summer months; and
- ❏ encouraging the removal or redevelopment of dated and/or dilapidated structures within river views (e.g. east side of the Fox River) which diminish the serene aesthetic of the riverfront environment.

While access to the water is a dominant asset for Downtown, its pedestrian scale, vintage/historic elements, affordable commercial properties/rents, and community-level event hosting opportunities are additional strengths for the Downtown and Village to use to its advantage in attracting new development/businesses.

If Algonquin's Main Street area is to become a truly successful downtown rather than a neighborhood-oriented commercial district, the community must proudly re-embrace it as the symbolic center of Algonquin. That pride comes from unique experiences and shared community memories.

In addition to community events such as Founders Days, those experiences and memories will involve private organizations, business owners, and property owners investing in events and providing uses that inspire residents. Although the Village currently assumes much of the responsibility for events and organizing businesses in Downtown Algonquin, that approach limits private responsibility. Consideration should be given to modifying the Downtown's organization to accommodate additional private leadership that creates a true public/private partnership. Although in the short-term, the Village may need to continue facilitating downtown stakeholder meetings, those meetings need not occur more often than quarterly. Village should consider shifting the time allocated to downtown to facilitating greater private involvement and investment in the Downtown.

As a first step, the Village should encourage institutional and private leadership participation by suggesting activities in Downtown Algonquin to local service organizations, churches and both non-profit and for profit schools. Often communities focus on a few big events rather than numerous small happenings such as weekly sports practice, mom's clubs, or walking groups that engage community members. Service and social clubs often sponsor those smaller events and should welcome the opportunity to use an amenity rich Downtown Algonquin location.

Downtown Algonquin's natural assets offer the Village opportunities to involve regional organizations in unique events and daily activities. Paddling, bicyclist and runners' groups find Downtown Algonquin uniquely appealing. Those organizations are attracted by well organized Village permitting and accommodating facilities.

Concurrent with an increase in sponsored activities and events, the Village should encourage investment in Downtown businesses that generate high visit frequency, and often involve parents waiting for their children or relaxing over food as they ponder a decision. Tutoring, private lessons, therapy services and financial advisors are these types of destination businesses. These businesses create experiences and will provide customers for convenience and food related businesses. As the business mix grows beyond destination businesses, the key will be encouraging businesses unlikely to be undermined by growing internet spending to choose a Downtown Algonquin location. Restaurants are a prime internet proof business and successful downtowns often have over one third (1/3) of their space filled with restaurants that vary from carry-out to fine dining. Another key internet proof business is temporary space that transform seasonally. For example, the spring offers garden plants and gardening supplies while the fall brings school/team uniforms and the holiday season brings handmade gifts.

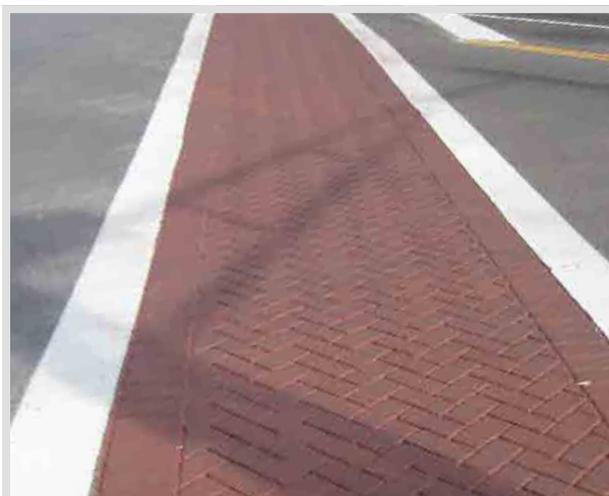
### *Transportation & Transit:*

Coinciding with the physical improvements aimed at evolving Downtown Algonquin, it is equally important to enhance the movement choices and opportunities into and throughout Downtown Algonquin by its visitors, residents, employees, patrons and tourists. With the realignment of Route 31 off of Main Street, the Village has an opportunity to create a completely new and enhanced atmosphere in the downtown area. Fewer vehicles and most importantly fewer trucks will be traveling down Main Street, which will make for a more inviting stroll down the street, bike through downtown, and even more appealing to drive and park downtown. Through a redesign of Main Street, enhanced pedestrian crossings along Main Street and Algonquin Road, and installation of bicycle facilities throughout the downtown, the Village can enhance the traffic calming effect of moving Route 31 and further improve on the street life and environment downtown.

A combination of specific sub-area recommendations will deter people from using Main Street through town instead of taking the bypass and encourage those who do use Main Street to travel at more reasonable speeds. First, the recommended gateway features at key intersections will initiate the character and engage the pedestrian-oriented experience of Main Street through downtown. To add to the gateways at Cary Road and La Fox River Drive, the Village should add 25 mph speed limit signs and all 30 mph speed limit signs along Main Street should be removed or replaced. Enforcing the 25 mph speed limit shortly after the completion of the bypass will help send the message to drivers that Main Street is taking on a new identity geared towards the pedestrian.

Second, the Village should consider redesigning the roadways in such a way to encourage slower speeds. Adding bike facilities and restriping travel lanes to 10 feet wide will help achieve that on most streets. In the heart of the downtown, between Algonquin Road and Washington Street, the Village should consider removing the painted median to add bike lanes and narrow the roadway to add sidewalk space on one or both sides of the street.

Finally, enhanced crossings with prominent markings and signs to draw drivers' attention to the crossings along Main Street will add to the traffic calming effect. Along Algonquin Road, the more robust measures of a pedestrian refuge island and curb bump-out will have a calming effect as well, particularly on turning vehicles. Additionally these bumpouts will enhance the intersection by reducing crossing distances for pedestrians allowing for a more comfortable and safer street crossing.



## Transit

Transit options within Downtown Algonquin and the community as a whole, at this time, are focused on Demand Response Services via Pace's South East McHenry County and Midday Intercommunity Services. In today's circumstances, these services do provide necessary transit options for the Downtown; however, over the long term in conjunction with future development and intensity changes (residential and employment) demands may warrant implementation of additional transit service modes. Based on transit service warrants and demands, over time, these may include:

- ❑ Heightened advertising and promotion of existing Demand Response Services (e.g. South East McHenry County and Midday Intercommunity Service);
- ❑ Promotion of available Van Pool Service (e.g. Pace Metra Feeder Vanpool, Pace Traditional Vanpool);
- ❑ Community Vehicle Program (e.g. Locally Based Program, Municipal Vehicle Program);
- ❑ Enhanced Demand Response Services (e.g. Dial-a-Ride or Call-n-Ride);
- ❑ Fixed-Route Service.

The enhancement and/or expansion of any existing service, as well as introduction of alternative service, is fully contingent upon evaluation and demonstration of appropriate demand via a detailed transit demand/service study, and securitization of funding to support the desired service. The Village of Algonquin and Pace Suburban Bus Service should coordinate to undertake a transit service study for Algonquin. This study should include at a minimum:

- ❑ Evaluation of existing transit supportive community demographics. Traditional transit supportive demographics include household density, employment density, senior and youth populations, households with limited vehicular access, and percentage of population living below the poverty line.

- » **Household Density:** Household density is an important factor in determining the potential use of transit. The Transit Capacity and Quality of Service Manual considers one to two households units per acre as necessary to support demand response service (e.g. South East McHenry County and Midday Intercommunity Service). Two to three units per area may support either flexible or fixed route service. Three (3) households per acre is recognized as the minimum acceptable threshold to support fixed route transit service.
- » **Employment Density:** Transit is often viewed as a desirable mode for work related trips, as long as it is convenient. As a result, areas of the community with concentrated employment may benefit from access to and/or enhanced transit services. Significant commercial districts, corridors, and industrial centers (e.g. Randall Road Corridor, Algonquin Industrial Park, Algonquin Corporate Campus, Downtown) can play a large role in providing the employment density necessary to implement additional public transit alternatives.
- » **Senior and Youth Population:** Senior and youth populations represent groups that may be more dependent on transit (e.g. Eastgate Manor). Due to income and age related issues, seniors give up their vehicles and youth between the ages of 10-18 cannot drive or do not have access to a vehicle but require the ability to get to after school activities, shopping, and/or work.
- » **Households with Limited Vehicle Access:** Limited access to a vehicle means that either the household does not own a vehicle at all or that the number of vehicles owned by the household is insufficient to meet their transportation needs. These households may rely on transit service to meet their transportation needs.

» **Percent of Households Below Poverty Level:**

Residents whose income level is below the poverty threshold may not be able to afford to lease, buy, or maintain a vehicle or their vehicle may be unreliable. As a result, these residents may utilize public transit to fulfill their transportation needs. These include areas with over 10% of households below the poverty level.

- ✦ Identification of existing and potential transit demand generators/activity nodes. These include but should not be limited to medium to high density residential, employment, and civic/institutional clusters including the senior housing, condominium/townhome/apartment complexes (e.g. Arrowhead and Riverside Square apartments), small lot single family residential (e.g. historic downtown), Randall Road corridor, others.
- ✦ Generation of transit enhancement and/or service alternatives. Based on the evaluation of the transit supportive demographics and demand generators/activity nodes, various service enhancement alternatives may be identified and tailored to the specific needs and demands of the service area or community. As mentioned previously these may include; heightened advertising and promotion of existing Demand Response Services, promotion of available Van Pool Services, utilization of Pace's Community Vehicle Program, initiation of enhanced Demand Response Services, and long-term Fixed-Route Service.

- ✦ Identification of implementation priorities. Identifying demand and developing the potential service alternatives and enhancements is the initial step in the process to improve transit service in the study area. The critical step is to delineate the specific tasks, initiatives, and responsible parties (e.g. Village, McHenry County, Pace, and other agencies/organizations) charged with ensuring timely implementation of the desired improvements. This requires a coordinated effort among the principal stakeholders and will be designed according to the specific recommendations outlined within the services alternatives.

Given the peripheral evaluations undertaken as part of the Downtown Planning Study, the existing Demand Response Services appear appropriate to address the study area's limited demand, as of today. Appropriate enhancements that may be initiated with limited resource expenditure may include additional promotion of existing Demand Response Services and Vanpool Programs to potential rides and/or entities. These efforts should be coordinated between the Village of Algonquin, McHenry County, and Pace via unified web, print, and direct human resource and/or complex management outreach initiatives.

As future land use, development, and employment conditions evolve, the Village should coordinate with RTA, Pace, and other agencies to undertake a transit service/demand study for the area. Following completion of the study and documentation of sufficient warrants, more resource intensive initiatives and improvements (e.g. Community Vehicle Program, Enhanced Demand Response, or Fixed-Route Service) may be undertaken.

## Wayfinding & Recreation:

As population enters Downtown, it is necessary to guide them towards the businesses and amenities that help support the district. Through the utilization of a unified district gateway and wayfinding signage system, portions of which currently exists (e.g. Clock tower, minor gateway signage), the Village may reinforce and strengthen its Downtown brand/identity as recognizable “place” within the region. To successfully accomplish this initiative the Downtown Plan may:

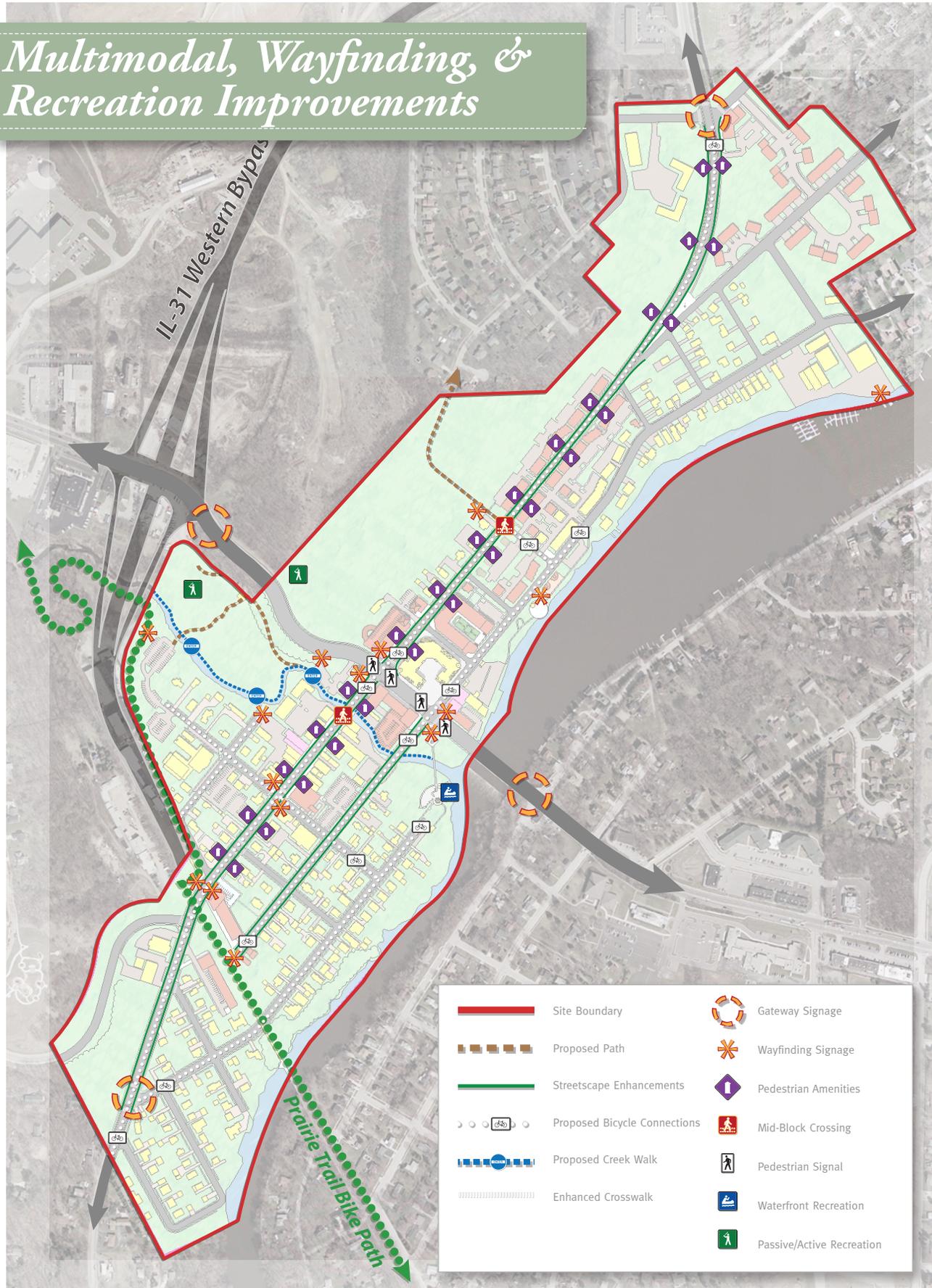
- ❑ designate strategically placed locations for gateway features which signal arrival to and the importance of the Downtown area;
- ❑ recommends specific locations for potential wayfinding signage (primary and secondary signage) to increase awareness of Downtown surroundings and guide visitors to local businesses, amenities, and institutions; and
- ❑ encourage the strategic expansion of the current palette of future district related identity elements while maintaining the cohesive style, materials, and colors which are representative of the historic Downtown character.

Downtown Algonquin’s most prominent asset is its significant collection of natural amenities and public open spaces (e.g. Fox River, Crystal Creek, Towne Park, Cornish Park, and River Front Park). Preservation and where appropriate expansion of active and passive recreational opportunities is a priority initiative serving as a foundation element of the Downtown Planning Study. Relocation of above ground utilities to underground vaults should also be considered by the Village as it would enhance the overall aesthetic of the Old Town District and its many public spaces and historic structures. Additional programming elements such as creek-walks, a river focused activity center (e.g. kayak/canoe rentals), new ball fields and play areas, enhanced creek/river edge landscaping, and event hosting by community businesses, institutions, and Village at-large will enhance recognition of these tremendous assets and provide increased activity within the Downtown.

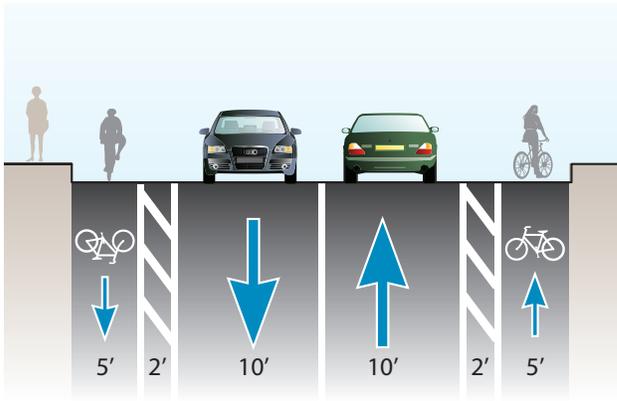
Building upon the area-wide regulatory, market and organizational, transportation/transit, and wayfinding/recreation opportunities identified within Downtown Algonquin, sub area specific recommendations for various physical improvements have been provided on the following pages. The sub-area specific advisory recommendations are intended to specifically address localized issues, constraints, and characteristics within each of the four (4) Downtown sub-areas.



# Multimodal, Wayfinding, & Recreation Improvements



A13- Proposed cross section along North Main Street



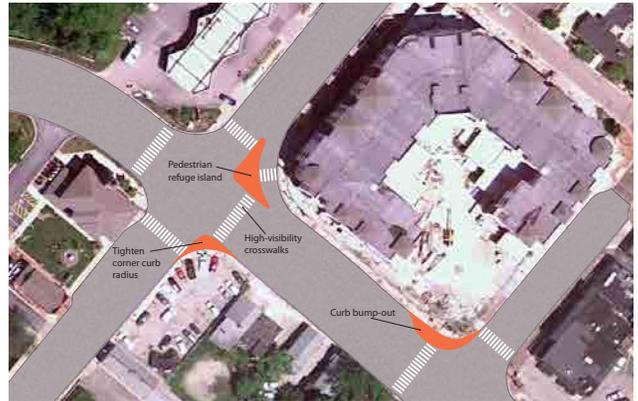
A19- Evaluate village owned land for new recreation space



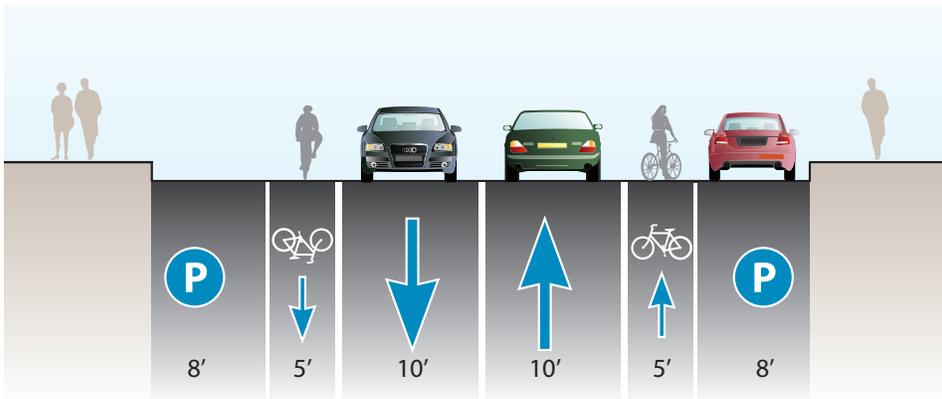
B11- Continue installation of pedestrian enhancements



B12/B13- Pedestrian refuge island and curb bumpout



C7- Proposed cross section along South Main Street



D16- Gateway feature



C12 - Example of pedestrian-scale downtown lighting



C15- Install bicycle parking on Main Street



## *Development Recommendations*

The following is a list of the compiled draft recommendations for the Village of Algonquin Downtown Plan. The recommendations have been provided as both a minimum or maximum approach to accommodate short term and long term opportunities.

The recommendations are worded as “suggestive” (e.g. consider, evaluate, encourage) rather than “directive” (e.g. shall, will, should) to limit perceptions by business and property owners, residents, Village officials, and staff that these initiatives are mandatory and/or must be undertaken immediately. The intention of the recommendations is to identify available opportunities, encourage efforts at implementation where benefits may be provided (private, public, or both), and allow for maximum flexibility and cooperation between the public and private sector in executing the initiatives according to their respective desires, abilities, and timelines.

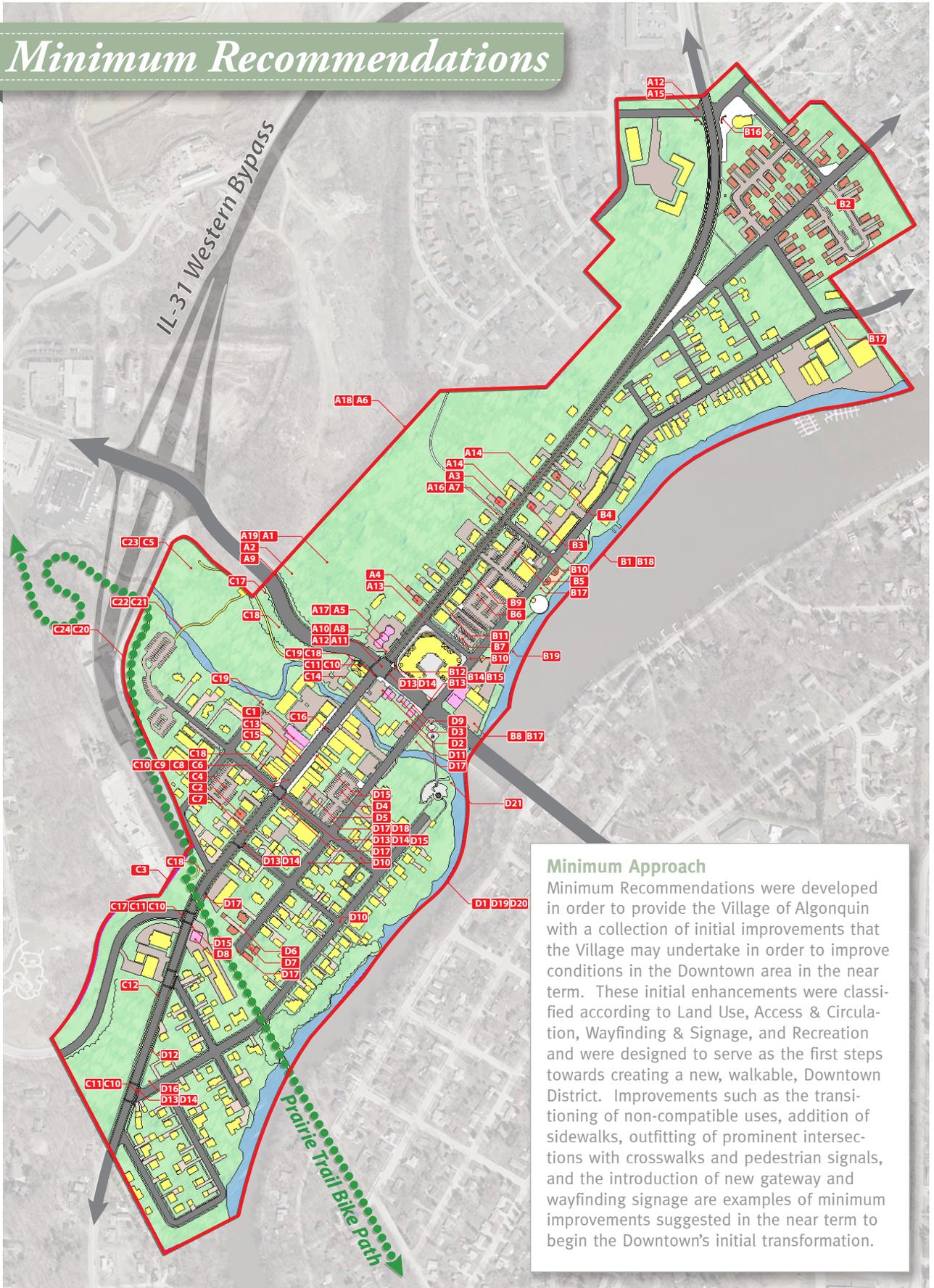
### **Minimum Approach**

Minimum Recommendations were developed in order to provide the Village of Algonquin with a collection of initial improvements that the Village may undertake in order to improve conditions in the Downtown area in the near term. These initial enhancements were classified according to Land Use, Access & Circulation, Wayfinding & Signage, and Recreation and were designed to serve as the first steps towards creating a new, walkable, Downtown District. Improvements such as the transitioning of non-compatible uses, addition of sidewalks, outfitting of prominent intersections with crosswalks and pedestrian signals, and the introduction of new gateway and wayfinding signage are examples of minimum improvements suggested in the near term to begin the Downtown’s initial transformation.

### **Maximum Approach**

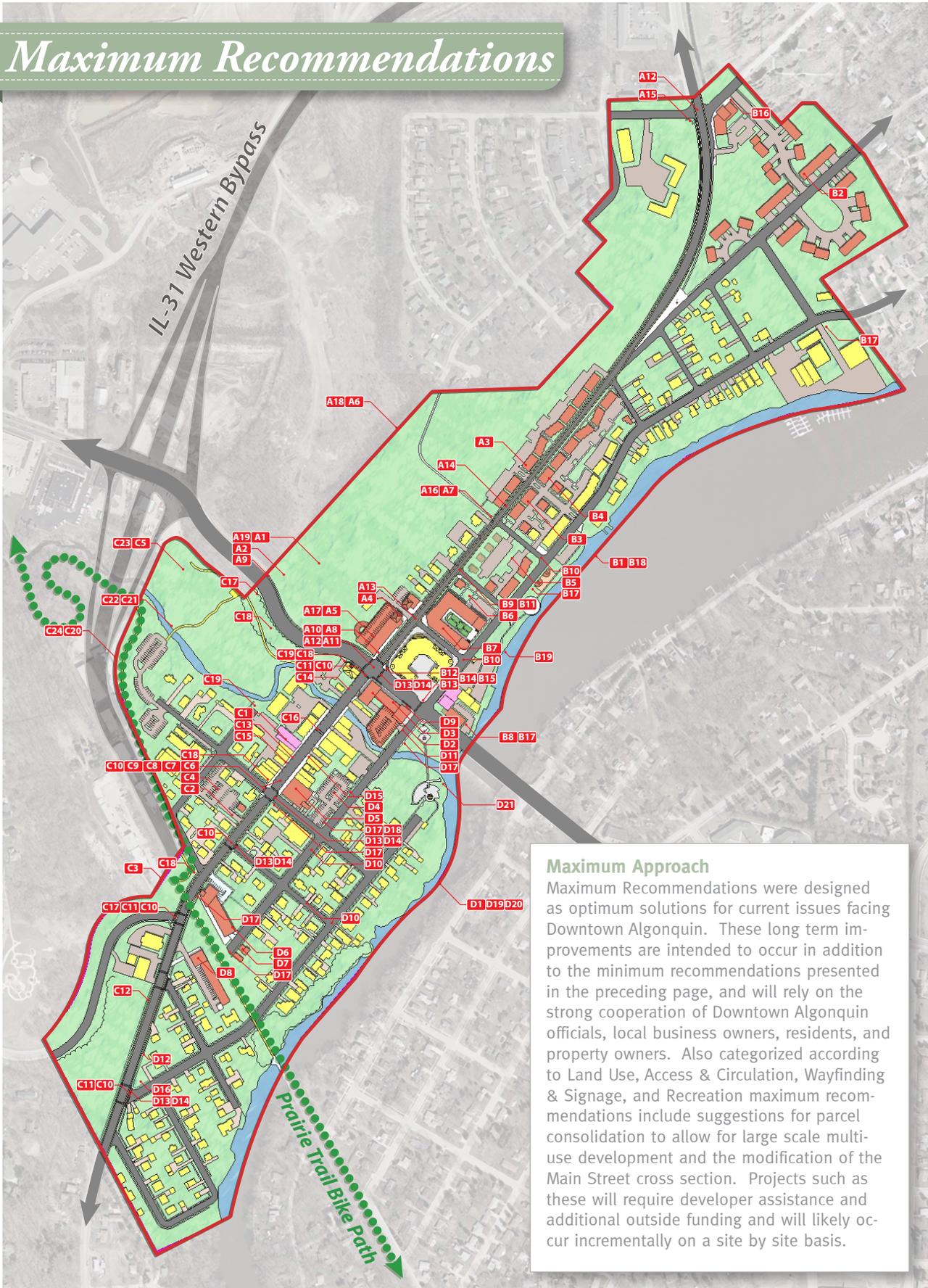
Maximum Recommendations were designed as optimum solutions for current issues facing Downtown Algonquin. These long term improvements are intended to occur in addition to the minimum recommendations presented, and will rely on the strong cooperation of Downtown Algonquin officials, local business owners, residents, and property owners. Also categorized according to Land Use, Access & Circulation, Wayfinding & Signage, and Recreation maximum recommendations include suggestions for parcel consolidation to allow for large scale multi-use development and the modification of the Main Street cross section. Projects such as these will require developer assistance and additional outside funding and will likely occur incrementally on a site by site basis.

# Minimum Recommendations



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 Minimum Recommendations were developed in order to provide the Village of Algonquin with a collection of initial improvements that the Village may undertake in order to improve conditions in the Downtown area in the near term. These initial enhancements were classified according to Land Use, Access & Circulation, Wayfinding & Signage, and Recreation and were designed to serve as the first steps towards creating a new, walkable, Downtown District. Improvements such as the transitioning of non-compatible uses, addition of sidewalks, outfitting of prominent intersections with crosswalks and pedestrian signals, and the introduction of new gateway and wayfinding signage are examples of minimum improvements suggested in the near term to begin the Downtown's initial transformation.

# Maximum Recommendations



**Maximum Approach**  
 Maximum Recommendations were designed as optimum solutions for current issues facing Downtown Algonquin. These long term improvements are intended to occur in addition to the minimum recommendations presented in the preceding page, and will rely on the strong cooperation of Downtown Algonquin officials, local business owners, residents, and property owners. Also categorized according to Land Use, Access & Circulation, Wayfinding & Signage, and Recreation maximum recommendations include suggestions for parcel consolidation to allow for large scale multi-use development and the modification of the Main Street cross section. Projects such as these will require developer assistance and additional outside funding and will likely occur incrementally on a site by site basis.

## *Sub Area A – Northwest*

### **Land Use, Zoning, & Physical Conditions**

- ❑ A1 - Evaluate alternative passive and active recreation/open space scenarios for the Village owned parcels located along the top of the ridge west of Main Street between Algonquin Road and the terminus of Hillcrest Drive.
- ❑ A2 - Cooperate with IDOT to facilitate acquisition of the parcels/land located east of the IL Route 31 Bypass and west of the Village owned lands along the Arrowhead ridge. The property should be zoned “OT” to correspond with the development character of the overall downtown.
- ❑ A3 - Consider transitioning via adaptive reuse the “for-sale” property located at 302 North Main Street from residential to commercial use to correspond with other uses currently found on adjacent parcels. As other residential uses become available (i.e. for-sale), promote their adaptive reuse as commercial-oriented structures. (MIN. APPROACH)
  - » As residential-oriented structures and/or commercial uses within formerly residential structures fronting along North Main Street become available (i.e. for-sale) consideration should be given to parcel consolidation and redevelopment for higher intensity mixed-use developments (2-3 stories). Exclusive residential-oriented, multifamily uses may be appropriate for consolidated sites north of Edwards Street. (MAX APPROACH)
- ❑ A4 - The vacant parcel at 102 North Main Street should be considered for infill development via an intensity appropriate commercial use (e.g. service oriented retail or professional office). (MIN APPROACH)
  - » Encourage multi-story (3-4 stories), mixed-use (commercial/residential) infill development of the vacant parcel at 102 North Main Street. The parcel may be developed independently or combined as part of redevelopment opportunities on the adjacent Shell Gas Station site. (MAX APPROACH)

- ❑ A5 - Promote façade enhancements and property maintenance improvements to the Shell Gas Station (2 North Main Street) in order to incorporate its aesthetic with that of the overall district. (MIN. APPROACH)
  - » Encourage redevelopment of the northwest corner of Algonquin Road and Main Street (i.e. Shell Gas Station) as a mixed-use commercial/residential site. Buildings should be 3-4 stories in height and configured to frame the street edge, where practical. (MAX APPROACH)
- ❑ A6 - Shared parking between sub-area uses should be encouraged where feasible to reduce vehicular access points along Main Street and enhance pedestrian safety along the right-of-way.

### **Access & Circulation (Vehicular, Bicycle, & Pedestrian)**

- ❑ A7 - A formal pedestrian connection between the terminus of Hillcrest Drive in the Arrowhead Subdivision and Edward Street at its intersection with Main Street should be considered to replace the existing informal walk way currently in use, enhance connectivity and pedestrian circulation safety. (MIN APPROACH)
  - » Consider installation of pedestrian activated crosswalk signals or hybrid beacons, bulb-outs or a pedestrian refuge island, and high-visibility crosswalk striping at the intersection of Edward Street and Main Street in conjunction with enhanced pedestrian connection to Arrowhead subdivision. (MAX APPROACH)
- ❑ A8 - Existing sidewalks along the west side of Main Street near the intersection at Algonquin Road should be considered for extension north to Cary Road. This may enhance pedestrian connections for the residents to the northwest (e.g. Arrowhead subdivision) in getting to and from the Downtown. The roadway may be able to be narrowed north of Riverview Drive by removing one northbound lane in order to provide space for sidewalks.

- ❑ A9 - Consider initiating discussions with IDOT to provide sidewalks along the north side of Algonquin Road from the IL Route 31 Bypass eastward to Main Street to enhance linkages to and from Downtown with the western portions of the Village. Additionally, although outside the immediate scope of this study, sidewalk connections should also be explored from the IL Route 31 Bypass to the west toward Pyott Road. Where possible work to increase the set back of the existing sidewalks from the roadway edge to buffer pedestrians from passing vehicular traffic.
- ❑ A10 - As funding becomes available, continue implementing the streetscape enhancement recommendations made in the Downtown Streetscape Plan along the west side of Main Street from the Algonquin Road intersection, north to Cary Road.
- ❑ A11 - Stripe high-visibility crosswalks on all four legs of the intersection of Main Street and Algonquin Road.
- ❑ A12 - Upgrade intersections corners at Main Street and Cary Road as well as Main Street and Algonquin Road with curb ramps and detectable warning strips in compliance with Americans with Disabilities Act standards.
- ❑ A13 - Consider revising the cross-section of Main Street to provide on-street parallel parking on the west side of the street, a minimum 5' bike lane in each direction and two travel lanes between Algonquin Road and Edward Street. In addition to adding parking and bicycle facilities, this will reduce the width of the travel lanes and encourage vehicles to slow down as they enter the business district.
- ❑ A14 - North of Edward Street, consider providing buffered bike lanes in each direction continuing north to connect to existing bike lanes beyond the study area along with two travel lanes.

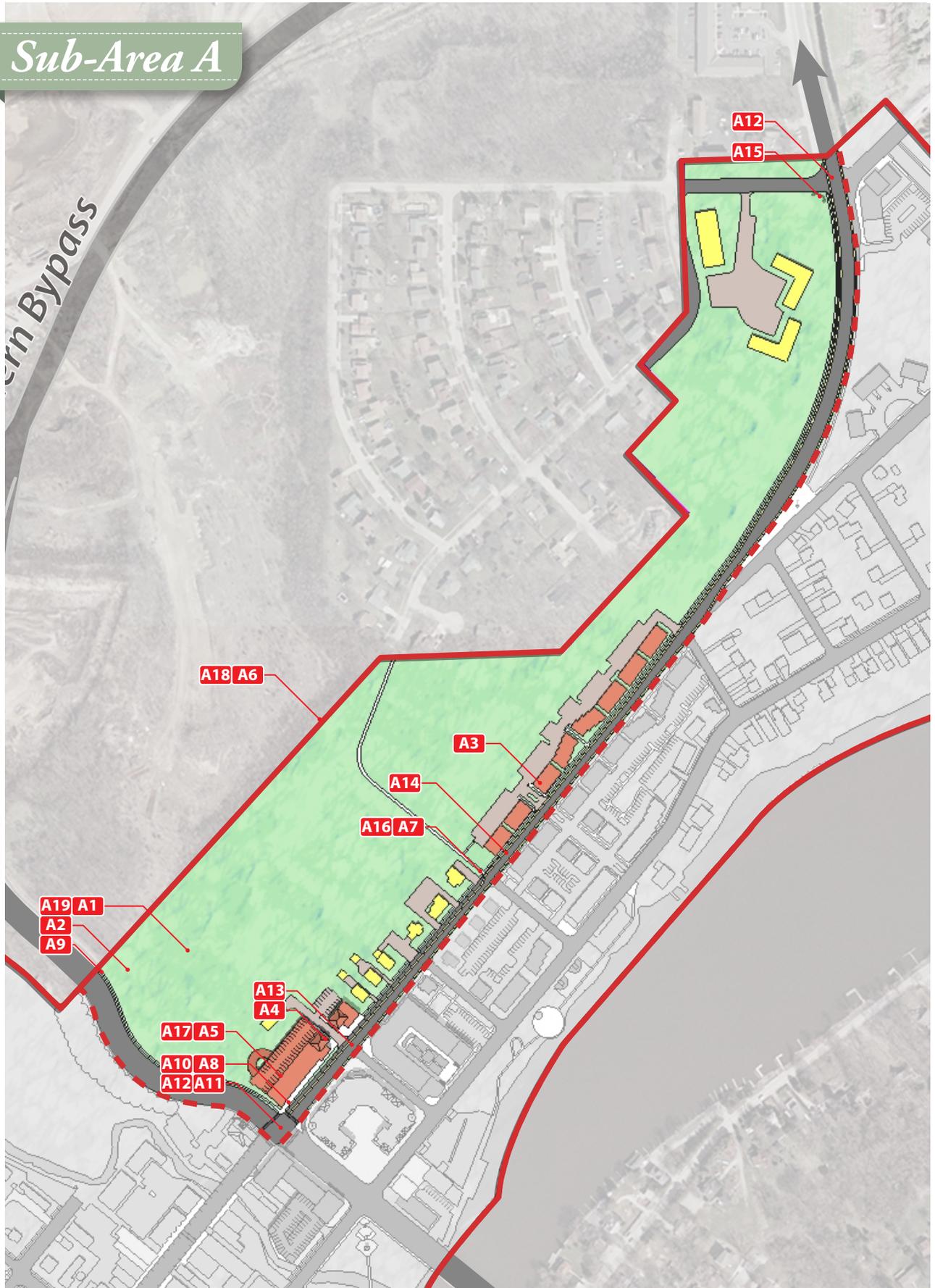
## Wayfinding & Signage

- ❑ A15 - Consider enhancement of the intersection of Main Street and Cary Road with installation of a prominent gateway feature (i.e. obelisk, tower, arch, etc.) and supporting landscaping to clearly delineate arrival into Downtown Algonquin for motorists and pedestrians traveling from the north.
- ❑ A16 - Wayfinding signage should be considered as part of the Edward Street pedestrian connection to the Arrowhead subdivision to direct pedestrians to downtown businesses and destinations such as the Fox River, Riverfront Park, Cornish Park, Towne Park, Historic District, Prairie Trail Bicycle Path, shared municipal parking lots, and other amenities.
- ❑ A17 - A wayfinding kiosk/sign directing visitors to Downtown destinations may be appropriate to be included at the northwest corner of Algonquin Road and Main Street (i.e. Shell Gas Station). As appropriate this may be implemented as a standalone kiosk or wall signage attached to the exterior of the existing facility at a highly visible location.
- ❑ A18 - Businesses and parcels with non-conforming signage should be encouraged into conformance with current regulations as part of any ownership transition, redevelopment/occupancy permit request, and where necessary establishment of a mandatory conformance period.

## Recreation

- ❑ A19 - Evaluate alternative passive and active recreation/open space scenarios for the Village owned parcels located along the top of the ridge west of Main Street between Algonquin Road and the terminus of Hillcrest Drive. Ball fields (baseball, football, and soccer), play courts (tennis, basketball), intermediate aged playgrounds, as well as walking paths and reflection areas may be incorporated into the space to create an age/user diversified community amenity.

# Sub-Area A



A5- Shell Gas Station Redevelopment Opportunity



A5- Plan of Shell Gas Station Redevelopment Opportunity



A3- Townhouse development fronting North Main Street



## Sub Area B – Northeast

### Land Use, Zoning, & Physical Conditions

- ❑ B1 - Promote façade and property maintenance enhancements throughout the sub-area to strengthen its aesthetic with that of the overall district. Given its high visibility along Algonquin Road at Harrison Street, Port Edwards west and south façades should be enhanced.
- ❑ B2 - Single family residential uses should be considered for infill development on the undeveloped parcels generally located at the eastern terminus of Riverview Drive. Preservation of healthy trees should be a priority in development of the site. (MIN. APPROACH)
  - » Moderate intensity residential uses (2-3 stories) should be considered for clustered infill development on the undeveloped parcels at the eastern terminus of Riverview Drive. Preservation of healthy trees should be a priority in development of the site. The commercial use at the southeast corner of Main Street and Cary Road should be considered for incorporation into the development to provide enhanced site visibility and accessibility. (MAX APPROACH)
- ❑ B3 - Consider transitioning via adaptive reuse the “for-sale” property located at 309 North Main Street from multifamily residential to commercial use to correspond with other uses currently found on parcels to the south. As other residential uses to the north and south along Main Street become available (i.e. for-sale), promote their adaptive reuse as commercial-oriented structures. (MIN. APPROACH)
  - » As residential-oriented structures and/or commercial uses within formerly residential structures fronting along Main Street become available (i.e. for-sale) consideration should be given to parcel consolidation and redevelopment for moderate intensity mixed-use developments (2-3 stories). Exclusive residential-oriented, multifamily uses may be appropriate for consolidated sites north of Edward Street. (MAX APPROACH)
- ❑ B4 - The vacant parcel at 405 North Main Street should be considered for infill residential or intensity appropriate (2-3 stories) commercial use (e.g. service oriented retail or professional office). (MIN. APPROACH)
  - » Encourage consolidation of the vacant parcel at 405 North Main Street with adjacent parcels to the north and south into a unified site for moderate intensity residential redevelopment (3 stories). (MAX APPROACH)
- ❑ B5 - 203, 215, & 221 North Main Street and 200, 210, & 220 North Harrison Street should evaluate consolidation of their individual surface parking lots into a more efficient shared lot for the respective businesses and tenants. Reduced curb cut locations, enhanced circulation and landscaping, and lower maintenance costs are benefits to be provided by the opportunity. (MIN. APPROACH)
  - » Consider parcel consolidation and redevelopment of 203, 215, & 221 North Main Street and 200, 210, & 220 North Harrison Street for a moderate intensity, multistory (3 stories) residential-oriented development. Where appropriate, existing businesses should be relocated to parcels/buildings within the Downtown commercial core along Main Street between Washington Street and Algonquin Road. (MAX APPROACH)
- ❑ B6 - The underdeveloped eastern portion of 121 North Main Street should be evaluated for its potential to serve as a shared parking lot for area businesses and visitors. Consideration may be given to combining the lot with those of World Trans International (115 North Main Street) to the south and Dawson Insurance (200 North Harrison Street) to the north to maximize efficiency and maintenance associated with the adjoining lots. (MIN. APPROACH)
  - » 121 North Main Street should be considered for incorporation as part of the larger redevelopment of 203, 215, & 219 North Main Street and 200, 210, & 220 North Harrison Street for a moderate intensity, multistory (3 stories) residential-oriented development. (MAX APPROACH)

- ❑ B7 - The northwest corner of Harrison Street and Front Street should be considered for consolidation with the southern half of the underdeveloped parcel immediately to the north repositioned as a shared parking lot. (MIN. APPROACH)
  - » Consider consolidation of the northwest corner of Harrison Street and Front Street, northeast corner of Main Street and Front Street, and 109 North Main Street for redevelopment as a multistory (3-4 stories), mixed-use (commercial/residential) development. The development should be designed to project building frontages along both Main Street and Harrison Street. Consideration should be given to vacating Front Street for use as a private access drive for the abutting developments (MAX APPROACH)
- ❑ B8 - The existing parking lot at the northeast corner of Algonquin Road and Harrison Street (i.e. along Algonquin Road at Port Edwards) should be considered for landscape and streetscape enhancements consistent with the Downtown Streetscape Plan, as well as, made available as a shared lot for use by other surrounding commercial uses. (MIN. APPROACH)
  - » Evaluate the potential for infill commercial development of the surface parking lot at the northeast corner of Algonquin Road and Harrison Street (i.e. along Algonquin Road at Port Edwards). Replacement parking may be considered as an addition to the north end of Port Edwards existing lot abutting Riverfront Park or within a public or private surface lot immediately west of Harrison Street. (MAX APPROACH)

## Access & Circulation (Vehicular, Bicycle, & Pedestrian)

- ❑ B9 - Repair deteriorated and/or infill missing portions of the sidewalks along the east side of Main Street between Algonquin Road and Riverview Drive. (MIN. APPROACH)
  - » Evaluate the feasibility to extend sidewalks along the east side of Main Street from Riverview Drive to Cary Road. (MAX APPROACH)
- ❑ B10 - Evaluate the implementation of an on-street bicycle network through the use of signed routes, marked shared lanes, and/or bike lanes along:
  - » Harrison Street (from Algonquin Road to Riverfront Park); and
  - » Edward Street (from Main Street to Harrison Street).

The system will serve to interlink the various Downtown amenities (e.g. Riverfront Park, Cornish Park, and Towne Park, businesses, industries, and institutions) with the Prairie Trail Bicycle Path and surrounding region.

- ❑ B11 - As funding becomes available, continue implementing the streetscape enhancement recommendations made in the Downtown Streetscape Plan along the east side of Main Street from the Algonquin Road intersection, north to Cary Road.
- ❑ B12 - Installation of a triangular pedestrian refuge island at the northeast corner of the Main Street and Algonquin Road intersection should be considered to reduce the overall crossing distance and increase pedestrian safety. (MIN. APPROACH)
  - » A reduction to the curb radius at the northeast corner of Main Street and Algonquin Road should be considered to reduce pedestrian crossing distances and the WALK signal time needed in the traffic light sequence. The large radius allows vehicles to turn at a high speed and with fewer trucks expected to make that turn, a tighter radius may be appropriate. (MAX APPROACH)

- ❏ B13 - Consider a curb bump-out at the northwest corner of Harrison Street and Algonquin Road, bumping out onto Algonquin Road. With fewer vehicles expected to be turning right onto Main Street from Algonquin Road, a right turn lane that extends the full block from Main Street to Harrison Street may not be necessary. Conduct traffic counts and signal analysis to determine the optimal length for the turn lane. The bump-out would make the crossing safer and more inviting, tying the north side of Algonquin Road to the south side.
- ❏ B14 - Work with IDOT to re-evaluate the signal timing at the intersections of Main and Algonquin and Harrison and Algonquin. If the green time for north-south movements are long enough to accommodate a pedestrian signal, the pedestrian signal should be automatic. If a pedestrian push-button is necessary, consider adjusting the timing so that the pedestrian signal is more responsive, i.e. the pedestrian does not have to wait as long for the signal after pushing the button, at least during hours of less traffic on Algonquin Road. Consider also using pedestrian push buttons that confirm press through audio cues.
- ❏ B15 - As signals are upgraded at the intersections of Main and Algonquin and Harrison and Algonquin, coordinate with IDOT to ensure pedestrian signals are replaced with countdown signals per the Manual on Uniform Traffic Control Devices. (MIN. APPROACH)

## Wayfinding & Signage

- ❏ B16 - Consider enhancement of the intersection of Main Street and Cary Road with installation of a prominent gateway feature (i.e. obelisk, tower, arch, etc.) and supporting landscaping to clearly delineate arrival into Downtown Algonquin for motorists and pedestrians traveling from the north.
- ❏ B17 - Wayfinding kiosks/signage should be considered for installation to direct visitors to downtown businesses and destinations such as the Fox River, Riverfront Park, Cornish Park, Towne Park, Historic District, Prairie Trail Bicycle Path, shared municipal parking lots, and other amenities. Appropriate locations for wayfinding kiosk/signage installation may include:
  - » Ericson Marine;
  - » Riverfront Park; and
  - » northeast corner of Algonquin Road and Harrison Street (i.e. Port Edwards Restaurant).

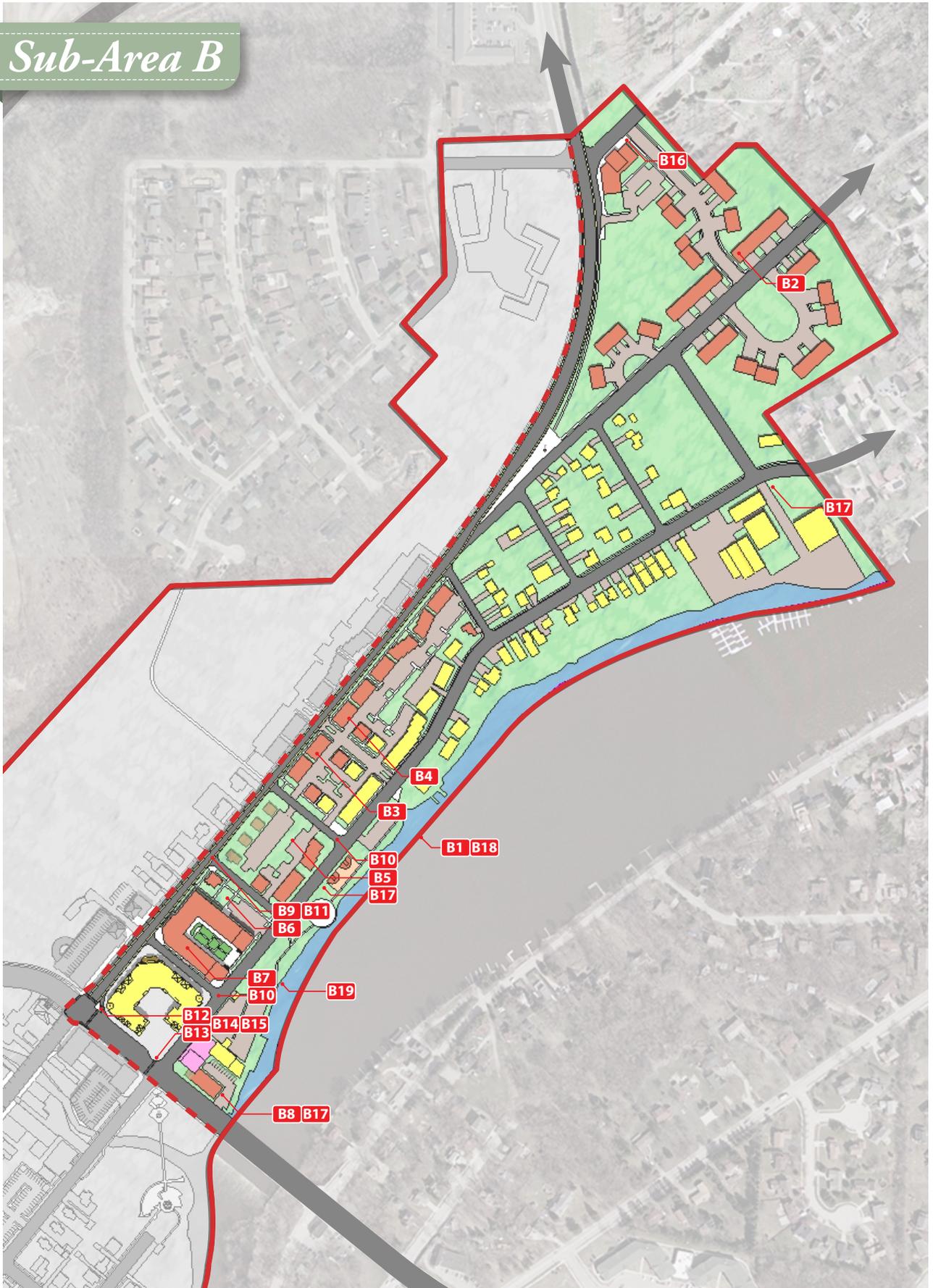
As appropriate, the wayfinding features at Ericson Marine and the northeast corner of Algonquin Road and Harrison Street may be implemented as a standalone kiosk or wall signage attached to the exterior of the existing facility at a highly visible location.

- ❏ B18 - Businesses and parcels with non-conforming signage should be encouraged into conformance with current regulations as part of any ownership transition, redevelopment/occupancy permit request, and where necessary establishment of a mandatory conformance period.

## Recreation

- ❏ B19 - Consider installation or relocation from underperforming areas of transient boat slips to provide disembarking opportunities for “boating tourists” interested in accessing Downtown Algonquin. These may be installed near the south end of Riverfront Park. Coordinate with the IL Department of Natural Resources, Army Corp of Engineers, and Fox Waterway Agency to identify regulatory requirements and ensure compliance along the waterway.

# Sub-Area B



B7- Potential multi-use development opportunity along Main Street between Front Street and Edward Street



B3/B4/B5/B6- Alternative Recommendation



## *Sub Area C – Southwest*

### **Land Use, Zoning, & Physical Conditions**

- ❑ C1 - Promote façade enhancements and property maintenance improvements to 200, 202, & 204 Main Street in order to incorporate their aesthetic with that of the overall character of the core commercial district.
- ❑ C2 - The underdeveloped parcel at 308 South Main Street should be considered for infill development via an intensity and architecturally appropriate commercial use (2-3 stories) (e.g. service oriented retail or professional office). (MIN APPROACH)
  - » Consider use of 308 South Main Street for relocation and preservation of the building located at 103 West Algonquin Road in conjunction with redevelopment of the site and adjacent properties. (MAX APPROACH)
- ❑ C3 - The vacant parcel immediately southwest of the bypass should be considered for infill development of an intensity appropriate residential use. A residential development “Main Street Commons” has already been entitled for this property, consisting of two, four-story buildings of 30 condominium units apiece.
- ❑ C4 - Evaluate and discuss utilizing the existing St. John’s Lutheran Church parking lot at the southeast corner of Washington Street and Jefferson Street as a shared use parking lot for area businesses and institutions during church non-peak hours.
- ❑ C5 - Consider incorporation of additional ball fields (baseball/softball, football, soccer), play courts (tennis, basketball), intermediate aged playgrounds, as well as walking paths and reflection areas into the expanded Towne Park following completion of the IL Route 31 Bypass.

### **Access & Circulation (Vehicular, Bicycle, & Pedestrian)**

- ❑ C6 - Evaluate the implementation of an on-street bicycle network through the use of signed routes, marked shared lanes, and/or bike lanes along Main Street and Washington Street.
  - » The system will serve to interlink the various Downtown amenities (e.g. Riverfront Park, Cornish Park, and Towne Park, businesses, industries, and institutions) with the Prairie Trail Bicycle Path and surrounding region. Consider extending the bicycle facilities south along Main Street to Buffalo Park.
- ❑ C7 - Evaluate alternatives to the cross-section of Main Street between Washington Street and Algonquin Road such as:
  - » Narrow roadway width to expand the sidewalk on one or both sides of the street. The roadway could be narrowed to 36 feet while maintaining on-street parking. Mark the travel lanes with shared lane markings to continue the bicycle facility through this block. This will provide a more comfortable walking environment for the shopping district while narrowing the roadway and encouraging slower speeds.
  - » Implement back-in diagonal parking on the west side of the street. Mark the travel lanes with shared lane markings to continue the bicycle facility. This configuration will increase the total number of on-street parking spaces along Main Street while also visually narrowing the roadway and reducing speeds.
- ❑ C8 - Following completion of the IL Route 31 Bypass, the Village may evaluate necessity (i.e. warrants) for maintenance of the left-turn lanes at Washington Street. If the warrants are no longer found to be met, the Village may consider removing the turn lanes.
- ❑ C9 - Consider installing an in-street “Stop for Pedestrians” sign in the southern crosswalk at Main Street and Washington Street. (MIN. APPROACH)

- » If the northbound left turn lane at Main Street and Washington Street is found to no longer be warranted, consider curb bump-outs onto Main Street. This will reduce the intersection crossing distance for pedestrians and enhance this school crossing. This may be done in addition to, rather than in lieu of, the in-street signage. (MAX APPROACH)
- ❑ C10 - Stripe high-visibility crosswalks on all four legs of the intersections of Main Street with Algonquin Road, Washington Street, Madison Street, Huntington Drive, and La Fox River Drive.
- ❑ C11 - Upgrade intersections corners at Main Street with Algonquin Road, Washington Street, Madison Street, Huntington Drive, and La Fox River Drive with curb ramps and detectable warning strips in compliance with Americans with Disabilities Act standards.
- ❑ C12 - As funding becomes available, continue implementing the streetscape enhancement recommendations made in the Downtown Streetscape Plan along the west side of Main Street from the Washington Street intersection, south to La Fox River Drive.
- ❑ C13 - Evaluate the possibility of converting parking spaces to “people spaces” or parklets on Main Street or Washington Street, using the space for outdoor cafes, seating areas, or additional bicycle parking. These provide space for pedestrian and/or bicycle amenities without taking up limited sidewalk space.
- ❑ C14 - Consider removing the on-street parking spaces between Old Village Hall and 8 South Main Street and converting these spaces to sidewalk space or parklets.
- ❑ C15 - Consider adding bicycle parking along Main Street where it will not interfere with pedestrian traffic, such as on the existing sidewalk bump-outs.
- ❑ C16 - Evaluate installing a mid-block, high-visibility crosswalk on Main Street between Washington Street and Algonquin Road. Potential sites are where the sidewalk bumps out at 128 S. Main Street or where the potential Creek Walk would intersect Main Street. Consider adding an in-street “Stop for Pedestrians” to reinforce the law that drivers must stop for pedestrians in a crosswalk.

## Wayfinding & Signage

- ❑ C17 - Consider enhancement of the intersections of Algonquin Road and the IL Route 31 Bypass and Main Street and LaFox River Drive with installation of a prominent gateway feature (i.e. obelisk, tower, arch, etc.) and supporting landscaping to clearly delineate arrival into Downtown Algonquin for motorists and pedestrians traveling from the west and south, respectively.
- ❑ C18 - Wayfinding kiosks/signage should be considered for installation to direct visitors to downtown businesses and destinations such as the Fox River, Riverfront Park, Cornish Park, Towne Park, Historic District, Prairie Trail Bicycle Path, shared municipal parking lots, and other amenities. Appropriate locations for wayfinding kiosk/signage installation may include:
  - » Historic Village Hall;
  - » Towne Park;
  - » northwest corner of Main Street and Washington Street (i.e. Cucina Bella Restaurant); and
  - » northwest corner of Main Street and the Prairie Trail Bicycle Path.

As appropriate, the wayfinding features at Historic Village Hall, Towne Park, and the northwest corner of Main Street and Washington Street may be implemented as a standalone kiosk or wall signage attached to the exterior of the existing facility at a highly visible location.

- ❑ C19 - Install minor gateway identity signage at the entrances to Towne Park from both the Historic Village Hall parking lot and the proposed Washington Street parking lot. These minor gateways should work in tandem with the sub-area wayfinding signage.
- ❑ C20 - Businesses and parcels with non-conforming signage should be encouraged into conformance with current regulations as part of any ownership transition, redevelopment/occupancy permit request, and where necessary establishment of a mandatory conformance period.

## Recreation

- ❑ C21 - Consider enhancement of the Crystal Creek waterway with the development of a formalized “Creek Walk” along its northern bank. Starting at the existing pedestrian bridge in the northwestern portion of Towne Park, the “Creek Walk” may follow the natural curves of the waterway linking to the municipal parking lot behind Historic Village Hall. Future extensions may include creek bank between Main Street and Harrison Street, terminating in Cornish Park.
- ❑ C22 - Access to the creek water’s edge should be provided at 2-3 strategic locations within Towne Park via ornamental embankment steps (similar to those in Cornish Park) to enhance visitor/patron connectivity with the water (e.g. fishing, splashing, etc.).
- ❑ C23 - Additional ball fields (baseball/softball, football, soccer), play courts (tennis, basketball), intermediate aged playgrounds, as well as walking paths and reflection areas may be considered for incorporation into the space following completion of the IL Route 31 Bypass to activate and diversify the facility. Where feasible, walking paths should directly link to the Prairie Trail Bicycle Path in the northwestern portion of the park.
- ❑ C24 - In conjunction with the Algonquin Historical Commission, evaluate the opportunity to develop and implement a self-guided Downtown History Tour as a supplement to the current formal guided tour and walking tour brochure provided by the Commission. Informational plaques, maps, and promotional materials may be incorporated into the wayfinding kiosks/signage recommended for key Downtown locations.

# Sub-Area C



*C1- Promote Sub-Area wide facade enhancements and property maintenance improvements*



*C13- Creation of people spaces along Main Street for outdoor dining*



## Sub Area D – Southeast

### Land Use, Zoning, & Physical Conditions

- ❏ D1 - Promote façade and property maintenance enhancements throughout the sub-area to strengthen its aesthetic with that of the overall commercial core district.
- ❏ D2 - Consider use of the vacant parcel at the southeast corner of Main Street and Algonquin Road for municipally controlled shared parking for area businesses and uses or intensity appropriate infill commercial use (2-3 stories) (e.g. convenience-oriented retail or professional office). (MIN. APPROACH)
  - » The southeast corner of Main Street and Algonquin Road should be considered for consolidation with adjacent parcels to the east and south to provide opportunities for multistory (4 stories), mixed-use commercial and residential development. (MAX APPROACH)
- ❏ D3 - Evaluate the market and financial feasibility of reactivating via adaptive reuse the structures at 103, 107, 109, 111, & 115 West Algonquin Road as convenience-oriented commercial and office uses. Given their high visibility along Algonquin Road these structures should be priority candidates for façade renovation should they be found to be market and financially feasible for adaptive reuse. (MIN. APPROACH)
  - » Encourage consolidation of 103, 107, 109, 111, & 115 West Algonquin Road as well as the southeast corner of Main Street and Algonquin Road, and parcels immediately to the south (north of Crystal Creek) to provide opportunities for multistory (4 stories), mixed-use commercial and residential development. (MAX APPROACH)
- ❏ D4 - Consider consolidating 126 South Harrison Street, the eastern half of 201 South Main Street (i.e. surface parking), and the municipal parking lot as a shared use surface parking lot of area businesses to maximize efficiency and minimize maintenance associated with the adjoining lots. (MIN. APPROACH)
  - » These parcels may be combined with the Algonquin State Bank/Drive-Thru as part of a larger mixed-use redevelopment opportunity (2-3 stories). (MAX APPROACH)
- ❏ D5 - Evaluate relocation and redevelopment of the Algonquin State Bank building and ancillary drive-thru facility to allow for infill, multistory (2-3 stories), mixed-use (commercial/residential) development on the site. The reduced square footage bank and drive-thru may be able to be incorporated as part of the redeveloped site or placed elsewhere within Downtown Algonquin. (MIN. APPROACH)
  - » Consider consolidation of the Algonquin State Bank/Drive-Thru site with the municipal parking lot, eastern half of 201 South Main Street, and 126 South Harrison Street to provide a 1.2 acre mixed-use (commercial, residential, shared parking), multi-story (2-3 stories) development opportunity within the core of Downtown Algonquin. (MAX APPROACH)
- ❏ D6 - Consider relocation of TMG Self Storage at 420 South Harrison Street to allow for redevelopment of the site for infill residential use that are consistent with the historic character of the adjacent properties. (MIN. Approach)
  - » Consolidation of 420 South Harrison Street and 421 South Main Street may be considered to provide a one acre gateway anchor site appropriate for multistory (3 stories), mixed-use (commercial/residential) development. The intensity of the development should be carefully balanced between the potential of the site and its adjacent low intensity uses to the east. (MAX APPROACH)
- ❏ D7 - 427 South Harrison Street (Mega Home Remodeling) should be evaluated for relocation and site infill residential uses that are consistent with the low intensity character of the abutting parcels and area. (MIN. APPROACH)
  - » Consideration may be given to consolidating 427 South Harrison Street, 420 South Harrison Street, and 421 South Main Street into a unified, multi-story (2-3 stories) redevelopment parcel. The development may serve as a transition buffer between activities along the Prairie Trail Bicycle Path and low intensity residential uses to the north. (MAX APPROACH).

- ❏ D8 - Façade, streetscape, and property maintenance enhancement should be considered for 609 South Main Street (Mobil Gas Station) to incorporate its aesthetic with that of the overall Downtown district. (MIN APPROACH)
  - » Consideration should be given to redevelopment of 609 South Main Street (Mobil Gas Station) and abutting Algonquin Self Storage facility for multi-use (retail/residential), multi-story (2-3 stories) project. (MAX APPROACH)

## Access & Circulation (Vehicular, Bicycle, & Pedestrian)

- ❏ D9 - In conjunction with the potential consolidation/redevelopment of parcels at 103, 107, 109, 111, & 115 West Algonquin Road (see previous MAX APPROACH) encourage the inclusion of wider sidewalks (e.g. minimum of 10') and create an enhanced landscape buffer between Algonquin Road and the pedestrian travel way.
- ❏ D10 - Evaluate the implementation of an on-street bicycle network through the use of signed routes, marked shared lanes, and/or bike lanes along:
  - » Washington Street (from La Fox River Drive to Main Street);
  - » Harrison Street (from Prairie Trail Bicycle Path to Algonquin Road); and
  - » La Fox River Drive (from Prairie Trail Bicycle Path to Main Street)

The system will serve to interlink the various Downtown amenities (e.g. Riverfront Park, Cornish Park, and Towne Park, businesses, industries, and institutions) with the Prairie Trail Bicycle Path and surrounding region.

- ❏ D11 - Promote circulation and connection enhancements between Main Street and Downtown business/property owner's rear located parking lots through decorative paving, pedestrian oriented lighting, and where feasible appropriately scaled and shade resistant landscape treatments. This may also enhance use of the municipal lot by area businesses as an overflow parking opportunity during peak operating days/times. (MIN. APPROACH)

- » Consider promotion of a direct pedestrian connection between Main Street and Cornish Park via enhancement of the existing alleyway located between 107 South Main Street (Downtown Dogs) and 113 South Main Street (Main Street Billiards Café) and creating a shared street. A high-visibility mid-block crosswalk could be striped across Harrison Street, which conveniently aligns with the main sidewalk leading into the park. (MAX APPROACH)
- D12 - Consider initiating discussions with IDOT to provide sidewalks along the south side of Main Street from immediately north of Center Street to Edgewood Drive to fill in this missing section of sidewalk connectivity in the Downtown.

- ❏ D13 - Stripe high-visibility crosswalks on all four legs of the intersections of Main Street with Algonquin Road, Harrison Street, Washington Street, Madison Street, Huntington Drive, and La Fox River Drive.
- ❏ D14 - Upgrade intersections corners at Main Street with Algonquin Road, Harrison Street, Washington Street, Madison Street, Huntington Drive, and La Fox River Drive with curb ramps and detectable warning strips in compliance with Americans with Disabilities Act standards.
  - » Consider reconstructing the southeast corner of Algonquin Road and Main Street to provide a tighter corner curb radius. Tightening the corner will reduce the crossing distance for pedestrians. With fewer trucks turning from Main Street to Algonquin Road, a large radius may no longer be necessary.
- ❏ D15 - As funding becomes available, continue implementing the streetscape enhancement recommendations made in the Downtown Streetscape Plan along the east side of Main Street and along Harrison Street from the Washington Street intersection, south to La Fox River Drive and Prairie Trail Bicycle Path, respectively.

## Wayfinding & Signage

- ❑ D16 - Consider enhancement of the intersection of Main Street and LaFox River Drive with installation of a prominent gateway feature (i.e. obelisk, tower, arch, etc.) and supporting landscaping to clearly delineate arrival into Downtown Algonquin for motorists and pedestrians traveling from the south.
- ❑ D17 - Wayfinding kiosks/signage should be considered for installation to direct visitors to downtown businesses and destinations such as the Fox River, Riverfront Park, Cornish Park, Towne Park, Historic District, Prairie Trail Bicycle Path, shared municipal parking lots, and other amenities. Appropriate locations for wayfinding kiosk/signage installation may include:
  - » Cornish Park - southeast corner of Algonquin Road and Harrison Street and northern terminus of LaFox River Drive;
  - » southeast corner of Main Street and Washington Street (i.e. Café Firefly Restaurant);
  - » northwest corner of Harrison Street and Washington Street (i.e. existing municipal parking lot);
  - » northeast corner of Main Street and the Prairie Trail Bicycle Path; and
  - » Harrison Street – Prairie Trail Bicycle Path access ramps/stairs.

As appropriate, the wayfinding features at Cornish Park, southeast corner of Main Street and Washington Street, and Harrison Street – Prairie Trail Bicycle Path access ramps/stairs may be implemented as a standalone kiosk or wall signage attached to the exterior of the existing facility at a highly visible location.

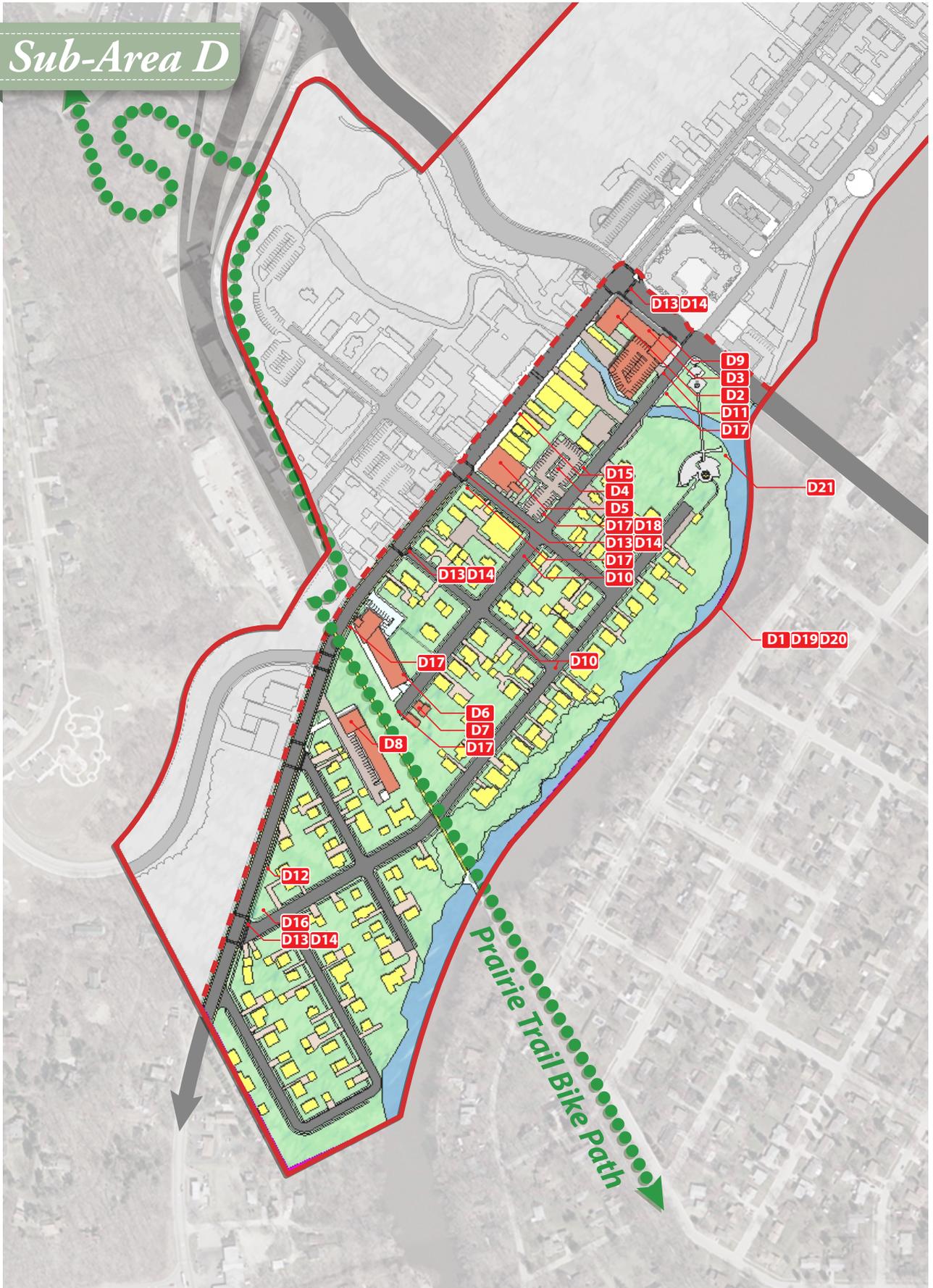
- ❑ D18 - Install enhanced identity signage for the existing municipal parking lot at the northwest corner of Washington Street and Harrison Street. Enhanced signage should be provided along both Washington Street and Harrison Street to increase its visibility to patrons. Hours of operation, restrictions, fees, and municipal contact information should be prominently displayed. These identity signs should work in tandem with the sub-area wayfinding signage.

- ❑ D19 - Businesses and parcels with non-conforming signage should be encouraged into conformance with current regulations as part of any ownership transition, redevelopment/occupancy permit request, and where necessary establishment of a mandatory conformance period.

## Recreation

- ❑ D20 - In conjunction with the Algonquin Historical Commission, evaluate the opportunity to develop and implement a self-guided Downtown History Tour as a supplement to the current formal guided tour and walking tour brochure provided by the Commission. Informational plaques, maps, and promotional materials may be incorporated into the wayfinding kiosks/signage recommended for key Downtown locations.
- ❑ D21 - Consider alternative waterfront recreation opportunities at Cornish Park such as introducing an “Outdoor Center” which provides opportunities for whitewater kayaking, tubing / rafting, and kayak/non-motorized boat tours and rentals along the Fox River. Coordinate with the IL Department of Natural Resources, Army Corp of Engineers, and Fox Waterway Agency to identify regulatory requirements and ensure compliance along the waterway.

# Sub-Area D



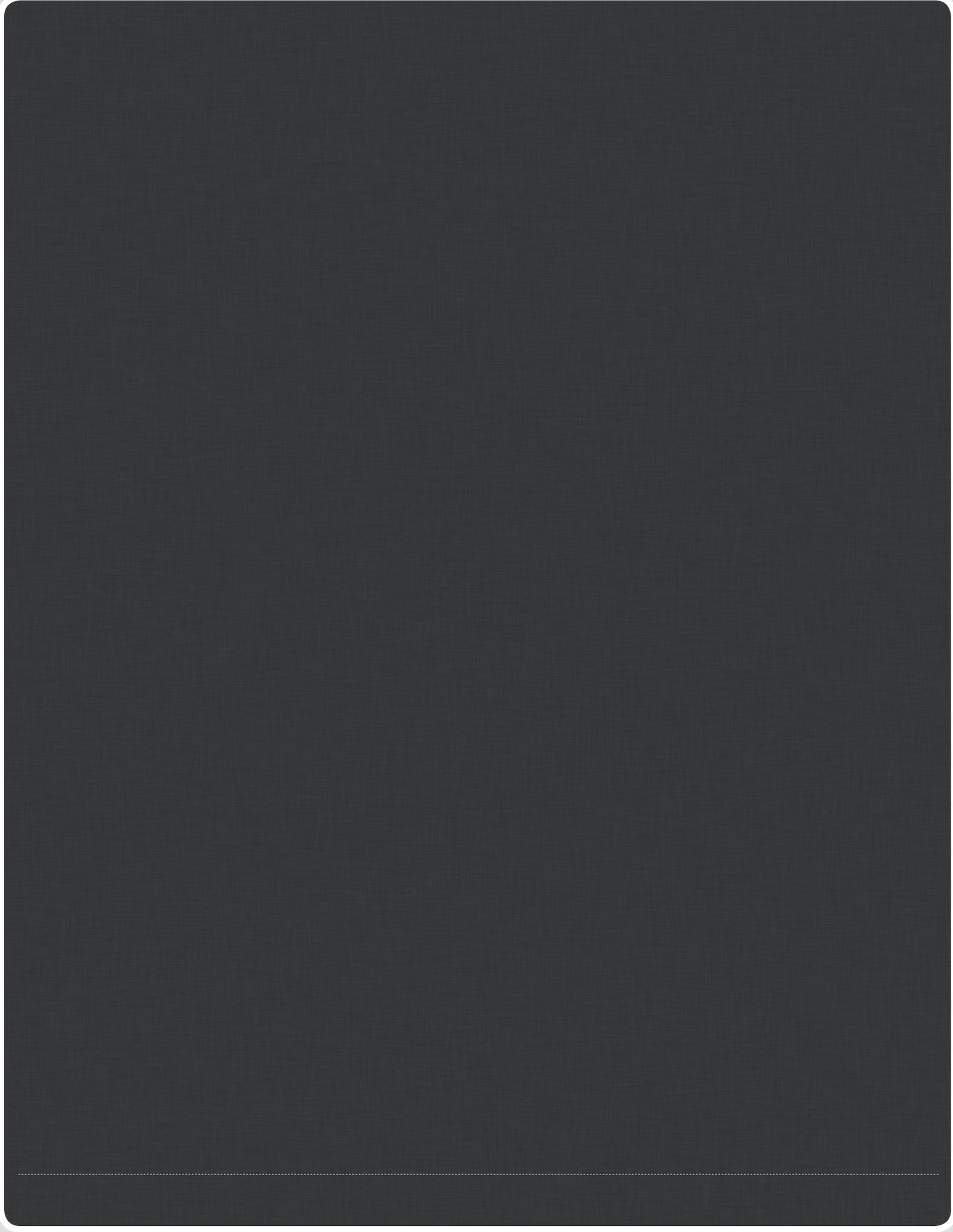
D3- Multi-Use Development along Algonquin Road between Main Street and Harrison Street



D6- Redevelopment along the Prairie Trail Bike Path









## *Order of Magnitude Cost Estimate*

### *Order of Magnitude Cost Estimate*

To assist the Village of Algonquin in beginning to effectively plan for and identification of future funding for construction of the identified improvement recommendations from both public and private sources, the following preliminary order of magnitude cost estimate has been generated. It is important to note that the preliminary cost estimates are based upon the conceptual improvement recommendations outlined within the plan and are not based upon design level studies or engineering. As such, preliminary unit cost estimates do not represent nor are intended for detailed engineering or final construction pricing purposes.

The preliminary order of magnitude cost estimates are provided in a line item format to allow the anticipated cost of the various elements as well as some optional items to be evaluated individually. Where appropriate, specific elements may be able to be paid for by the Village and/or negotiated to be included as a development cost to be addressed as part of a specific private development proposal.

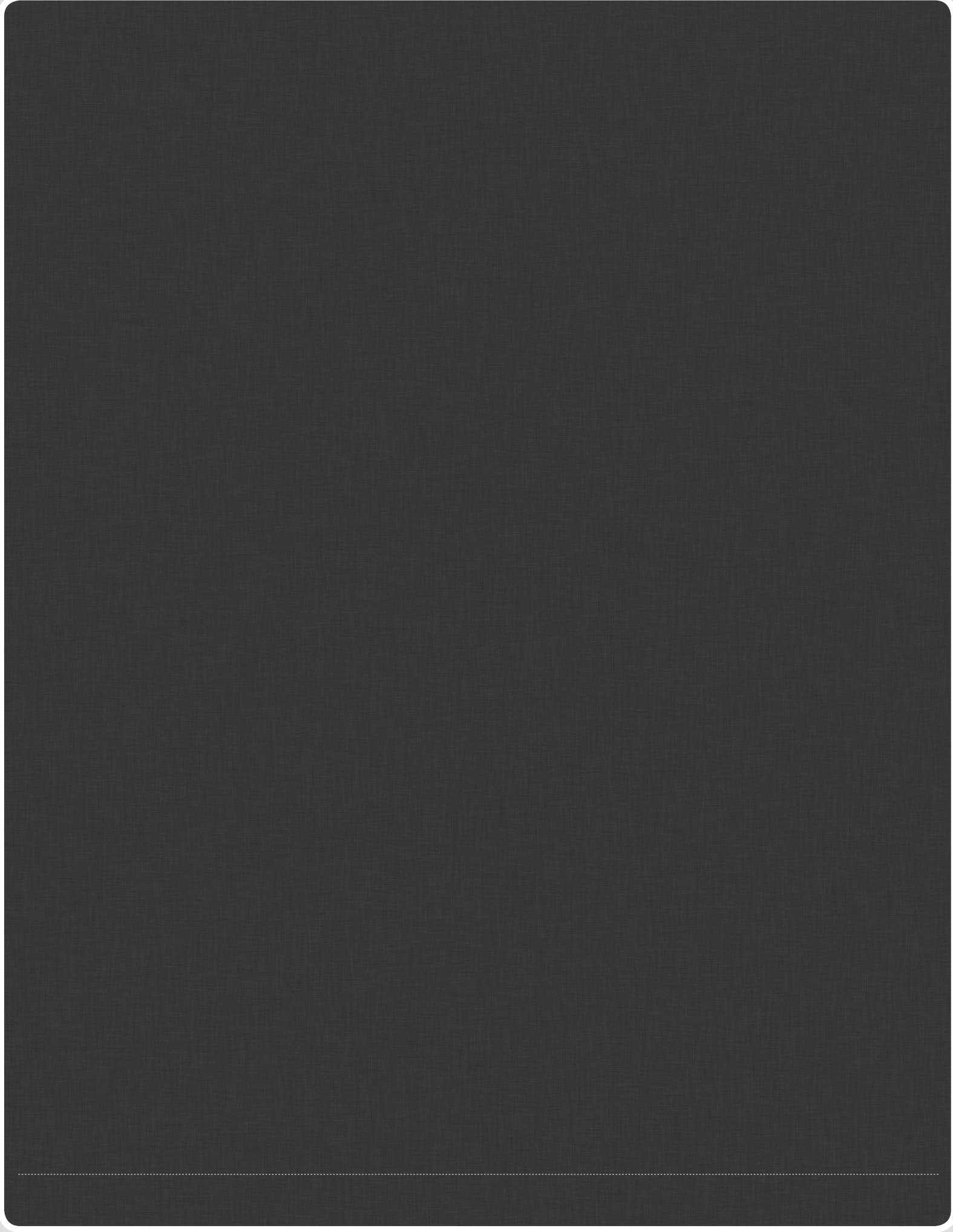
The following table provides a detailed breakdown of the order of magnitude unit cost estimate.

## Order of Magnitude Cost Estimate

| Item | Pay Item  |
|------|---|
|      | <b>BASE ENHANCEMENTS</b>                                    |
| 1    | PORTLAND CEMENT CONCRETE SIDEWALK                           |
| 2    | TRAFFIC SIGNAL UPGRADES PED HEADS W/ PUSH BUTTONS           |
| 3    | MID-BLOCK MAIN STREET CROSSWALK                             |
| 4    | PEDESTRIAN ACTIVATED SIGNAL - MAIN STREET AND EDWARD STREET |
| 5    | REFUGE ISLAND INSTALLATION - MAIN STREET AND ALGONQUIN ROAD |
| 6    | CURB RADIUS REDUCTION                                       |
| 7    | CURB BUMP-OUT INSTALLATION                                  |
| 8    | ADA COMPLIANT CURB RAMPS                                    |
| 9    | DETECTABLE WARNING STRIPS                                   |
| 10   | ROADWAY RESTRIPIING   |
| 11   | IN-STREET "STOP FOR PEDESTRIANS SIGNAGE"                    |
| 12   | CROSSWALK STRIPING  |
| 13   | BIKE ROUTE STRIPING   |
| 14   | STREET LIGHTING WITH PED (150' C-C)                         |
| 15   | PEDESTRIAN LIGHTING (75' C-C)                               |
| 16   | GATEWAY SIGN - PRIMARY                                      |
| 17   | GATEWAY SIGN - SECONDARY                                    |
| 18   | WAYFINDING / KIOSK SIGN                                     |
| 19   | TRANSIENT BOAT SLIP INSTALLATION                            |
|      | <b>OPTIONAL ENHANCEMENTS - LONG TERM</b>                    |
| 20   | CREEKWALK & ACCESS IMPROVEMENTS                             |
| 21   | OPEN SPACE ENHANCEMENTS - TOWNE PARK                        |
| 22   | OPEN SPACE ENHANCEMENTS - ARROWHEAD SUBDIVISION             |
| 23   | OPEN SPACE ENHANCEMENTS - "OUTDOOR WATER CENTER"            |
| 24   | DOWNTOWN HISTORY TOUR                                       |
| 25   | MAIN STREET - CROSS SECTION ALTERATION                      |

| Unit  | Total  | Unit Price    | Estimated Cost | Sub Area: A | Sub Area: B | Sub Area: C | Sub Area: D |
|-------|--------|---------------|----------------|-------------|-------------|-------------|-------------|
| SQ FT | 34,890 | \$5.50        | \$191,895      | 12700       | 7140        | 11500       | 3550        |
| EACH  | 2      | \$15,000      | \$30,000       | 1           | 1           |             |             |
| FOOT  | 80     | \$27.00       | \$2,160        | 40          |             | 40          |             |
| EACH  | 1      | \$15,000      | \$15,000       | 1           |             |             |             |
| EACH  | 1      | \$45,000      | \$45,000       |             | 1           |             |             |
| EACH  | 1      | \$20,000      | \$20,000       |             |             |             | 1           |
| EACH  | 1      | \$50,000      | \$50,000       |             | 1           |             |             |
| EACH  | 16     | \$2,000       | \$32,000       | 2           | 6           | 2           | 6           |
| SQ FT | 240    | \$35.00       | \$8,400        | 20          | 60          | 60          | 100         |
| FOOT  | 4,400  | \$9.00        | \$39,600       |             |             | 2200        | 2200        |
| EACH  | 2      | \$500         | \$1,000        |             |             | 2           |             |
| FOOT  | 740    | \$27.00       | \$19,980       | 180         | 280         | 180         | 100         |
| MILE  | 4      | \$27,000      | \$108,000      | 0.6         | 1.2         | 0.8         | 1.4         |
| EACH  | 45     | \$12,000      | \$540,000      | 19          | 20          | 3           | 3           |
| EACH  | 28     | \$8,000       | \$224,000      | 0           | 0           | 10          | 18          |
| EACH  | 4      | \$15,000      | \$60,000       | 1           | 1           | 1           | 1           |
| EACH  | 2      | \$5,000       | \$10,000       |             |             | 2           |             |
| EACH  | 13     | \$7,500       | \$97,500       | 2           | 3           | 4           | 4           |
| EACH  | 6      | \$5,500       | \$33,000       |             | 6           |             |             |
| EACH  | 1      | \$1.75-2.525M | \$1.75-2.525M  |             |             |             | 1           |
| EACH  | 1      | \$450-750,000 | \$450-750,000  |             |             | 1           |             |
| EACH  | 1      | \$550-850,000 | \$550-850,000  | 1           |             |             |             |
| TOTAL | 1      | \$175-300,000 | \$175-300,000  |             |             |             | 1           |
| EACH  | 4      | \$35-55,000   | \$35-55,000    | 1           | 1           | 1           | 1           |
| TOTAL | 1      | \$180-500,000 | \$180-500,000  |             |             | 1           |             |

|             |   |
|-------------|---|
| \$1,527,600 | BASE ENHANCEMENT ESTIMATE                       |
| \$305,520   | ESTIMATED DESIGN / ENGINEERING COSTS - 20%      |
| \$274,968   | CONTINGENCY ESTIMATE - 18%                      |
| \$2,108,088 | SUBTOTAL BASE ESTIMATED ORDER OF MAGNITUDE COST |
| \$3.3-5.2M  | OPTIONAL ENHANCEMENT ESTIMATE                   |
| \$5.3-7.3M  | TOTAL ESTIMATED ORDER OF MAGNITUDE COST         |





## *Implementation Priorities*

Developing the desired advisory recommendations for Downtown Algonquin is the initial step in the planning process to enhance development and redevelopment opportunities within this key Village amenity. To assist the Village in prioritizing the diversity of initiatives recommended within the plan, the key initiatives are organized into immediate, immediate/on-going, and mid-term time horizons.

The implementation priorities provide a description of the advisory recommendations and responsibilities of the Village, other agencies, organizations, and entities charged with ensuring and monitoring its successful completion.

The conditions and variables upon which the Downtown Planning Study is built, are by their nature fluid, and cannot always be accurately predicted. To ensure the plan's assumptions, goals, objectives, and advisory recommendations continue to be representative of the community, they should be periodically reevaluated in light of changing economic, demographic, political, and ownership characteristics. This reevaluation will allow necessary modifications and adjustments to the plan so that it is kept current with the long-term vision and needs of Algonquin. It is recommended that the plan be reviewed annually, with preparation of appropriate updates every five (5) years.

To ensure the Downtown Planning Study's long-term success, the Village will have to overcome continually changing priorities, budgetary constraints, and facilitation difficulties among numerous public and private interests in the area. This is the challenge facing the Village of Algonquin. It is a challenge that was welcomed by the Village when this Downtown Plan was commissioned. It is a challenge that the Village will overcome in reestablishing itself as a premier Downtown destination in McHenry and Kane Counties.

## Implementation Priorities Summary

| Implementation Priority  | Priority | Timeframe                | Responsible Parties  |
|--|----------|--------------------------|--|
| Approve and Adopt the Downtown Planning Study as an Update to the Village Comprehensive Plan   | High     | Immediate                | Village of Algonquin Officials and Staff   |
| Update the Village Capital Improvement Plan to Reflect the Advisory Recommendations & Implementation Priorities of the Downtown Planning Study | High     | Immediate                | Village of Algonquin Officials and Staff   |
| Reorganize & Empower the Algonquin Downtown Business Group   | High     | Immediate/<br>On-Going   | Downtown Business Group, Area Property & Business Stakeholders, and Village of Algonquin Staff.                                      |
| Recruit Destination Businesses   | High     | Immediate/<br>On-Going   | Downtown Property Owners and Village of Algonquin Staff  |
| Promote the Downtown Plan to Encourage Development/Redevelopment Activity In Conformance with the Advisory Recommendations                     | High     | Immediate/<br>On-Going   | Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders         |
| Promote & Encourage Use of Downtown Open Spaces by Local & Regional Entities   | High     | Immediate/<br>On-Going   | Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders         |
| Support Temporary Commercial Activities  | High     | Immediate/<br>Short-Term | Algonquin Downtown Business Group, Downtown Property & Business Stakeholders, and Village of Algonquin Staff                         |
| Conduct a Feasibility Evaluation for Establishment of a Recreational Paddling & White Water Park   | High     | Mid-Term                 | Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, Illinois Conservation District, and Fox River Advocates |
| Restripe Local Roadways to Demarcate Bike Lanes & Pedestrian Enhancements  | High     | Mid-Term                 | Village of Algonquin Officials and Staff, Algonquin Downtown Business Group and IDOT   |
| Design & Install Downtown Gateway and Wayfinding Signage   | High     | Mid-Term                 | Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders         |
| Coordinate with IDOT Regarding its Plans for the Land Located Between the Bypass and Arrowhead Subdivision                                     | Moderate | Mid-Term                 | Village of Algonquin Officials and Staff, IDOT, and Algonquin Downtown Business Group  |
| Establish Public-Private Shared Parking Arrangements   | Moderate | Mid-Term                 | Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders         |
| Evaluate Transitioning All Properties in the Old Town District into the "OT" Zoning Designation  | Moderate | Long-Term                | Village of Algonquin Officials and Staff, Algonquin Downtown Business Group Members, and Local Property and Business Stakeholders    |

## Approve and Adopt the Downtown Planning Study as an Update to the Village Comprehensive Plan

The value and effectiveness of the Downtown Planning Study is directly correlated to the Village of Algonquin's willingness to embrace its advisory recommendations and aggressively work toward their implementation. Approval and incorporation of the Study as part of the Village Comprehensive Plan is a definitive first step in demonstrating the community's belief in and commitment to the positive benefits that the Study may provide to the area. Immediately following completion of the study the Village may undertake the necessary and appropriate steps to approve and incorporate the study as an addendum to the Village Comprehensive Plan.

### Priority, Timeframe, and Responsible Parties

|                             |  |
|-----------------------------|--|
| <b>Priority:</b>            | High Priority                            |
| <b>Timeframe:</b>           | Immediate                                |
| <b>Responsible Parties:</b> | Village of Algonquin Officials and Staff |

### Action Steps:

The Village may consider undertaking the following activities to approve and incorporate as an addendum the Downtown Planning Study into the Comprehensive Plan:

- ✘ Assign a liaison from the Project Steering Committee (presumably a municipal staff member) to serve in an advisory role on the amendment to the Comprehensive Plan. The liaison may be available to address specific questions in relation to goals, objectives, advisory recommendations, and implementation priorities identified within the study.
- ✘ In conformance with the regulatory procedures for updates to the Comprehensive Plan, distribute the updated study documents to the respective Planning and Zoning Commission members for their review.
- ✘ Schedule the requisite public hearings before the Planning and Zoning Commission for review and public comment of the Comprehensive Plan update.

- ✘ Following closure of the public hearing, the Planning and Zoning Commission may vote on a recommendation to the Village Board to approve the Comprehensive Plan addendum.
- ✘ The Village Board may consider the received recommendation of the Planning and Zoning Commission in regards to the Comprehensive Plan addendum and following which they may vote to approve the addendum to the Comprehensive Plan.

## Update the Village Capital Improvement Plan to Reflect the Advisory Recommendations & Implementation Priorities of the Downtown Planning Study

In conjunction with the Village's regular update of its Capital Improvement Plan, work to incorporate budgetary allocations for those improvement recommendations for which the Village has jurisdictional authority. The allocations should be considered and assigned to appropriate future fiscal years based upon their anticipated need, impact to the Downtown, and logical coordination with other improvement activities planned or anticipated for implementation within the area (e.g. IL 31 Bypass).

### Priority, Timeframe, and Responsible Parties

|                             |  |
|-----------------------------|--|
| <b>Priority:</b>            | High Priority                            |
| <b>Timeframe:</b>           | Immediate                                |
| <b>Responsible Parties:</b> | Village of Algonquin Officials and Staff |

### Action Steps:

- ✘ Review the adopted advisory recommendations and implementation priorities of the Downtown Planning Study and correlate the recommended improvements with previously identified capital improvements (i.e. Capital Improvement Project Funds) and other enhancement initiatives underway within the area (e.g. IL 31 Bypass).
- ✘ Prepare the updated draft Capital Improvement Project Funds plan for Administration and Staff review and consideration.
- ✘ Include the updated plan for formal review, consideration, modification, and adoption by the Village Board as part of its regular budgetary process.

## Reorganize & Empower the Algonquin Downtown Business Group

The Algonquin Downtown Business Group should be reorganized and empowered as the recognized Downtown oversight and advocacy organization. The Group should be comprised of a highly diversified collection of Downtown and municipal stakeholders and staff that will positively contribute to meeting the needs of local businesses and institutions and making the Downtown Plan recommendations a reality.

Their mission and responsibilities should include effectively promoting, marketing, and monitoring implementation of the advisory recommendations and priorities of the Downtown Plan, as well as tailoring the events and activities within the Downtown to the needs of area businesses and the seasonality of activity. Business development, retention, and attraction initiatives should be dictated by the group's leaders and designed to maximize co-marketing and financial benefits to Downtown businesses.

Village of Algonquin staff should be utilized as a resource to assist in administrative capacities at the request of the group's leaders. The events planned and implemented by the Downtown Business Group should focus on improving sales volume and co-marketing businesses. Examples of these types of events include sidewalk clearance sales, pub crawls, and targeted shopping events like the "Girlfriends Night Out" held annually in Geneva. The meeting frequency can be informal and scheduled to capitalize on events or particular seasons as well as demonstrated needs/issues that arise within the area.

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Immediate / On-Going  
**Responsible Parties:** Downtown Business Group, Area Property & Business Stakeholders, and Village of Algonquin Staff.

### Action Steps:

- ❑ Prepare a mission statement outlining the Business Group structure, membership composition, appointment procedures, appointment term lengths, goals, objectives, responsibilities, and organizational/meeting characteristics.
- ❑ Prepare a list of qualified candidates representing the stakeholders groups for consideration as part of the Downtown Business Group including:
  - » Property owners
  - » Business owners (great if also property owners)
  - » Commercial Real Estate professional(s)
  - » Local banker
  - » Youth sport league leaders
  - » Community event organizers
  - » Paddling sports leaders
  - » Local service club leaders (Lions, Rotary, etc.)
  - » One or two Village Board members
- ❑ The Downtown Business Group should elect leaders and form subgroups for restaurants, family services, retail stores, and events/recreation.
- ❑ Initiate quarterly Business Group meetings in accordance with the requirements and responsibilities outlined and approved within the group's mission statement.
- ❑ Each meeting should include information on development/redevelopment activities, area-wide programming and subgroup meetings. The subgroups can plan business development events and marketing that complements activities occurring Downtown. For example, the restaurant subgroup can have a "Restaurant Week" and the family services subgroup can have a "Sample Classes" program.
- ❑ Coordinate a calendar of Downtown Algonquin events to create synergy and prevent conflict between desired activity dates. The Village staff should use email to distribute the consolidated Downtown Activities calendar and other notices regarding plan implementation.
- ❑ Promote and facilitate dissemination of materials marketing Downtown opportunities in conformance with the goals and objectives of the Downtown Planning Study.

- ❑ Promote Downtown Algonquin as a key location in the region by highlighting potential strengths:
  - » Regional recreation events sponsored by non-profits
  - » Destination retail, service, and restaurant businesses
  - » Offices
- ❑ Assist in reviewing specific, proposed development and redevelopment initiatives for their conformance to the Downtown Plan. Where appropriate, assist with and advocate for approval of those initiatives found to be beneficial to the Downtown.
- ❑ Village staff should facilitate programs to offer design assistance for building facades, interiors and landscaping.
- ❑ Organize private investment in Downtown Algonquin:
  - » Joint landscape design and purchase for private property
  - » Revolving fund for seed capital and property improvement
- ❑ Activities that reduce cost such as joint purchasing of landscaping and maintenance supplies should be investigated by the Downtown Business Group.
- ❑ Crowd source funding for well-articulated new business ventures should be investigated.
- ❑ Consider funding assistance for joint promotion of existing businesses.
- ❑ Re-evaluate and update where needed, the implementation priorities on a regular basis (e.g. annually) for their on-going applicability to the Downtown.

## Recruit Destination Businesses

As mentioned in the recommendations, Downtown Algonquin must rebuild its relationship with the community in order to transform its image from a vehicular dominated, traffic congested environment to a traditional downtown which becomes the definition of a community asset. The first step is to add businesses that are destinations, which attract new users to Downtown who specifically seek out these businesses. With cooperation from individual property owners, the Village may begin to attract these types of businesses.

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Immediate / On-Going  
**Responsible Parties:** Downtown Property Owners and Village of Algonquin Staff.

### Action Steps:

- ❑ Contact family oriented destination businesses and encourage the owners to choose Downtown Algonquin as a location; including
  - » Kids dance schools,
  - » Tutoring,
  - » Indoor Sports skills development facilities like archery, soccer, baseball, gymnastics,
  - » Other high visit frequency uses.
- ❑ Promote Downtown Algonquin to destination dining businesses; such as
  - » Microbrewery with onsite pub,
  - » Winery (Coopers Hawk model),
  - » Locally raised chef with a farm to table operation.
- ❑ Communicate with local internet based businesses about the opportunity to locate in Downtown Algonquin and add a customer pick-up option.
- ❑ Use the Village newsletter, web site and water bill to promote choosing a Downtown Algonquin location.

## Promote the Downtown Plan to Encourage Development/Redevelopment Activity In Conformance with the Advisory Recommendations

The Village's commitment to the vision and advisory recommendations of the Downtown Plan should be demonstrated to area property owners, residents, and the development community through active marketing and promotion of the Plan document. The Plan development and follow-up promotion activities signal an "open for business" message to the private sector and cursory support for development/redevelopment initiatives in conformance with the plan vision.

The Village should consider initiating discussions with Downtown property and business owners identified as possible redevelopment opportunity sites to understand their long term goals for the property and gauge potential interest in long term redevelopment. Where mutually beneficial goals, initiatives, and time lines are identified and/or outside development interest are found, the Village may work to assist in coordinating private redevelopment activities.

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Immediate / On-Going  
**Responsible Parties:** Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders.

### Action Steps:

- ❑ Initiate discussion meetings with those property and business owners identified as redevelopment opportunities to gauge their future development/redevelopment interests and inquire how the Village may be of assistance in meeting their respective goals.
- ❑ The Village may promote its support of the Downtown Plan through marketing and advertising efforts on the Village Web site, outreach to the local realtor and development community, and attendance at local, regional, and national trade shows/events.
- ❑ As development/redevelopment opportunities arise in the Downtown, Village officials/staff and Algonquin Downtown Business Group may assist where appropriate, the interested parties and stakeholders in collecting, evaluating, and navigating the development approval process.

## Promote & Encourage Use of Downtown Open Spaces by Local & Regional Entities

To reintroduce Downtown Algonquin and its numerous amenities to the larger community and surrounding region an active outreach/promotion campaign should be made to existing community-wide entities. Development of an open space/amenity marketing brochure should be prepared highlighting amenities, on-street and off-street parking locations and availability, ease of pedestrian access/circulation (post Bypass completion), and area retail, entertainment, and dining opportunities. Promotion of the area and distribution of the brochure should be included as part of the Village's on-going marketing activities as well as directly targeted to potential end uses (e.g. Community Little League parade, local automobile club gatherings, environmental/water resource groups, bicycle advocacy events, river recreational groups, others).

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Immediate / On-Going  
**Responsible Parties:** Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders.

### Action Steps:

- ❑ Consider preparation and distribution of a marketing brochure of available Downtown open spaces to highlight the respective amenities, permitting processes, restrictions, and costs (if any) to encourage their utilization by public, non-profit, and private entities throughout the community and larger Fox Valley region.
- ❑ Undertake a targeted outreach campaign to those entities and groups who may most directly contribute to and benefit from hosting their event/function within the Downtown.
- ❑ Send "delegations" to recreation events that could be held in Algonquin to meet organizers and learn about duplication or relocation opportunities:
  - » Kids mini-triathlons
  - » Bicycle Criterion
  - » Youth Sports Tournaments
  - » Paddling Events

## Support Temporary Commercial Activities

With today's challenging retail environment, entrepreneurs need opportunities to try ideas without the full commitment of a long-term lease and fixtures. The solution often is a revolving space master leased by a property owner who benefits from the opportunity to test tenants. Typically, the retailer will fill the space for 6 to 8 weeks with high quality seasonal goods—perhaps garden furniture in the spring to be replaced by paddling goods as the weather improves and cycling through to holiday goods in the fall and winter. For restaurants, cook-offs may allow potential businesses to test the market as well.

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Immediate / Short-Term  
**Responsible Parties:** Algonquin Downtown Business Group, Downtown Property & Business Stakeholders, and Village of Algonquin Staff.

### Action Steps:

- ❑ Review ordinances to create a temporary retail friendly zone in Downtown.
- ❑ Determine whether there is local interest in temporary retail by inviting all interested residents to a meeting facilitated by the Village. Potential retailers include:
  - » Park food concessions,
  - » Farmer's Market,
  - » Rental watercraft and bicycles, and
  - » Other fundraising art/craft fairs.
- ❑ Meet with owners of vacant property to determine interest in creating space for temporary tenants.
- ❑ Encourage local businesses from other areas of town to sell food and goods at Downtown events as a test for opening additional locations.

## Conduct a Feasibility Evaluation for Establishment of a Recreational Paddling & White Water Park

In an effort to further capitalize on the significant economic and recreational opportunities presented by the Fox River, the Village may consider undertaking a feasibility evaluation for establishment of a Paddling & White Water Park in the Downtown. The river's presence, path, flow characteristics, accessibility, and proximity to the core commercial areas of the Downtown make it a strong opportunity for both passive and active paddling activities. The paddling community within the Fox Valley actively participated in the Downtown Planning Study and is interested in assisting the promotion and development of these facilities within the area.

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Mid-Term  
**Responsible Parties:** Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, Illinois Conservation District, and Fox River Advocates.

### Action Steps:

- ❑ Arrange for and initiate a preliminary listening session with representatives of the paddling community focused exclusively on the characteristics needed for, components of, development costs related to, and potential economic benefits to be provided from a recreational and white water park.
- ❑ Schedule meetings with representatives from the IDNR and other entities/stakeholders with jurisdictional control and/or interest in the Fox River waterway to gauge their interest or concerns in regards to the initiative.
- ❑ Based on the input collected during the listening session and jurisdictional representatives, the Village may consider retaining the services of a consultant team with expertise in the design and implementation of similar facilities to undertake a detailed feasibility evaluation.
- ❑ During the feasibility evaluation process, the Village should maintain open lines of communications via inclusion of Algonquin Downtown Business Group representatives as part of the evaluation study group.
- ❑ Based on the results of the feasibility evaluation the Village may undertake a collective decision making process as to move forward with implementation of the recreational paddling and white water park as well as identification of potential funding resources and mechanisms.

## Restripe Local Roadways to Demarcate Bike Lanes & Pedestrian Enhancements

Safe access and circulation via pedestrian modes (e.g. walking and biking) directly represent the key characteristic of Downtown Algonquin. As such, enhancements such as highly visible on-street bike routes and pedestrian crosswalk demarcation are critical for the Downtown. As prescribed in the Downtown Plan, the Village should restripe the rights-of-way and crosswalks under its jurisdictional control to provide easily recognized bike lanes or / shared lanes and pedestrian crosswalks throughout the Downtown. Following completion of the IL 31 Bypass and the jurisdictional transfer of Main Street to the Village of Algonquin from IDOT, bike lanes and crosswalks along the right-of-way should be implemented.

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Mid-Term  
**Responsible Parties:** Village of Algonquin Officials and Staff, Algonquin Downtown Business Group and IDOT.

### Action Steps:

- ❑ Determine the appropriate bicycle facility on various streets to create a bicycle network throughout the Downtown using Washington Street, La Fox River Drive, Harrison Street, and Edward Street. Bike lanes should be used where adequate space is available to mark 5' wide bike lanes in each direction. Where the width is insufficient for bike lanes, the Village should consider marked shared lanes on these streets.
- ❑ Work with the Public Works Department to design and mark the bike facilities. Design guidance is available from the Manual on Uniform Traffic Control Devices (MUTCD) and Guide for the Development of Bicycle Facilities, 4th Edition, American Association of State Highway and Transportation Officials.
- ❑ When jurisdiction of Main Street has been transferred to the Village, work with Public Works or consider retaining a consultant to develop design alternatives for the cross-section of Main Street. Several options should be considered for Main Street, including bike lanes, buffered bike lanes, on-street parking, and widening or adding sidewalks.
- ❑ Evaluate the Main Street alternatives along with the Algonquin Downtown Business Group. Host a public workshop to understand the public's priorities and gain their input on alternatives.

## Design & Install Downtown Gateway and Wayfinding Signage

Highlighting Downtown Algonquin as a "special place" via prominent gateway demarcation (a.k.a. gateway signs) and providing conveniently located and easy to comprehend navigation aids (a.k.a. wayfinding signs) to motorists and pedestrians is an important promotion initiative for the area. The Village should consider preparation of detailed design and construction documents for primary and secondary gateway signage as well as wayfinding signage throughout the Downtown.

### Priority, Timeframe, and Responsible Parties

**Priority:** High Priority  
**Timeframe:** Mid-Term  
**Responsible Parties:** Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders.

### Action Steps:

- ❑ In conjunction with the Algonquin Downtown Business Group, consider retaining the services of an urban design firm to prepare a comprehensive gateway and wayfinding signage program and associated construction documents for Downtown Algonquin.
- ❑ Schedule meetings with representatives from the IDOT and other entities/stakeholders with jurisdictional or ownership control and/or interest in identified locations to gauge their interest or concerns in regards to the initiative.
- ❑ During the design process, the Village should maintain open lines of communications via inclusion of Algonquin Downtown Business Group representatives as part of the design group.
- ❑ Following completion of the design and construction document process, and completion of the Bypass construction process, the Village may choose to move forward with identification of potential funding resources and mechanisms to implement the gateway and wayfinding improvements.

## Coordinate with IDOT Regarding its Plans for the Land Located Between the Bypass and Arrowhead Subdivision

The Village of Algonquin may consider initiating discussions with the Illinois Department of Transportation (IDOT) to discuss IDOT's long term plans for the unused land located between the Bypass and Arrowhead subdivision. IDOT's utilization plans, timeline, and development/redevelopment restrictions (if any) should be identified for their impact on the Village's abutting Arrowhead subdivision.

### Priority, Timeframe, and Responsible Parties

**Priority:** Moderate Priority  
**Timeframe:** Mid-Term  
**Responsible Parties:** Village of Algonquin Officials and Staff, IDOT, and Algonquin Downtown Business Group.

### Action Steps:

- ❑ Contact IDOT representatives to arrange a meeting to discuss their plans for use of the property located between the Bypass right-of-way and the Arrowhead Subdivision.
- ❑ Based on the results of the meeting, the Village may consider conducting a site feasibility evaluation in conjunction with IDOT or independently with IDOT approval to confirm the ability of the property's soils to support future development.
- ❑ Depending on the site's soil evaluation, the Village may consider preparation of a future land use/development plan in conformance with the goals and objectives of the Downtown Planning Study.

## Establish Public-Private Shared Parking Arrangements

To facilitate the provision of appropriately located parking opportunities throughout the Downtown, the Village may initiate discussions with private property owners in regards to Public-Private shared parking arrangements. The discussions may be tailored to address hours of availability, maintenance, insurance, enforcement, and/or compensation (if any) related to a mutually agreed arrangement.

### Priority, Timeframe, and Responsible Parties

**Priority:** Moderate Priority  
**Timeframe:** Mid-Term  
**Responsible Parties:** Village of Algonquin Officials and Staff, Algonquin Downtown Business Group, and Downtown Property and Business Stakeholders.

### Action Steps:

- ❑ Prepare a list of targeted locations and their respective property owners for potential shared parking arrangements based upon the advisory recommendations of the Downtown Planning Study.
- ❑ Contact the identified property owners and schedule a meeting with Village staff and Algonquin Downtown Business Group representatives to discuss possible shared parking participation.
- ❑ Based upon the results of the discussions, the Village may draft a preliminary cost benefit analysis of the public-private shared parking location and its associated arrangement terms and conditions.
- ❑ Follow-up meetings and discussions with the respective parties may be arranged to review the evaluations, terms, conditions, and determine if further implementation efforts are warranted.
- ❑ If warranted, the Village may undertake formal contractual negotiations and approval of the arrangement with the Village Board.

## Evaluate Transitioning All Properties in the Old Town District into the “OT” Zoning Designation

To promote regulatory flexibility and ensure application consistency, the Village may consider evaluating the transition of all properties located within the Old Town District boundaries into the “OT” classification of the Village Zoning Code.

### Priority, Timeframe, and Responsible Parties

**Priority:** Moderate Priority  
**Timeframe:** Long-Term  
**Responsible Parties:** Village of Algonquin Officials and Staff, Algonquin Downtown Business Group Members, and Local Property and Business Stakeholders.

### Action Steps:

- ✘ In conjunction with members of the Algonquin Downtown Business Group, Village Officials, and Staff may facilitate a listening/input session with Downtown property and business owner representatives to discuss rezoning Old Town District parcels into the “OT” zoning classification.
- ✘ Conduct an impact evaluation of the potential zoning classification change on area parcels in regards to their conformance and/or non-conformance with the underlying bulk requirements of the intended classification.
- ✘ Conduct a follow up meeting/session with area property and business owners to present for discussion the findings of the Village classification impact evaluation.
- ✘ If deemed appropriate, consider drafting zoning classification modification ordinances for consideration by the Planning & Zoning Commission and Village Board.

- ✘ Schedule the requisite public hearing before the Planning and Zoning Commission for review and public comment of the zoning classification modifications.
- ✘ Following closure of the public hearing, the Planning and Zoning Commission may vote on a recommendation to the Village Board to approve the zoning classification modifications.
- ✘ The Village Board may consider the received recommendation of the Planning and Zoning Commission in regards to the zoning classification modifications and following which they may vote to approve the modifications.



## *Funding Mechanism Alternatives*

Financial attainability is among the most critical elements to implementation of the advisory recommendations of the Downtown Planning Study. To assist the Village in identifying and applying for the monies needed to pursue implementation of the advisory recommendations over the coming years, an inventory of potential funding sources has been compiled. The funding sources listed in the following table are intended to serve only as an initial guide to the Village of Algonquin in undertaking the significant number of improvements for the Downtown. The potential funding sources are listed by program name and provide preliminary details on project eligibility, administrator, general applicability to the Village of Algonquin, and an internet link to acquire additional information.

## *Funding Mechanism Alternatives*

| Program Name   | Administrator                         | Loan Type / Funding Ratio       |
|--|---------------------------------------|---------------------------------|
| <b>Transportation &amp; Infrastructure</b>                         |                                       |                                 |
| Congestion, Mitigation, and Air Quality Improvement Program (CMAQ) | CMAQ                                  | 80/20                           |
| Illinois Transportation Enhancement Program (ITEP)                 | IDOT                                  | 80/20 - 50/50                   |
| Transportation Enhancement Activities                              | USDOT FHWA                            | 80/20 - 50/50                   |
| Surface Transportation Program (STP)                               | CMAQ                                  | 70/30                           |
| <b>Economic Development</b>  |                                       |                                 |
| Community Development Assistance Program for Economic Development  | IL DCEO                               | 100                             |
| Business Development Public Infrastructure Program                 | IL DCEO                               | Low - Zero Interest             |
| Tax Increment Financial  | Village of Algonquin                  | Multiple Types                  |
| Special Service Assessment Districts (SSA's)                       | Village of Algonquin                  | Tax Assessment                  |
| Business Districts (BD'S)  | Village of Algonquin                  | Sales Tax Assessment (up to 1%) |
| Historic Building Preservation Support                             | Illinois Historic Preservation Agency | Tax Credit Program              |
| Crowdsourcing  | Authorized by SEC                     | Private Investment              |
| <b>Brownfield Redevelopment</b>                                    |                                       |                                 |
| Brownfield Assessment Pilot Grants                                 | EPA                                   | Multiple Types                  |
| Municipal Brownfields Redevelopment Grant                          | IEPA                                  | 70/30                           |
| <b>Natural Resources, Parks, &amp; Open Space</b>                  |                                       |                                 |
| Illinois Bicycle Path Program                                      | IDNR                                  | 50/50                           |
| Illinois Green Streets Initiative                                  | IDOT                                  | 80/20                           |

| Corridor Application  | Link to Additional Information  |
|---|---|
| Improvements to pedestrian and bicycle circulation, including creation of bicycle lanes, bicycle parking facilities, pedestrian walkways, and pedestrian and bicycle crossing improvements.   | <a href="http://www.cmap.illinois.gov">www.cmap.illinois.gov</a>  |
| Provision of facilities for pedestrians and bicycles and streetscape improvements.  | <a href="http://www.dot.state.il.us/opp/itep">www.dot.state.il.us/opp/itep</a>  |
| Provision of facilities for pedestrians and bicycles, landscape beautification, inventory, control and removal of outdoor advertising,  | <a href="http://www.enhancements.org">www.enhancements.org</a>  |
| Roadway and intersection and crosswalk improvements along Main Street.  | <a href="http://www.cmap.illinois.gov">www.cmap.illinois.gov</a>  |
| Economic development related infrastructure and enhancements.   | <a href="http://www.commerce.state.il.us/dceo">www.commerce.state.il.us/dceo</a>  |
| Public improvements on behalf of businesses making major expansion or related project resulting in significant private investment and creation/retention of numerous jobs.  | <a href="http://www.commerce.state.il.us/dceo">www.commerce.state.il.us/dceo</a>  |
| May be used for a highly diversified collection of subject site/area improvements including but not limited to public infrastructure, streetscape, land write-downs, land acquisition, planning costs, sewer & drainage, traffic control, landscaping, park improvements, bridge construction/repair, demolition, utilities, street reconditioning and lighting, water supply, environmental remediation, parking structures. | <a href="http://www.illinois-tif.com">www.illinois-tif.com</a>  |
| These districts generate revenue in the form of a special property tax, approved by the property owners in a defined district. The tax proceeds may then be used to fund development/redevelopment improvements which benefit the property owners within the district. These may include marketing, planning, streetscape, maintenance, and public/private management organizations.  | <a href="http://www.cmap.illinois.gov/documents/20583/083aced5-5a9b-4044-9c22-28e47d302c75">http://www.cmap.illinois.gov/documents/20583/083aced5-5a9b-4044-9c22-28e47d302c75</a> |
| Allows municipalities to capture up to 1% of sales tax which must be reinvested into the district. TIF eligibility standards are used to define Business Districts.   |   |
| Supports the costs associated with renovation of historic buildings.  | <a href="http://www.illinoishistory.gov">www.illinoishistory.gov</a>  |
| It is possible to establish a connection between local entrepreneurs and investors to provide the working capital necessary to cause successful new businesses.   | <a href="http://icrowd.com">http://icrowd.com</a>   |
| Multiple grants available for funding brownfield assessments, cleanup, and revolving loans.   | <a href="http://www.epa.gov/brownfields/pilot">www.epa.gov/brownfields/pilot</a>  |
| Brownfield remediation investigation and planning.  | <a href="http://www.epa.state.il.us/land/brownfields/grants">www.epa.state.il.us/land/brownfields/grants</a>  |
| Acquisition and development of trail facilities   | <a href="http://www.dnr.state.il.us/ocd/newtrail">www.dnr.state.il.us/ocd/newtrail</a>  |
| Provision and planting of trees along rights-of-way   | <a href="http://www.dot.state.il.us/opp/itep">www.dot.state.il.us/opp/itep</a>  |