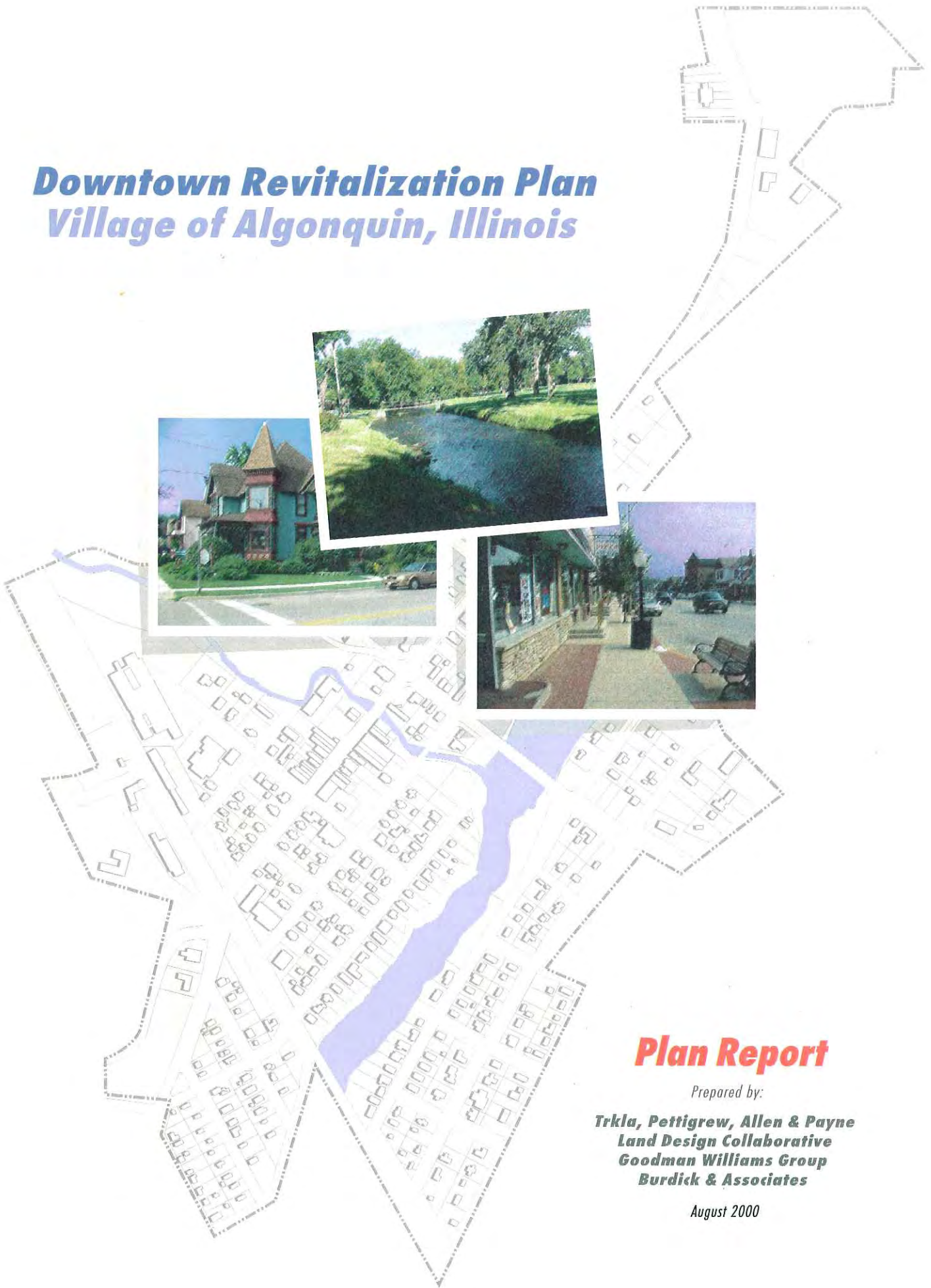
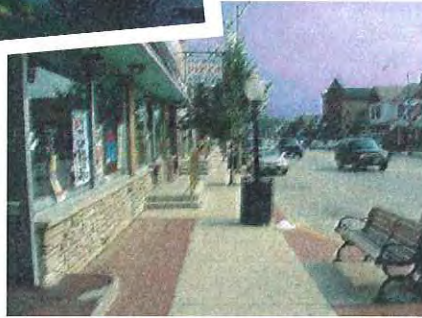


Downtown Revitalization Plan Village of Algonquin, Illinois



Plan Report

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August 2000

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Village of Algonquin, Illinois

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Executive Summary

The *Downtown Revitalization Plan* provides a guide for physical improvement and development within Downtown Algonquin over the next 10-year period.

The Plan establishes the framework for private development projects and provides a basis for public and private investments and capital improvements within the Downtown in the future.

The Plan is the product of considerable effort on the part of the Downtown Revitalization Plan Steering Committee, Village staff, and others in the Algonquin community. This final Plan represents the consensus of all involved.

VISION FOR DOWNTOWN:

Downtown has an image and character very different from other commercial areas in Algonquin. This is due in part to its compact size and configuration; its diverse mix of land uses; its pedestrian orientation; the large number of buildings with historic interest; and its close proximity to the Fox River corridor and adjacent residential neighborhoods.

The *Downtown Revitalization Plan* strives to accommodate continued improvement and development, while maintaining and enhancing the established qualities and characteristics that give the area its special identity.

The primary objectives of the Plan are to:

- Maintain Downtown as a small, compact and well-defined geographic area.
- Reinforce Downtown as an exciting and diverse “mixed-use” area consisting of retail, office, service, entertainment, institutional and residential uses.
- Improve and intensify Main Street as the shopping and business “core” of Downtown.
- Encourage improvement and development of the secondary commercial and transitional areas that border the Main Street corridor.
- Maintain and protect adjacent residential neighborhoods.
- Improve and enhance the Crystal Creek corridor as a major new Downtown amenity.
- Create improved linkages and connections between Downtown, Towne Park and the Fox River corridor.
- Preserve and retain buildings with architectural and historic interest.
- Ensure that new construction is compatible with the existing building fabric.
- Establish more effective “wayfinding” to and within the Downtown.
- Ensure an adequate supply of appropriately located and attractively designed parking.

- Continue to enhance Downtown as a safe, convenient and “hospitable” pedestrian environment.
- Create attractive and visually distinctive “streetscapes” that unify, enhance and interconnect the various parts of Downtown.

RECOMMENDATIONS

Land-Use:

Mix of Uses. Downtown Algonquin should be improved and enhanced as an exciting and diverse “mixed-use” area comprised of a wide range of retail, service, office, entertainment, institutional and recreational uses.

Boundaries of the Commercial Area. The commercial portion of Downtown should be small, compact and well-defined. No geographic expansion is recommended. The Plan focuses primarily on the Main Street commercial area, surrounding secondary commercial areas, and the riverfront and parks. The residential areas east of the river and the cemetery area to the north are within the “historic” boundaries of Downtown, but are not the focus of the Plan.

Main Street. The Downtown “core” is generally located along Main Street between Algonquin Road and Washington Street and should be improved and enhanced as the primary business area and the functional heart of Downtown.

The core should be characterized by continuous rows of two- and three-story commercial buildings located at or very near the sidewalk line. While the Core should include a diverse mix of land uses, retail and restaurant uses should be located on the street-level of most buildings, with offices, services and residential units on the upper floors.

Secondary Office and Commercial Areas. Secondary office and commercial service development should continue to be located along North Main Street and along Harrison Street. These areas should provide sites for office and service uses, as well as parking facilities to support the core.

In contrast to the Main Street “core”, which is characterized by “in-line” buildings located at the sidewalk line, Secondary Commercial Areas may include separate, free-standing buildings set back from the sidewalk, many of which are converted “historic” residential structures. The intensity of development within these areas should be less than that permitted in the “core” Main Street area.

Neighborhood Commercial Development. Small-scale new neighborhood commercial development should be encouraged along South Main Street and near the intersection of Algonquin Road and River Drive.

Residential Areas. The adjacent residential neighborhoods should be preserved and protected. Single-family homes should predominate within the neighborhoods.

New planned multi-family development of a scale and character compatible with the existing neighborhoods and nearby commercial areas is recommended along Jefferson Street and Washington Street in close proximity to the park, and along Harrison Street overlooking Riverfront Park.

Parks, Open Space and Public/Institutional Areas. Existing open space areas should be improved and maintained as important components of Downtown. Towne Park and Riverfront Park should be improved and enhanced and new open space amenities should be established. New river front parks and open spaces should be developed along the Fox River near Crystal Creek, and the Crystal Creek corridor should be developed as a pedestrian way and public open space providing a linkage between Towne Park, Historic Village Hall, the Main Street shopping area, and the riverfront.

Building Development:

Existing Buildings. Downtown Algonquin was developed over a period of many years. It is characterized by an interesting mix of architectural styles and building types. The “eclectic” character of buildings is an asset which helps make Downtown different from other commercial areas.

The Plan emphasizes the importance of maintaining and preserving existing Downtown buildings, particularly those with architectural and historic interest. Maintenance, rehabilitation and storefront design improvements should be undertaken as required.

Potential Development Sites. While the Downtown Plan strives to preserve and rehabilitate buildings with architectural and historic interest, the Plan also recognizes that the selective “redevelopment” will also be required in order to ensure that Downtown remains strong and viable in the future.

The Downtown Plan highlights a number of properties that appear to be candidates for development or redevelopment in the near future. These include vacant properties, marginal uses, underutilized properties, and properties where reuse or redevelopment is already being discussed.

Priority development sites include:

- *The vacant property along the west side of Main Street (the Kristensen property), which is recommended for new pedestrian-oriented retail uses of the ground floor, and offices or residential units on the second floor.*
- *The northeast corner of Main Street and Algonquin Road, which should be combined and redeveloped for new restaurant, retail and/or service uses, with parking located to the rear of stores and shops. Redevelopment of this site should include a small new plaza at the corner of Main and Algonquin.*
- *The southeast corner of Main Street and Algonquin Road, which should be combined and redeveloped for new restaurant, retail and/or service uses, with parking located to the rear of stores and shops. Redevelopment of this site should relate to and enhance the proposed Crystal Creek pedestrian way.*
- *The vacant and underutilized properties along Crystal Creek at the Fox River, which are recommended for new park and open space development.*
- *The property along the west side of Harrison Street between Front Street and Edward Street, which should be developed as new multi-family residential overlooking the Fox River.*

New Construction. As development and redevelopment occurs, it is essential that new buildings be compatible with the traditional scale and character of Downtown. While architectural styles need not be the same, all Downtown buildings should be generally compatible in terms of building height, placement, orientation, materials and façade articulation, particularly buildings within the same block.

The Plan establishes new *Design Guidelines* to help provide direction for Downtown building improvements and new construction. Application of the Guidelines by the Village, Downtown organizations, architects and developers will promote high quality new development, while maintaining the “small-town” character and charm that makes Downtown Algonquin unique.

Traffic Access and Circulation:

Several actions are planned, underway, or recently completed that will improve access and all traffic and circulation within Downtown.

1. ***Western Bypass.*** Completion of the Western Bypass should significantly decrease truck traffic on Main Street and reduce traffic congestion at the intersection of Algonquin Road and Main Street. The Village should work closely with the McHenry County Highway Department during the planning and implementation stages of the bypass.
2. ***Intersection of Main Street and Algonquin Road.*** The recent addition of the designated right turn lane at the intersection has already significantly improved traffic flow and reduced congestion in Downtown.
3. ***Prairie Trail Bike Path.*** The bike path is an important amenity to Downtown and provides a vital link to other parts of Algonquin and as well as neighboring communities. A goal of the Downtown Plan is to make better use of the Bike Trail as an attraction and means of access to Downtown.
4. ***Harrison Street.*** Harrison Street serves both commercial and residential areas as well as many of the Downtown parking areas. Harrison Street should be improved as an important “circulation route” and pedestrian corridor, linking many of the Downtown’s important features and providing the primary pedestrian access to areas along the river both north and south of Algonquin Road.

Parking:

Existing Parking Facilities. Downtown is served by a number of small off-street parking lots, primarily located behind stores and shops, with many along the Harrison Street frontage. Several actions should be taken to improve existing off-street parking lots, including re-striping and reconfiguration, unifying adjacent lots, eliminating or consolidating curb-cuts, and coordinating cross-access. These actions should increase the number of spaces available and should better serve existing stores and businesses.

The Village should also improve the appearance of Downtown by promoting the use of trees, landscaping and decorative fencing to screen and beautify surface parking lots.

New Parking Facilities. In addition to improving existing parking facilities, the Village should require that adequate off-street parking be provided as part of any new development in the Downtown.

Urban Design:

Pedestrian Ways. Downtown Algonquin is characterized by an attractive pedestrian scale and orientation. While a number of pedestrian-related improvements are already in place, several actions should be undertaken to supplement and enhance the existing pedestrian system:

- a) Crystal Creek should be improved as a continuous pedestrian linkage and open space corridor extending from the Fox River to Towne Park.
- b) Continue to enhance Main Street as Downtown's primary pedestrian street. Sidewalks along Main Street should extend from building to back of curb and be improved with streetscape elements including special brick paving, lights, benches and landscaping.
- c) Harrison Street should be improved as an important new pedestrian route which connects the existing and new parks along the Fox River and provides improved linkages between the north and south sides of Algonquin Road.
- d) Similarly, Washington Street and Algonquin Road should be improved for pedestrian use within the commercial areas of Downtown.

Open Spaces. Several actions should be undertaken to improve and upgrade Downtown parks and open spaces:

- a) **Towne Park.** Recommended improvements to Towne Park include providing access to Towne Park from the Prairie Trail Bike Path; improving park access from the south and west; providing new bridges over Crystal Creek; creating separate pedestrian walkways and entrances from the Historic Village Hall site; and linking pathways along Crystal Creek to other pedestrian systems outside the park.
- b) **New Parks at Crystal Creek and the Fox River.** The Village is in the process of acquiring and developing property along the Fox River for new public open space. The new park south of Crystal Creek along the river should be a passive recreation area and left as natural as possible, providing for activities such as fishing, bird watching, and possibly canoeing.
The new park north of the creek should be developed as a landscaped open space and pedestrian seating area. This park will be highly visible from the Algonquin Road bridge and should be developed as a "gateway feature" for Downtown.
- c) **Riverfront Park.** An improvement plan for Riverfront Park has been approved and will soon be implemented by the Village. It is recommended that Riverfront Park be better connected to other parks by improving Harrison Street for pedestrian use.

Western Bypass. The Village should work closely with the McHenry County Highway Department to ensure the proposed Western Bypass enhances Downtown Algonquin. Bypass considerations include:

- The use of sound barriers and landscaping to mitigate undesirable visuals and sound levels;
- Ensuring that the Prairie Trail Bike Path is not displaced but improved and accommodated;
- Village acquisition of “remnant parcels” for use as parking, community signage, and/or public open space and access.

Signs. Several actions should be undertaken to improve signs within Downtown:

- a) Establish an overall “family” of signs and graphics for use within the Downtown, prescribing the colors, shapes and symbols to be used and applied within various parts of the Downtown;
- b) Install new “wayfinding” signage to better direct motorists to Downtown and more effectively guide movement within and around the area;
- c) Develop “gateway” signs at key intersections to announce entry into the commercial area; and
- d) Provide pedestrian-oriented directories at selected locations.

Streetscape Design System. A comprehensive “streetscape design system” should be developed which defines a “family” of streetscape facilities to be applied in various parts of the Downtown. This system should establish guidelines for street trees, lighting fixtures, paving materials, banners, bollards, benches, signs, public art, bridges, and other features.

The *Downtown Revitalization Plan* outlines a preliminary “streetscape design system” consisting of four categories of streets, each with a somewhat different level and character of streetscape improvement.

Implementation of the “streetscape design system” will improve the image and appearance of Downtown, establish visual continuity along key streets and pedestrian ways, assist in “wayfinding,” and help make Downtown more friendly and hospitable for both motorists and pedestrians.

IMPLEMENTATION:

Algonquin’s new *Downtown Revitalization Plan* cannot be accomplished all at once. Plan implementation must be scheduled over a period of years. Implementation will entail a range of “players” and will require a variety of funding sources and techniques. The Plan’s *Action Agenda* is designed to help the Village organize and initiate the Plan implementation process. It includes:

- a) The suggested priority of each major project, based on a 10-year “horizon” and three implementation phases;
- b) An indication of the public and private sector responsibilities for initiating and participating in each project; and
- c) A suggestion of the funding sources and assistance programs that might be available for key projects.

In general, the Village of Algonquin will assume the leadership role in Plan implementation. The Village will carry out many of the public improvement projects called for in the Plan, and will administer a variety of financial and technical assistance programs available to local businesses, residents and developers. The Village will cooperate with and support local agencies, institutions and organizations, and will ensure that all codes, ordinances and enforcement procedures support and complement the new Plan. The Village may also serve as coordinator of many private initiatives.

Most importantly, however, successful implementation of the *Downtown Revitalization Plan* must be based on a strong public and private partnership. In addition to the Village's role, this partnership will require active participation by various public agencies, the local business community, neighborhood groups, local institutions, property owners, developers, and the overall Algonquin community.

FOLLOW-UP ACTIONS:

In many ways, the planning process in Downtown Algonquin has just begun. Formal adoption of the *Downtown Revitalization Plan* is only the first step, not the last. Without continuing action to implement and build upon the Plan, the Village's efforts up to this point will have little lasting impact.

The Plan highlights several "follow-up actions" that should be undertaken during the coming months. These relate to:

- a) Reviewing and modifying zoning and other development codes;
- b) Establishing new processes and procedures for reviewing and monitoring Downtown development proposals;
- c) Undertaking technical studies of potential traffic and parking projects;
- d) Preparing design plans for the "streetscape design system" and the Crystal Creek pedestrian way;
- e) Preparing site plans and park plans for the new parks on the Fox River at Crystal Creek and improvement plans for Historic Village Hall site/Towne Park entrance, as well as for other high priority development sites in Downtown.

A timely response to these "follow-up actions" will supplement the new *Downtown Revitalization Plan*, sustain the momentum established in the planning program, and begin the process of Plan implementation.

Introduction

This Plan Report presents the results of the *Algonquin Downtown Revitalization Planning Program*. It includes an overview of existing conditions and potentials, a review of key issues and objectives, and a presentation of recommendations for improving and enhancing Downtown Algonquin in the years ahead.

BACKGROUND to the PLAN

Algonquin, Illinois is located in the Fox River Valley in McHenry County, approximately 40 miles northwest of Downtown Chicago. The Village was first settled as a farming town in 1834 around the banks of the Fox River. The Village was incorporated in 1890 and has grown significantly from its beginnings as a river and railroad oriented community. Today, Algonquin is a rapidly growing community with a population of over 21,000 – projected to be 37,500 by 2020.

Downtown Algonquin is the community's historic commercial and multi-purpose center. It encompasses a relatively small area concentrated in the blocks on either side of Main Street, including areas located on both sides of the Fox River between the Prairie Trail Bike Path and Edward Street. The Downtown provides the only public riverfront access in the Village.

Downtown has an image and character very different from other commercial areas in Algonquin. This is due in part to its compact size and configuration; its diverse mix of land uses; its pedestrian orientation; the large number of buildings with historic interest; and its close proximity to the river corridor.

A Downtown plan is needed to accommodate continued improvement, development and revitalization of Downtown Algonquin, while maintaining and enhancing the established qualities and characteristics that give the area its special identity.

After soliciting proposals from several consulting firms, a Consultant Team consisting of four Chicago-area firms was selected to work with the Village on the *Downtown Revitalization Plan* assignment.

DOWNTOWN PLANNING PROCESS

The Algonquin Downtown Revitalization Planning Program, which was initiated in June 1999, has entailed a five-phase planning process. The program included analyzing existing conditions, identifying issues and concerns, establishing an overall "vision" for Downtown, developing and evaluating alternative plans and projects, and preparing final planning, design and implementation recommendations.

The planning program has entailed significant local input and participation. A variety of groups have taken part in the planning process, and the final *Downtown Revitalization Plan* reflects the ideas, opinions and suggestions of a number of different individuals within the Algonquin community.

A Downtown Plan Steering Committee was established to work with the Consultant Team throughout the course of the study. The Steering Committee consisted of Village staff, elected and appointed officials, Downtown business persons and property owners, representatives from various institutions and organizations, and residents from surrounding neighborhoods. In addition, key person interviews and workshops were undertaken early in the process to elicit local ideas and perceptions about issues and potentials. A "visioning session" was undertaken to define the future role and function of Downtown. A total of ten (10) public meetings were conducted at key junctures to present information, discuss findings and conclusions, and establish consensus before entering the next phase of the Downtown planning program.

ORGANIZATION of the PLAN REPORT

This final *Downtown Revitalization Plan* report summarizes the entire planning process, and is divided into six sections:

- **Vision Statement** describes Downtown Algonquin as it will be in the year 2010. The Vision Statement establishes focus and direction for the Downtown Plan and provides an overview of the policies, actions and recommendations presented in the following sections of the report.
- **Land-Use and Development** presents recommendations regarding: a) the overall boundaries of Downtown; b) the location and arrangement of land-uses; c) guidelines for various Downtown subareas; and d) site development opportunities. This section also presents generalized recommendations for traffic and parking.
- **Building Design Guidelines** presents recommended policies and guidelines for promoting high-quality and compatible building improvements and developments that will complement the existing scale, character and "ambiance" of Downtown Algonquin.
- **Urban Design** presents recommendations for improving and enhancing Downtown as an attractive and "hospitable" shopping, business and leisure-time environment, including recommendations related to pedestrian ways, open spaces, gateway features, landscaping, lighting and other streetscape features.
- **Marketing and Promotion** presents recommendations for potential marketing and promotional efforts that would reinforce Downtown revitalization efforts. This section also recommends coordinated management activities to help build and maintain the viability of Downtown.
- **Implementation Action Agenda** highlights the implementation aspects of the Plan's major improvement and development recommendations, including: a) the timing and priority of each project; b) the public and private sector responsibilities for initiating and participating in each project; and c) the funding sources and assistance programs that might be available for implementing key projects.

SUPPLEMENTARY REPORTS

This final *Downtown Revitalization Plan* document is supplemented by two interim reports prepared during the course of the assignment. Each of these reports was reviewed and discussed extensively with the Steering Committee as a part of the planning process:

- **The Phase 1/Phase 2 Report** documents the results of the community outreach activities, the demographic and market overview work, and the inventory and analysis of existing conditions and future potentials. This report also includes a summary of key issues and concerns to be addressed in the new Downtown Plan.
- **The Phase 3/Phase 4 Report** documents the results of the “visioning workshop” conducted in November 1999, including the workshop format, the results of the small-group work sessions, and the final Vision Statement. This report also presents and compares a range of alternative projects and actions that might be undertaken to improve and enhance Downtown Algonquin. These alternatives were reviewed and evaluated by the Downtown Plan Steering Committee prior to the preparation of final Plan recommendations.

Most of the pertinent material from these interim reports has been incorporated into this final Plan document. However, the supplementary reports are available for review at the Village of Algonquin Department of Community Development.

USE and PURPOSE of the DOWNTOWN PLAN

The *Downtown Revitalization Plan* should become Algonquin’s policy guide for physical improvement and development within the Downtown Area.

The Plan strives to articulate the community’s “vision” for Downtown and prescribes policies and guidelines for achieving that vision.

The Downtown Plan establishes the “ground rules” for public and private improvement and development. It should be used on a cooperative basis by the Village and various organizations, institutions, property owners, merchants, homeowners and residents.

The Plan provides guidelines by which Village staff, the Planning Commission and Village Board can review and evaluate private development proposals.

The Plan provides a guide for public investments and capital improvements, and can be used to help identify and schedule public improvement projects related to streets, pedestrian ways, infrastructure, and public sites and buildings.

The Plan provides a guide for Downtown property owners, designers and developers as they prepare plans for new development projects.

The Plan provides a basis for refining the zoning ordinance and other development codes, all of which should be used to implement planning policies and recommendations.

Finally, the Plan should serve as a marketing tool to promote Downtown Algonquin's unique assets and advantages, and help continue to attract desirable new investment and development to the area in the future.

PLAN IMPLEMENTATION

In many ways, the planning process in Downtown Algonquin has just begun. Formal adoption of the *Downtown Revitalization Plan* is only the first step, not the last. Without continuing action to implement and build upon the Plan, the Village's efforts up to this point will have little lasting impact.

Successful implementation of the *Downtown Revitalization Plan* must be based on a strong public and private partnership. In addition to the Village of Algonquin, which will assume the leadership role in Plan implementation, this will require active participation by various public agencies, the local business community, neighborhood groups, local institutions, property owners, developers, and the overall Algonquin community.

It is essential that Algonquin's *Downtown Revitalization Plan* be both flexible and dynamic. It should be reviewed and revised on a regular basis to ensure that it continues to reflect local conditions, desires and potentials. It should be possible—and even desirable—to modify and refine the Downtown Plan from time to time so that it may continue to be relevant and respond to the changing environment.

Vision for Downtown

The *Vision Statement* describes Downtown Algonquin as it will be in the year 2010. It is a "retrospective" which chronicles the accomplishments of the previous decade. It records the projects, improvements and developments that have been undertaken since the completion of Algonquin's *Downtown Revitalization Plan* in 2000. The *Vision Statement* is not intended to provide specific improvement projects and recommendations, but is a more general outline of what Downtown should be in the future.

The *Vision Statement* has been prepared by the Consultant Team, based primarily on the Visioning Workshop conducted at Village Hall on November 17th, 1999. However, the *Vision Statement* also takes into consideration the results of the key person interviews, workshops, meetings and discussions with Village officials and staff, and the analyses and investigations undertaken by the Consultant Team.

PARTICIPANTS in the VISIONING WORKSHOP

Approximately 45 individuals participated in the Visioning Workshop, providing a wide-range of insights and interests. Workshop participants consisted of Algonquin elected officials; appointed officials including members of the Economic Development Commission, Planning and Zoning Commission, and Historic Commission; members of the *Downtown Revitalization Plan* Steering Committee; Downtown business and property owners; representatives of Downtown organizations and institutions; and Village residents.

SMALL GROUP WORK SESSIONS

The Workshop attendees were divided into six (6) small groups of approximately 6-8 individuals each. The small groups worked as independent teams to create their vision of Downtown Algonquin for the year 2010, then shared their vision with the entire group of Workshop participants. The ideas and concepts of the different visions have been brought together to form the "Downtown Vision Statement," which is presented on the following pages.

Downtown Vision Statement

IN THE YEAR 2010, Downtown Algonquin is an exciting, attractive and distinctive mixed-use center offering a shopping, living, recreation and leisure-time environment very different from other nearby commercial areas. In addition to its exciting mix of uses, Downtown Algonquin is distinguished by its compact size, "small town" scale and character, unique pedestrian orientation, diversity of architecture, attractive and well-maintained residential neighborhoods, and riverfront activities and attractions.

Residents recognize Downtown as the functional and symbolic heart of the community and it is the gathering place for many community events and activities. It offers a sense of history and tradition and is a source of great pride to the Algonquin community.

Mix of Uses: *Downtown Algonquin is a true "mixed-use" activity center containing an exciting array of retail, restaurant, service, entertainment, institutional and residential uses. New restaurants and retail establishments provide a strong commercial base and the specialty shops, boutiques, and bed and breakfasts are regional attractions drawing visitors from well beyond Algonquin.*

A variety of new cultural facilities, including performance art and exhibit venues, enrich the Downtown "experience." These new cultural facilities are prominent regional attractions that draw significant new visitor interest to the Downtown.

Housing conditions and neighborhood quality are exemplary in the Downtown. A wider range of housing choices is now available, including single-family homes, townhouses, condominiums, and luxury/"up-scale" apartments. All new residential development has been compatible with the character of existing neighborhoods.

Design & Appearance: *While many public and private improvements have been undertaken during the past ten years, Downtown has retained its distinctive "small town" image and attractive visual character.*

Downtown contains a diverse mix of architectural styles and building types, and a balance of old and new construction. The Village has worked with the business community in establishing new design guidelines to ensure that all new construction is compatible with Downtown's traditional architectural qualities.

Distinctive “gateway” signs and a coordinated, area-wide streetscape improvement program visually unify Downtown, including the riverfront area. Special streetscape improvements at the intersection of Algonquin Road and Main Street have been designed to reflect the character and image of the Downtown, creating a visual focal point for passing motorists.

Access & Circulation: *The successful completion of the Western Bypass and the designated left and right turn lanes on Route 62 at Route 31 have significantly reduced vehicular congestion in the Downtown and has nearly eliminated through truck traffic along Main Street.*

Access to parking areas along Harrison Street has been improved and directional signage has been strategically located throughout Downtown to inform visitors where to access off-street parking.

Pedestrian Environment: *The pedestrian is given clear preference within Downtown, and the distinctive pedestrian orientation has become one of Downtown’s “signature” characteristics.*

Safe, attractive and “user friendly” pedestrian connections are provided throughout the Downtown and along Crystal Creek, connecting Towne Park, Main Street, and the riverfront area. All Downtown subareas, including public spaces along the river, are interconnected via this pedestrian/bicycle system. Pedestrian-auto conflicts have been significantly reduced.

The Riverwalk extends along the west bank of the Fox River, connecting improved and expanded public open spaces both north and south of Algonquin Road.

A pedestrian/bicycle wayfinding system has been installed throughout the Downtown to inform walking and biking visitors of Downtown attractions, destinations, services, and points of interest.

Parking: *Adequate and conveniently located off-street parking is available throughout the Downtown. Surface parking lots are primarily located at the rear of the commercial buildings. Adjacent lots have been redesigned to improve the overall efficiency of parking lot circulation and convenience and all parking lots have been improved with landscaping, screening, and attractive signage. Directional signage is strategically located throughout Downtown, informing motorists where to find convenient off-street parking.*

On-street parking has been retained, improved and reoriented to enhance shopper convenience and safety.

Financing & Implementation:

The financing of Downtown improvement and development during the past ten years has been accomplished by utilizing a combination of public and private sector sources. The Village has undertaken a number of public improvements projects, and has utilized a range of creative financing techniques to assist and support private sector development and redevelopment efforts.

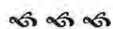
A large portion of the Village's Downtown improvement funding has come from revenue generated from large-scale developments along Randall Road. However, financial commitments from the private sector have also been essential to the success of the Downtown improvement program.

Organization & Participation:

Downtown improvements and developments during the past ten years have entailed the participation and cooperation of all stakeholders within the area, including the Village of Algonquin; property owners and merchants; local banks and financial institutions; developers and real estate brokers; and neighborhood groups and organizations. Downtown's strong public/private partnership has received widespread recognition.

A strong and well-organized business community serves the needs of Downtown and aggressively markets the area to prospective customers and businesses. The business community is also involved in many other civic affairs, contributing to the overall sense of community and spirit of cooperation within the Downtown.

As this spirit of partnership and cooperation continues, Downtown should remain the "heart and soul" of the Algonquin community for many years to come.



Land-Use and Development

This section presents land-use and development recommendations for Downtown Algonquin. Following an overall discussion of market and development potentials, it consists of a series of graphic panels and accompanying text that illustrate and describe: a) existing conditions, b) issues and potentials, d) potential improvement and development opportunities, and d) plan and project recommendations.

- **Figure 1: Existing Land-Use** describes the existing development pattern within the Study Area. Downtown Algonquin includes a diverse mix of retail, office, service, industrial, residential, public and institutional land uses and the existing development pattern is an important consideration in the new Downtown Plan.
- **Figure 2: Downtown Subareas** divides the Study Area into several functional subareas, and describes the conditions and potentials of each subarea. While the Plan focuses on the commercial subareas of Downtown, it also encompasses the immediately surrounding neighborhoods and open spaces.
- **Figure 3: Pending Plans and Projects** highlights several improvement and development projects that are either underway or being discussed for properties within the Study Area. If implemented, these projects will have a significant impact on the Downtown, and are therefore important considerations in the new Plan.
- **Figure 4: Potential Development Sites** highlights specific properties within the Study Area that appear to be candidates for development or redevelopment in the future. The existing characteristics and future potentials of each property are described in Table 1.
- **Figure 5: Downtown Land-Use Plan** presents land-use and development recommendations for the Study Area. The Land-Use Plan builds upon the existing land-use structure of Downtown, but also suggests significant changes and modifications in key locations.
- **Figure 6: Traffic and Parking** provides an overview of traffic and parking conditions, opportunities and potentials, and presents generalized traffic and parking recommendations to complement the new Downtown Land-Use Plan.

It should be emphasized that the Downtown Land-Use Plan strives to achieve a balance between preservation and new development. The Plan recognizes the important historical heritage of Downtown Algonquin and promotes the retention of buildings with architectural and historic interest. However, the Plan also recognizes that new uses and new construction will be required if Downtown is to continue to be a viable commercial area, and it promotes compatible new development and redevelopment in several locations.

MARKET and DEVELOPMENT POTENTIALS

The land use and development recommendations presented in this section are based in part on the evaluation of market and development potentials for Downtown Algonquin.

From a market perspective, Downtown Algonquin has a number of important assets. The community is growing and will continue to do so, adding almost 17,000 residents by 2020. The Downtown offers scenic views of the Fox River, Crystal Creek, and wooded areas near Towne Park. Historic buildings add a sense of nostalgia, differentiating Downtown from the newer commercial strips and residential subdivisions that are being developed along major commercial arteries like Randall Road. Port Edward Restaurant is a well-known landmark, attracting patrons from throughout the northwest suburbs and beyond.

Before Downtown Algonquin can attract more businesses and private-sector development, however, the Village will need to take the initiative on a number of infrastructure improvements. Implementing key components of the Plan will send a strong message to the investment and development community that Downtown Algonquin is on the rebound. Some of these projects are already underway and others may be an outgrowth of this planning effort.

By implementing key components of the Plan, Downtown Algonquin will be poised to capture its share of development opportunities within this growing market. Commercial development opportunities in Downtown Algonquin will consist primarily of infill retail stores and service firms. Additional specialty shops selling food, coffee, crafts, antiques, apparel, or accessories would contribute to the pedestrian-oriented environment along Main Street. Free-standing restaurants and entertainment venues would serve local residents as well as draw from a wider area. Market support for new eating and drinking establishments will come from both pent-up demand and continued population growth.

New residential development would also enhance Downtown Algonquin, enlivening the Downtown environment and providing support for Downtown businesses. With the Fox River, Crystal Creek, and attractive public open spaces, Downtown Algonquin could be a competitive location for several types of new residential development:

- **Multifamily rental buildings.** This market offers few high-quality apartment developments, and sites for future multifamily developments are limited. New, small-scale apartment developments could target either seniors or young professionals.
- **Townhouse development.** Higher density, attached housing is clearly well accepted in this market. In particular, sites oriented to the river are likely to attract developer interest.

Figure 1
Existing Land-Use

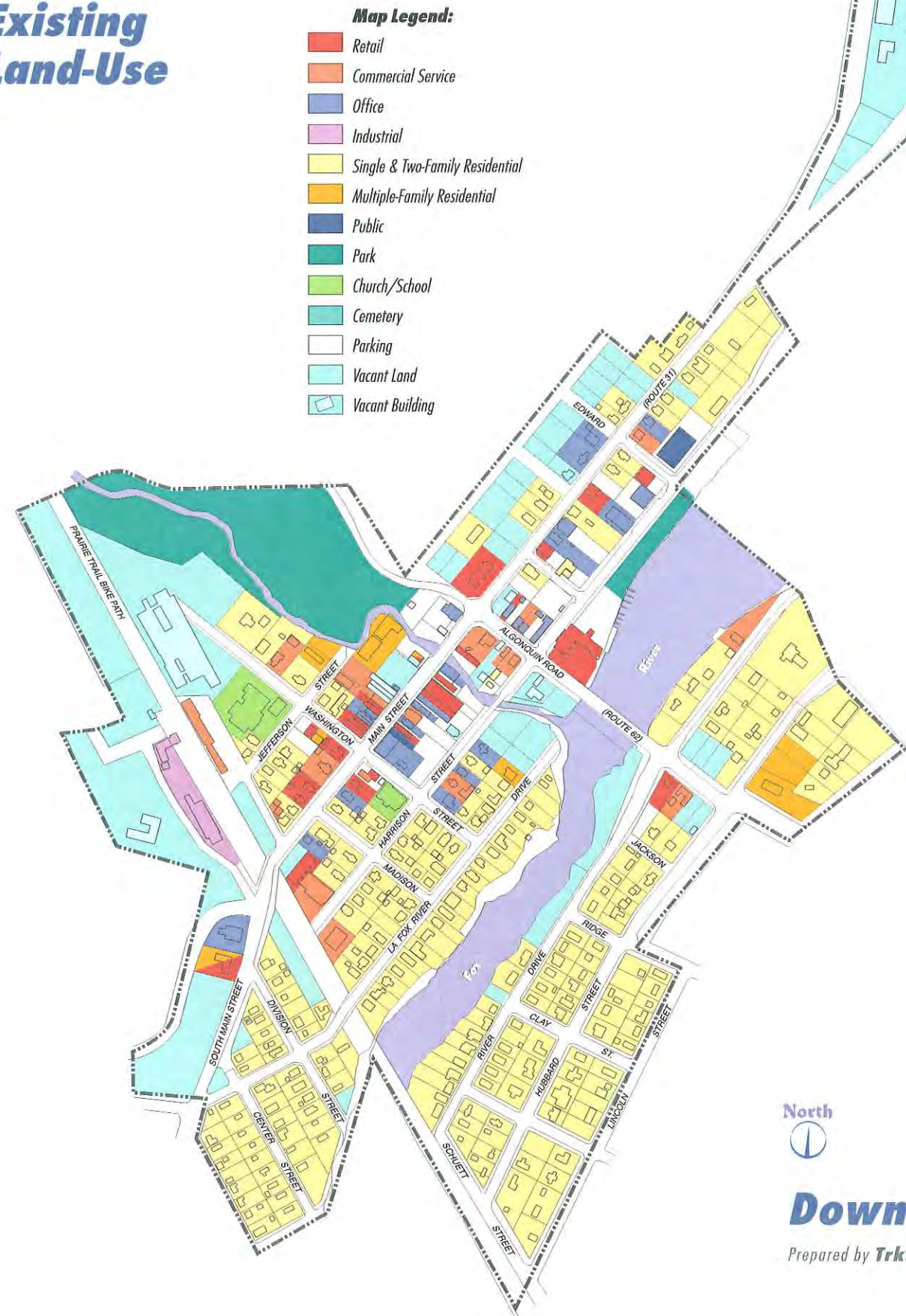


Figure 1
Existing Land-Use...

The Algonquin Downtown Study Area includes a diverse mix of retail, service, office, industrial, residential, public, institutional and open space land uses.

Figure 1 illustrates existing land-use, based on surveys undertaken by the Consultant. The existing land-use pattern has been an important consideration in assessing future improvement and development potentials within the Downtown.

Retail. Most existing retail uses are located along Main Street (Route 31) and along Algonquin Road (Route 62). These include antique stores, gift shops, restaurants and auto-oriented retail uses. Major existing retail businesses include Port Edward's, Riverview and Reece's restaurants; the Algonquin Antique Mall; and the Corner Food Mart.

Commercial Service. Commercial service uses are widely scattered throughout the Study Area. These include business, personal and auto-oriented commercial services, several of which are located in converted residential structures. Existing service uses include Wait Ross Allenson Funeral Home on Main Street and a "bed and breakfast" on Washington.

Office. Most office uses are located along Main Street, although several are located along Harrison Street both north and south of Algonquin Road. A number of office uses are located in converted residential structures. Prominent existing offices include the Algonquin State Bank and the Children and Teen Medical Center.

Industrial. A few light industrial uses are located along the south side of the Bike Path, at the far south end of Downtown, including Granite Builders and Prentiss Engineering. The former "Toastmaster" building located just west of St. John's Church is now vacant.

Single-family residential. The Downtown commercial area is closely bordered by established residential neighborhoods. Most existing homes are sound and well maintained, and these neighborhoods contribute significantly to the overall image and character of Downtown.

Multi-family residential. Several small multi-family developments are scattered throughout the Study Area, including a cluster just west of the Main Street shopping area. There are opportunities for additional multi-family development within Downtown, including housing units of a higher quality than is now available, possibly on sites near the river.

Public. Existing public uses include Historic Village Hall, which is now used as a public meeting facility, the Fire Station, and the Chamber of Commerce. Several other public and municipal buildings were previously located in Downtown, but were relocated to other areas of the community.

Parks. The Study Area includes two parks, Towne Park, located west of Main Street, and River Front Park, located east of Main Street. While these public open spaces represent important amenities for the Downtown, both parks should be upgraded and made more easily accessible from the Downtown. The Crystal Creek corridor also has open space and recreational potential.

Churches. Churches located within the Study Area include the Congregational Church and St. John Lutheran. The Congregational Church has architectural and historic interest and is a focal point for the neighborhood east of Harrison.

Parking. Downtown stores and businesses are served by a number of public and private off-street parking lots. Most of the larger lots are located along Harrison Street. Several of the existing lots have gravel or deteriorated surfaces and most would benefit from design and appearance improvements.

Vacant land and buildings. Vacant land parcels and vacant buildings are scattered throughout the Study Area, including several vacant commercial buildings that occupy highly visible sites along both Main Street and Algonquin Road. While all vacant properties represent opportunities for improvement and development, some are characterized by severe slopes and may not be suitable as building sites.



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Figure 2

Downtown Subareas

- Map Legend:**
- 1 Central Main Street
 - 2 North Main Street
 - 3 Northwest River Front
 - 4 Central River Front Neighborhood
 - 5 West Washington
 - 6 South Commercial
 - 7 South River Front Neighborhood
 - 8 East Bank Neighborhood
 - 9 Far North

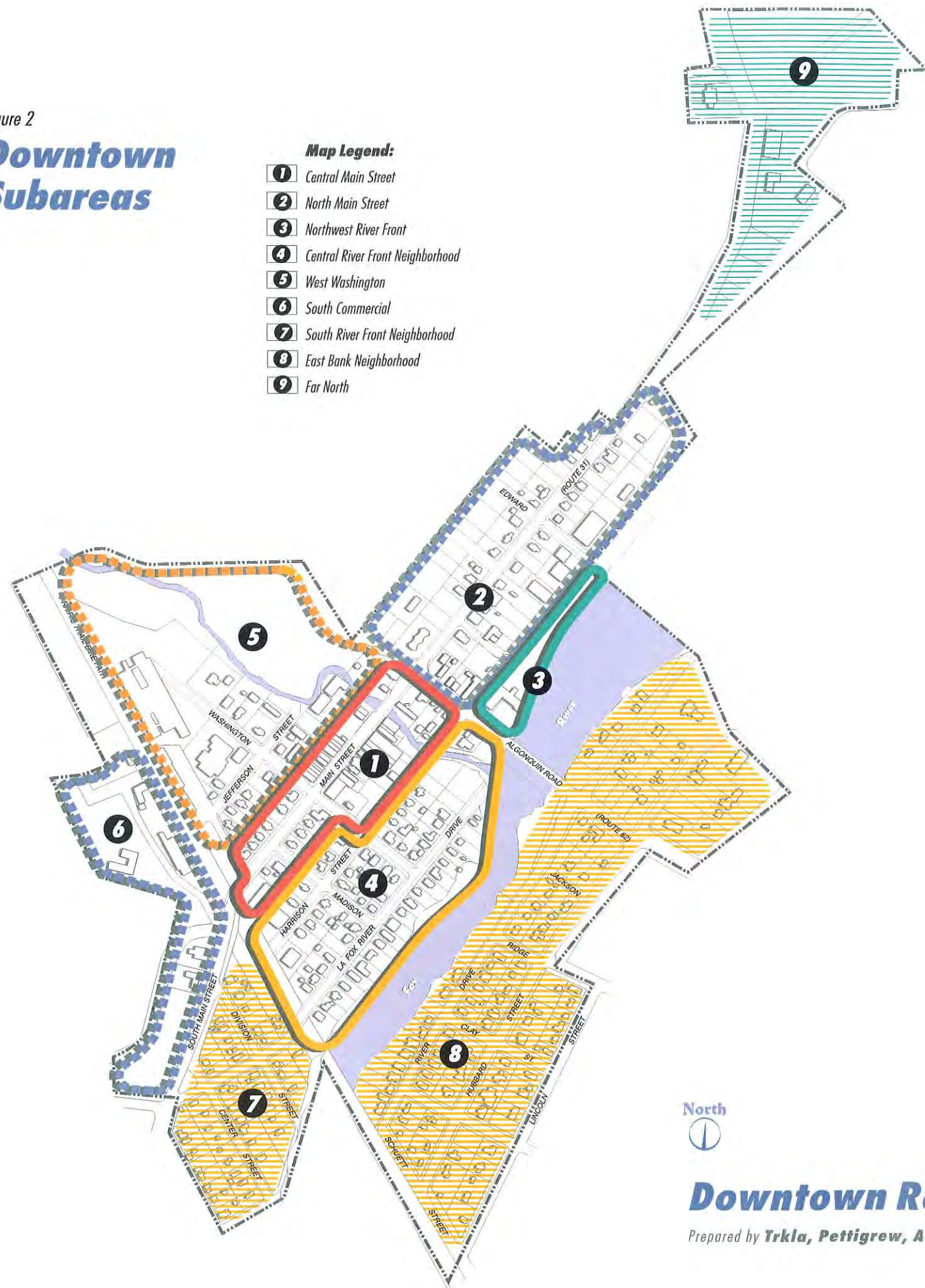


Figure 2

Downtown Subareas...

The Downtown Study Area coincides with Algonquin's Old Town District, the boundaries of which were determined by the limits of the Village at the time of incorporation in 1890. The Old Town District not only includes the Downtown commercial area, but also several adjacent and nearby residential neighborhoods and mixed-use areas.

Based on the survey of existing land-use, Figure 2 divides the Downtown Study Area into several functional subareas, each of which includes a somewhat different mix of uses, and each of which has a somewhat different visual image and character.

While the new Downtown Plan strives to maintain, preserve and enhance the nearby historic neighborhoods, the focus of the Plan is on the commercial portions of the Study Area, as well as nearby riverfront, public and open space areas. Specifically, the Plan concentrates on Subareas 1 through 6.

Subarea 1: Central Main Street. Subarea 1 is Downtown's primary shopping and service area. This subarea is characterized by retail, service and office uses fronting Main Street, extending from Algonquin Road to the Prairie Trail Bike Path. Several buildings have historic interest, and some older homes have been converted to commercial use. While this subarea provides much of the "character and image" of the Downtown, it is also characterized by several vacancies and marginal uses.

Subarea 2: North Main Street. Subarea 2 extends north of Algonquin Road, and encompasses both sides of Main Street. This subarea is characterized by a mix of historic residential structures and somewhat newer commercial buildings. Many of the properties are "through lots" with frontage also on Harrison Street. While this subarea is characterized by dramatic topography, it also includes several marginal uses, vacant properties and a poor overall image and appearance. This subarea has potential for redevelopment.

Subarea 3: Northwest River Front. Subarea 3 includes the Port Edward's Restaurant property and the River Front Park area. While Port Edward's and the Fox River are major Downtown amenities, improved visual and pedestrian linkages should be provided in order to make this subarea more easily accessible from other portions of the Downtown.

Subarea 4: Central River Front Neighborhood. Subarea 4 encompasses a stable residential neighborhood with a few low-intensity commercial uses along Harrison Street. The neighborhood is beginning to see an increase in property reinvestment and its residents frequently use Downtown shops and services. Subarea 4 adds to the "historic" character and charm of Downtown and this neighborhood should be preserved and protected.

Subarea 5: West Washington. Subarea 5 includes a diverse mix of single and multi-family residential, commercial, industrial, public and open space uses. In general, this subarea has no overall functional organization or visual character, and it has little relationship to the remainder of Downtown. However, it is strategically located in between the Main Street commercial area and Towne Park, and this subarea has potential for redevelopment. Several properties within this area will be impacted by the proposed Western Bypass.

Subarea 6: South Commercial. Subarea 6 is located at the south end of Downtown. This subarea is separated from the primary shopping area by the bike path and does not have the same "historic" character as the other subareas along Main Street. However, it does occupy an important "entryway" location with respect to Downtown and its visual prominence will be enhanced even further by the Western Bypass.

Subarea 7: South River Front Neighborhood. Subarea 7 is a stable residential neighborhood. Because of its location on the south side of the bike path, this subarea is more separated from the commercial activities within Downtown than is Subarea 4.

Subarea 8: East Bank Neighborhood. While Subarea 8 is primarily a single-family residential neighborhood, it also includes a few multiple-family residential and commercial uses, as well as some river access facilities. Although the Algonquin Road bridge and Prairie Trail Bike Path bridge provide access over the Fox River, Subarea 8 is not closely connected or related to the remainder of Downtown.

Subarea 9: Far North. Subarea 9, which contains a cemetery and several small, free-standing commercial buildings, has little functional or visual relationship to the overall Downtown Study Area. It is not pedestrian oriented, and does not display the "historic" image or "traditional" character of the Downtown.



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Figure 3

Pending Plans and Projects



Figure 3

Pending Plans and Projects...

Several improvement and development projects are either underway or being discussed for properties within the Downtown Study Area. If implemented, these projects will have a dramatic impact on the overall appearance, character and operation of Downtown, and will "set the stage" for future improvement and development projects.

Western Bypass: The "Western Bypass" is intended to relieve traffic congestion along Route 31 (Main Street) as it intersects Route 62 (Algonquin Road) and passes through Downtown. It should result in an overall reduction in truck traffic and through traffic within Downtown. Traffic delays at the intersection of Routes 31 and 62 should also be significantly reduced. While final plans have not been approved and construction dates have not been established, the Village's "preferred" alignment for the bypass is shown in Figure 3. The other alignments that have been discussed would have a more negative and detrimental impact on Towne Park and the overall setting of Downtown.

Intersection of Routes 31 and 62: The buildings on the north side of Route 62 between Route 31 and Harrison Street will be removed to allow IDOT to expand the Route 62 right-of-way and install a designated right-turn lane for west-bound traffic turning north onto Route 31. After the right-of-way improvements are completed, this intersection will have exciting redevelopment potential. The owner of the Riverview Restaurant has expressed preliminary interest in rebuilding within the area.

Kristensen Property: A new commercial building has been proposed for the vacant lot on the west side of Main Street. The proposal is for a one-story commercial building with up to five tenant spaces fronting Main Street, and a parking lot and 5-car garage located to the rear. The proposed development is being reviewed by the Village, and plans have not been finalized. It should be emphasized that this property occupies a key location within the heart of Downtown's primary shopping area, and redevelopment in this location will establish a "precedent" for redevelopment elsewhere within the Downtown. Suggested guidelines for the development of this property are presented in Figure 7.

River Front Park: The Village is finalizing plans for improvement of the existing River Front Park. Preliminary plans include an improved "river walk" along the river's edge, with improved landscaping and public spaces. The vacant/unimproved area across from the fire station will be incorporated into the improved and expanded River Front Park.

Port Edward's Restaurant: The owner of this successful Downtown establishment has indicated a desire to improve the property frontage along Route 62 and the Fox River, as well as to improve the internal circulation and design of the south parking lot. Preliminary plans have been prepared, but not finalized. The owner has expressed a desire to work with the Village to coordinate river front and Route 62 frontage improvements.

Vacant Gas Station Property: This highly visible property along Route 62 at the Fox River is the site of a vacant gas station. The Village is currently pursuing IDNR funding to assist in the acquisition and redevelopment of the site. The area is to be redeveloped as a public park/open space in coordination with the vacant property to the south.

Vacant River Front Property: The Village recently acquired this property, which lies just south of Crystal Creek, with IDNR funding. Preliminary plans suggest that the site will be developed as park/open space, in coordination with redevelopment of the vacant gas station property to the north.

Streetscape and Bridge Improvements: Bridge and lighting improvement plans were prepared in 1998 by Teska Associates for: a) Algonquin Road from Hubbard Street to the intersection of Main Street; b) Main Street from Algonquin Road to Washington Street; and c) Harrison Street from Algonquin Road to just south of Crystal Creek. Improvements would include planters, iron railings, new light fixtures, posts and banners, and new bridge treatments over Crystal Creek.

St. John's Church: St. John's Evangelical Lutheran Church recently demolished an historic structure at the corner of Washington and Jefferson Streets to permit construction of a new church building. Plans for the new structure have not been finalized.



Figure 4

Potential Development Sites

- Map Legend:**
- Commercial
 - Single Family Residential
 - Multiple Family Residential
 - Public
 - Church
 - Park/Open Space
 - Parking
 - Potential Redevelopment Area

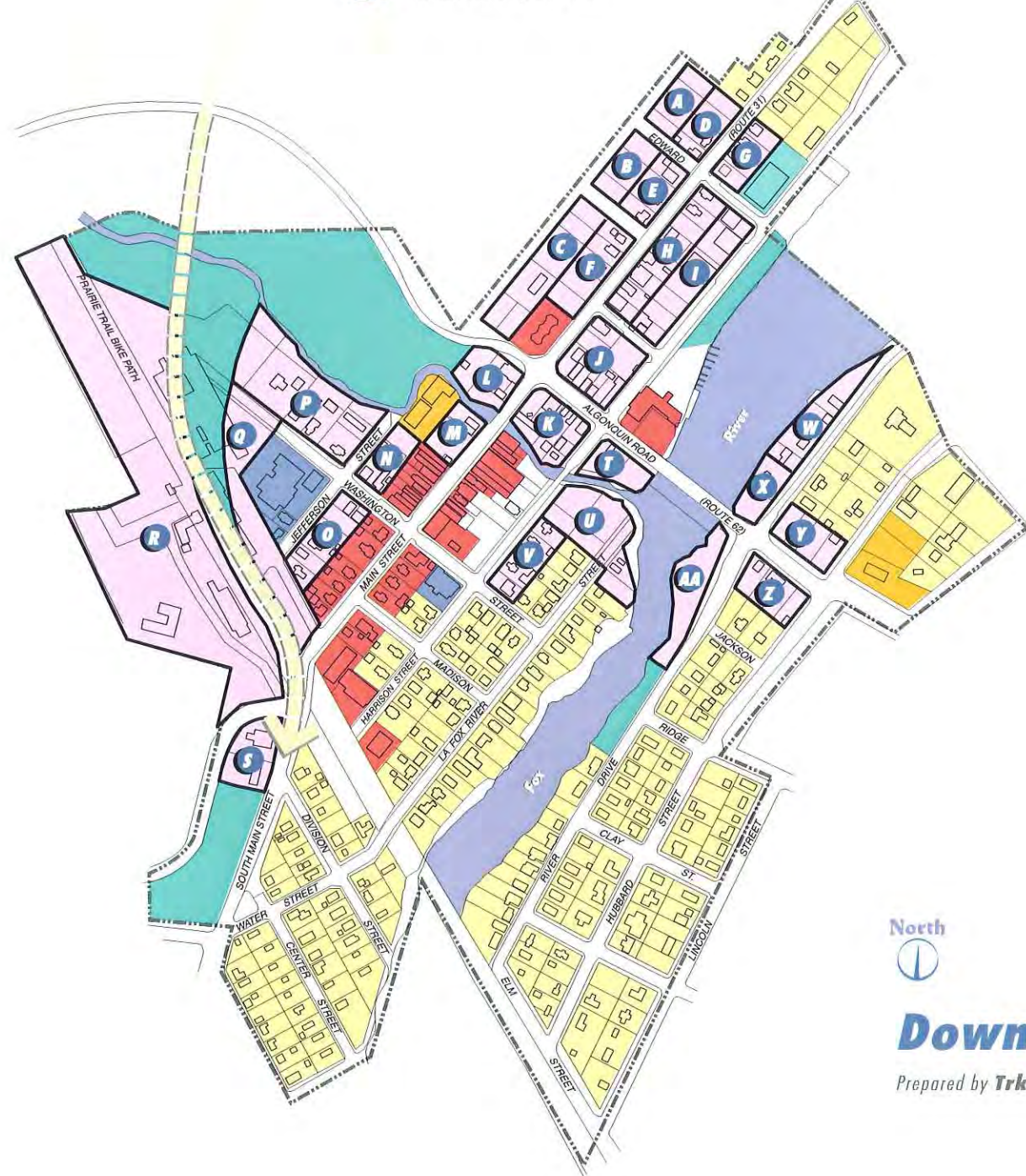


Figure 4

Potential Development Sites...

Even though Downtown Algonquin is fully developed and most existing uses are sound and viable, there will continue to be pressure for new development and redevelopment in the future.

A key objective of the new Downtown Plan is to encourage and accommodate high quality and diverse new development and redevelopment, while maintaining the "small-town" character and charm that makes Downtown Algonquin a unique and distinctive commercial area.

While change could conceivably occur anywhere within the Study Area, Figure 4 highlights several properties that appear to be candidates for development or redevelopment in the near future. These include vacant properties, marginal uses, underutilized properties, and properties where reuse or redevelopment is already being discussed.

The existing characteristics and future potentials of each site are described in **Table 1**, including:

- The size of each site;
- The existing use of each property;
- Current zoning;
- The 1999 Comprehensive Plan recommendation for each site;
- The accessibility of each property; and
- Any known or suspected environmental problems or concerns that may influence or affect development at each site.

Based on these existing conditions, Table 1 indicates the relative "development potential" of each site for new commercial, residential or open space development. Several of the sites have excellent potential for new economic development, while the potential of other sites is more limited or uncertain.

Finally, Table 1 presents the recommended land-use for each property, based on the Downtown Plan Steering Committee's analysis of conditions and potentials.

It should be emphasized that the Downtown Plan strives to preserve and rehabilitate buildings with architectural and historic interest, and to maintain and enhance the historic character and charm of the Old Town District. However, the Plan also recognizes that the redevelopment of certain areas will be required in order to make Downtown revitalization possible.

In addition to the sites highlighted in Table 1, one or more vacant "remnant parcels" may remain after construction of the Western Bypass. These remnant parcels should be made available to the Village for use as appropriate. Remnant parcels may become available in Areas P, Q and R.



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Table 1: **Analysis of Potential Development Areas**

Area Number	Size	Existing Uses	Current Zoning	Algonquin Comprehensive Plan, 1999	Accessibility	Environmental Concerns	Future Development Potential	Recommended Land-Use
A	0.8 acres	Vacant land.	R-1	Open Space	Limited access from Edward Street.	Area is impacted by slope and existing wooded areas.	Because of the slope, wooded areas, and limited access, the area should remain as wooded open space or be developed for residential use. Any development must be sensitive to site conditions.	If development occurs, <u>single-family homes</u> would be most appropriate. The wooded bluff adds significantly to the overall "river valley" setting and any redevelopment should be sensitive to the environment of the site.
B	0.8 acres	Vacant land.	R-1	Open Space	Limited access from Edward Street and Water Street.	Area is impacted by slope and existing wooded areas.	Because of the slope, wooded areas, and limited access, the area should remain as wooded open space or be developed for residential use. Any development must be sensitive to site conditions.	If development occurs, <u>single-family homes</u> would be most appropriate. The wooded bluff adds significantly to the overall "river valley" setting and any redevelopment should be sensitive to the environment of the site.
C	1.9 acres	Vacant land; single-family residence.	R-1; R-5	Open Space	Limited access from Water Street and Algonquin Road.	Area is impacted by slope and existing wooded areas.	Because of the slope, wooded areas, and limited access, the area should remain as wooded open space or be developed for residential use. Any development must be sensitive to site conditions.	If development occurs, <u>single-family homes</u> would be most appropriate. The wooded bluff adds significantly to the overall "river valley" setting and any redevelopment should be sensitive to the environment of the site.
D	0.8 acres	Vacant land; single family residence; and two-family conversion.	B-1	Retail	Direct access from Main Street and Edward Street.	No known environmental concerns.	This area is most appropriate for residential or office use, but could also accommodate other commercial uses. Any use or development should maintain the "historic" residential character.	<u>Office/residential conversion, new office, or commercial service</u> uses are preferred for this area along Main Street. The "historic" residential structures should be maintained and enhanced where possible and new development should reflect the established scale and character.
E	0.8 acres	Two residential structures converted to office use (insurance office and Optometrist); vacant residential building.	B-1	Retail	Direct access from Main Street, Edward Street, and Water Street.	No known environmental concerns.	This area is most appropriate for residential or office use, but could also accommodate other commercial uses. Any use or development should maintain the "historic" residential character.	<u>Office/residential conversion, new office, or commercial service</u> uses are preferred for this area along Main Street. The "historic" residential structures should be maintained and enhanced where possible and new development should reflect the established scale and character.
F	1.2 acres	Three single-family residences and some vacant land.	B-1	Retail	Direct access from Main Street and Water Street.	No known environmental concerns.	This area is most appropriate for residential or office use, but could also accommodate other commercial uses. Any use or development should maintain the "historic" residential character.	<u>Office/residential conversion, new office, or commercial service</u> uses are preferred for this area along Main Street. The "Historic" residential structures should be maintained and enhanced where possible and new development should reflect the established scale and character.
G	0.8 acres	Single-family residence; 2-family conversion; two residential/office conversions (a pet care business and an attorney's office); and a vacant lot.	B-1	Retail	Direct access from Main Street and Edward Street.	No known environmental concerns.	This area is most appropriate for residential, office, or commercial service use. Any use or development should maintain and be compatible with the "historic" residential scale and character.	<u>Office/residential conversion, new office, or commercial service</u> uses are preferred for this area along Main Street. The "Historic" residential structures should be maintained and enhanced where possible and new development should reflect the established scale and character.
H	1.8 acres	3 single-family residences; 2 residential/office conversions (bridal shop, attorney's office); Texan BBQ restaurant, family services office; vacant lot.	B-1	Retail	Direct access from Main Street, Edward Street, and Front Street; some properties have access from Harrison Street.	No known environmental concerns.	This area can accommodate a range of commercial, office, and residential uses. New development should maintain the scale and character of existing structures.	<u>Office or commercial service</u> uses are recommended for this area. Portions of Area "I" may be combined with this area to increase development potential. <u>Multiple-family residential</u> development would also be appropriate.
I	1.8 acres	Several areas devoted to parking; a day care center; Dawson Office Building; a Mexican restaurant; and two single family homes.	B-1	Retail	Direct access from Harrison Street, Edward Street, and Front Street; some properties have access from Main Street.	No known environmental concerns.	Retail should be concentrated along the Main Street "Core" area when possible, leaving this area best suited for multifamily residential, restaurant, office, or commercial service.	<u>Commercial or multiple-family residential</u> uses oriented toward the river are recommended for this area. Restaurants or multi-family uses would benefit from proximity to the river and park.

Table 1: **Analysis of Potential Development Areas** (continued)

Area Number	Size	Existing Uses	Current Zoning	Algonquin Comprehensive Plan, 1997	Accessibility	Environmental Concerns	Future Development Potential	Recommended Land-Use
J	1.6 acres	Riverview Restaurant; parking; vacant service station; vacant tavern; vacant barber shop; vacant commercial building; and a single-family home; (all buildings fronting Route 62 will be removed).	B-2	Retail	Direct access from Algonquin Road, Main Street, Front Street, and Harrison Street; Direct access from Main Street and Algonquin Road is not recommended.	No known environmental concerns, although investigation may be required due to past land uses.	This area is a candidate for redevelopment in the near future. Restaurants, retail, commercial service, and office are all appropriate uses for the area. Coordinated intersection improvements should be a part of any redevelopment.	A mix of <u>retail, restaurant, or commercial service</u> uses is recommended for this block, with coordinated parking and access from Harrison Street and Front Street. Redevelopment of at least a portion of the site is likely in the near future. If possible, the entire area should be redeveloped as part of a unified and coordinated effort.
K	1.4 acres	Used car lot; tavern; four residential conversions (cleaners, fortune teller, real estate office, and other business); surface parking; single-family residence.	B-2	Retail	Direct access from Algonquin Road, Main Street, and Harrison Street; Right-in/right out only recommended for Algonquin Road and no direct access on Main Street.	The area is impacted by Crystal Creek and investigation may be required due to existing and past land uses.	Any redevelopment of this area will have a dramatic impact on the overall character of Downtown. Commercial uses are most appropriate. Restaurants, retail, service, and office uses are all appropriate. Coordinated intersection improvements should be a part of any redevelopment.	A mix of <u>retail, restaurant, or commercial service</u> uses is recommended for this block, with coordinated parking and access from Harrison Street and Algonquin Road. If possible, the entire area should be redeveloped as part of a unified and coordinated effort.
L	1.3 acres	Historic Village Hall; surface parking; Towne Park entrance; vacant building.	R-1 and B-2	Retail and Public Parks	Direct access from Algonquin Road and Main Street.	This area is impacted by Crystal Creek and Towne Park.	Historic Village Hall and the entrance to Towne Park must be on the site. The site should be improved to provide a better entrance to the park and coordinated intersection improvements.	<u>Historic Village Hall and the entrance to Towne Park</u> should be retained and enhanced. The site should be redesigned to include a better entrance to the park and a pedway along Crystal Creek.
M	0.8 acres	Vacant lot; vacant commercial building; office use; mixed use building (ground floor commercial with residential above).	B-1	Retail	Direct access from Main Street and back access via Jefferson Street through lot to west.	This area is impacted by Crystal Creek.	Commercial retail on the ground floor with office or residential located on the second floor is most appropriate. Development of the area will have a dramatic impact on the overall character of Downtown.	<u>Pedestrian-oriented retail or service</u> uses are recommended for this high priority site along Main Street. Office or residential uses should be located on the second floor.
N	0.8 acres	Single-family residences; commercial service use.	B-1 and R-5	Retail	Direct access from Washington Street and Jefferson Street.	No known environmental concerns.	Multiple family or single family residential may be the most appropriate for this location. Non-retail commercial may also be considered. This area may be impacted by the Western Bypass.	<u>Single-family, multiple family and "bed & breakfast"</u> uses are recommended for this block. The Western Bypass may impact the type of development possible within this block.
O	1.1 acres	Four single-family residences; surface parking; one multiple-family building, and one retail store.	B-1	Retail	Direct access from Jefferson Street and Washington Street.	No known environmental concerns, although Western Bypass may create noise, vibration, and pollution concerns.	Multiple family or single family residential may be the most appropriate for this location, but non-retail commercial and church parking may also be considered. The Western Bypass may impact the development potential of the area for residential uses.	<u>Single-family, multiple family and "bed & breakfast"</u> uses are recommended for this block. <u>Church parking</u> would also be appropriate. The Western Bypass may impact the type of development possible within this block.
P	3.2 acres	Single family homes; Bed & Breakfast; multiple-family residential building.	R-5 and I-1	Retail	Access from Jefferson Street and Washington Street. Access may be impacted by Western Bypass.	This area is impacted by Crystal Creek and Towne Park. The Western Bypass may create noise, vibration, and pollution concerns.	This area fronts on Towne Park and would be most appropriate for single-family, multiple-family, or Bed & Breakfasts. The Western Bypass will impact the likelihood of residential redevelopment in this area.	<u>Single-family, multiple family and "bed & breakfast"</u> uses are recommended for this area. Such uses would benefit from proximity to Towne Park. However, the Western Bypass will likely impact the type of development possible within this area.
Q	2.5 acres	Vacant industrial building; bike shop; assorted smaller commercial uses within industrial building.	I-1	Retail	Access from Jefferson Street and Washington Street. Access may be impacted by Western Bypass.	No known environmental concerns, although investigation may be required due to historic land uses. Western Bypass will impact area.	The Western Bypass will directly impact this area. It is not known what, if any, of this area will be available for development. If development opportunities exist, commercial uses or related church/school uses would be most appropriate.	<u>Expanded church or commercial related</u> uses could be located within the area. The area is a remnant left over from the construction of the Bypass. It is difficult to know how much land will be available for development within this area, but Village control of remnant properties should be a priority.
R	22.3 acres	Vacant industrial areas and active industrial/commercial services uses.	I-1	Retail	Access from Main Street and Huntington Drive. Access will be impacted by Western Bypass.	No known environmental concerns, although investigation may be required due to past land uses.	This area is south of the Bypass and is "separated" from the Downtown Core. It will be impacted by the Bypass, but should be available for development. Industrial and commercial service uses are appropriate.	<u>Vehicular-oriented light industry or commercial service</u> uses are recommended for this area south of the Western Bypass. The area is large but access may be restricted or limited.

Table 1: **Analysis of Potential Development Areas** (continued)

Area Number	Size	Existing Uses	Current Zoning	Algonquin Comprehensive Plan, 1997	Accessibility	Environmental Concerns	Future Development Potential	Recommended Land-Use
S	1.4 acres	Office building and retail use building with residential above.	B-2	Retail	Access from Main Street. Access may be impacted by Western Bypass.	No known environmental concerns.	This area has newer buildings and will most likely be redeveloped in the near future. If the site is redeveloped, neighborhood-oriented commercial uses would be most appropriate.	Free-standing retail or commercial service development, with access from Main Street. This area, while part of Downtown, is "separated" from the core area by the Western Bypass.
T	0.6 acres	Vacant gas station.	B-2	Retail	Access from Algonquin Road and Harrison Street. Direct access from Algonquin Road is not recommended if site is used for public open space.	Area is impacted by Crystal Creek, the Fox River and past uses. Environmental clean-up has apparently been undertaken.	As a "gateway" property into Downtown, the development of this area could have a dramatic impact on those entering the Downtown from the east. The area is already designated for redevelopment as a public recreation/open space.	This area has already been designated by the Village for park/open space. This property should be used to create an attractive entrance into the Downtown from the east, as well as to provide a public space to enjoy the setting of Crystal Creek and the Fox River.
U	1.5 acres	Vacant land and single-family residence.	B-1 and R-3	Retail and Medium Density Residential	Direct access from Harrison Street and La Fox River Drive.	Area is impacted by Crystal Creek and the Fox River.	The area is already designated for redevelopment as a public recreation/open space. Residential and Bed & Breakfast uses would also be appropriate at this location.	This area has already been designated by the Village for park/open space. It should be designed to create an attractive setting along the creek and river for both passive and active recreation, such as fishing, canoeing, and picnicking.
V	1.1 acres	Dentist office; 2 residential/office conversions (investment office, antique shop); and a single-family home.	B-1	Retail	Direct access from Harrison Street; corner lot also has access from Washington Street.	No known environmental concerns.	Redevelopment of this area must be sensitive to the adjacent residential homes. Single and multiple family residential development would be appropriate as would appropriately scaled office or commercial development.	Office/residential conversion, new office, or commercial service uses are preferred for this area along Harrison Street. "Historic" residential structures should be maintained and enhanced where possible and new development should reflect the established scale and character of the neighborhood.
W	1.2 acres	Single family residence and a boat slip facility/marina.	R-2	Low Density Residential	Direct access from North River Drive.	Area is impacted by the Fox River.	This east bank area could support various residential developments and commercial uses such as restaurants and river-oriented activities. The narrow width of available land may limit the development potential of the area.	While existing uses may remain for the immediate future, eventual redevelopment of all or a portion of this area for new multiple family residential development might be considered; this area might be combined with Area X to enhance development potential.
X	0.7 acres	Single family homes.	B-1 and B-2	Retail	Access from North River Drive. Access from Algonquin Road is not recommended.	Area is impacted by the Fox River.	This area could support both residential and commercial development. Commercial development would benefit from the visibility from 62 and the river frontage. Residential development would also benefit from the river frontage.	While existing uses may remain for the immediate future, eventual redevelopment of all or a portion of this area for new river-oriented commercial service or restaurant uses might be considered; this area might be combined with Area W to enhance development potential.
Y	0.9 acres	Vacant land and a single-family residence.	B-1	Retail	Access from Algonquin Road, North River Drive, and North Hubbard Street.	No known environmental concerns.	This site is largely vacant and is a likely candidate for redevelopment in the future. Multiple family residential and commercial development could both be accommodated at this location.	Multiple family residential development is recommended for this area. This largely vacant area can accommodate quality townhomes, condominiums, or apartments that would be compatible with surrounding land-uses and have access from River Drive and Hubbard Street.
Z	1.0 acres	A tavern; commercial service use; and vacant land.	B-1 and B-2	Retail	Access from Algonquin Road, South River Drive, and South Hubbard Street.	No known environmental concerns.	Multiple family residential and commercial development could both be accommodated at this location.	Free-standing retail or service uses are recommended for this location on Algonquin Road. New development should be compatible with the surrounding residential uses.
AA	0.8 acres	Vacant land.	R-2	Open Space	Access from South River Drive.	Area is impacted by the Fox River, steep slope, and wooded areas.	Steep slopes and wooded areas make the development of this site difficult. If the area was to be developed, only residential or public open space uses would be appropriate.	This area should be left as natural open space. The wooded slope provides attractive views from the west bank of the river.

Figure 5

Downtown Land-Use Plan

- Map Legend:**
- Commercial
 - Residential/Office Conversion
 - Single Family Residential
 - Multiple Family Residential
 - Public
 - Church
 - Park/Open Space
 - Light Industrial/Commercial Service
 - Parking
 - Potential Redevelopment Area (See Table 1)

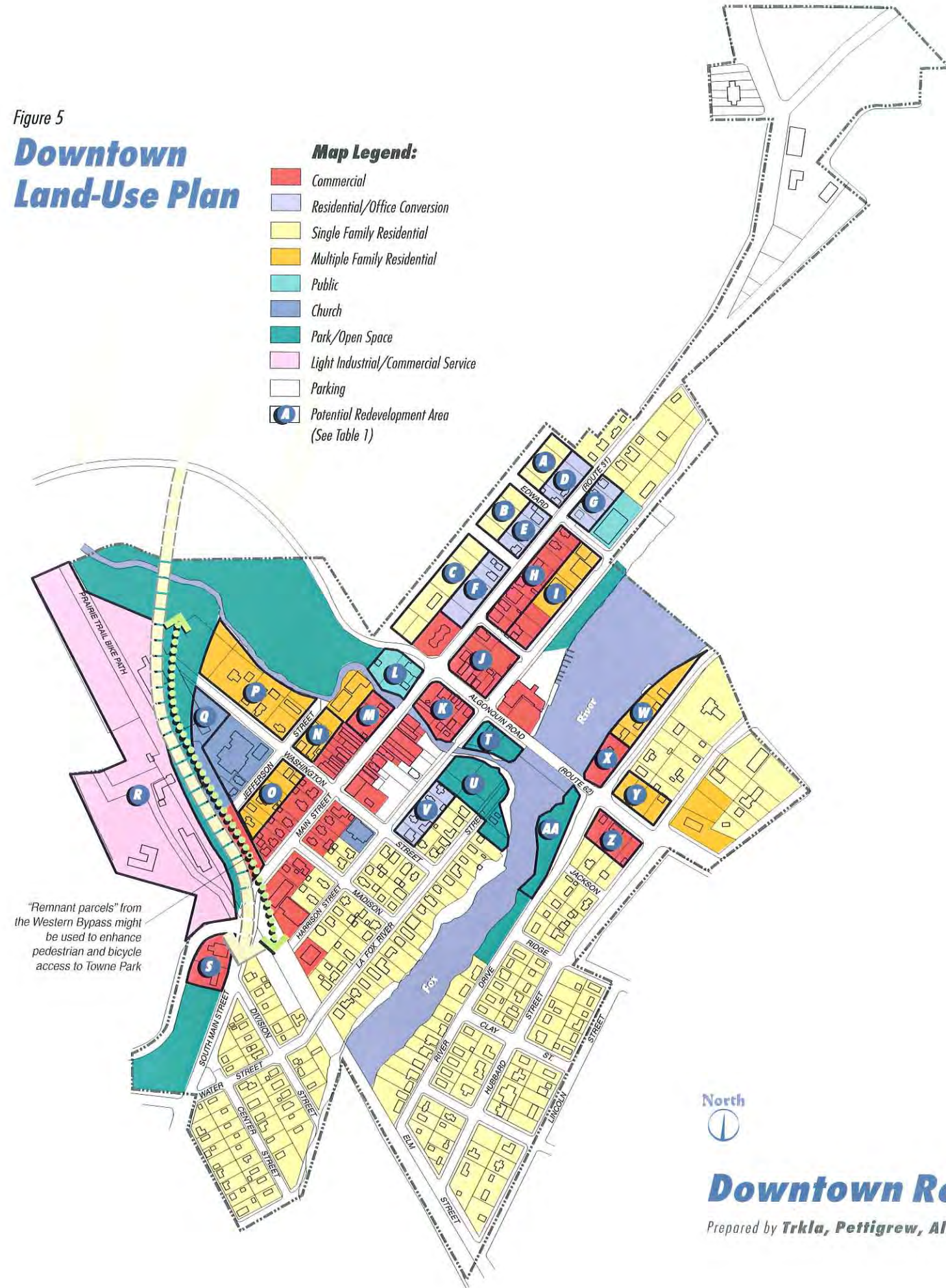


Figure 5

Downtown Land-Use Plan...

Figure 5 presents the recommended **Land-Use Plan** for Downtown Algonquin, based on the Downtown Plan Steering Committee's analysis of the various potential development sites highlighted in Figure 4.

The Land-Use Plan takes into consideration issues related to site access, environmental conditions, existing uses, the compatibility of surrounding development, market conditions, the Village's existing plans and policies, and the desires expressed by Village residents throughout the planning process.

The Land-Use Plan builds upon the existing land-use structure of Downtown, but also suggests several significant changes and modifications to the existing land-use pattern.

Highlights of the Land-Use Plan include:

- Main Street should continue to be improved, upgraded and intensified as Downtown's primary shopping and business area.
- Secondary office and commercial service development should continue to be located along North Main Street and along Harrison Street. While many commercial uses in these areas would be located in historic residential structures, compatible new development and redevelopment should also be promoted.

- New townhomes and similar multi-family residential development should be encouraged along Jefferson Street and Washington Street, in close proximity to Towne Park, and along the east bank of the Fox River near River Drive. New multi-family development is also suggested along Harrison Street overlooking Riverfront Park.

- Major new park and open space improvements should be undertaken along Crystal Creek and the Fox River, as described in Figures 8 and 9.

- Small-scale new neighborhood commercial development should be encouraged along South Main Street and near the intersection of Algonquin Road and River Drive.

- Adjacent neighborhoods should be retained and protected for residential use, but should also become more strongly linked and connected to the commercial area.

- Where possible, existing buildings with architectural or historic interest, which contribute to the special character and charm of Downtown Algonquin, should be preserved and protected. New development should be compatible with and enhance the traditional historic character of Downtown, consistent with the guidelines described in the following section of this Plan report.



Downtown Revitalization Plan • Village of Algonquin, Illinois

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Figure 6

Traffic and Parking

- Map Legend:**
- Major Arterial Route
 - Proposed Western Bypass
 - Proposed Traffic Signal
 - Route 31/62 Intersection Improvements
 - Properties to be Acquired by IDOT
 - Harrison Street Enhancements
 - Parking Lot Improvements
 - Prairie Trail Bike Path
 - Algonquin Princess River Boat

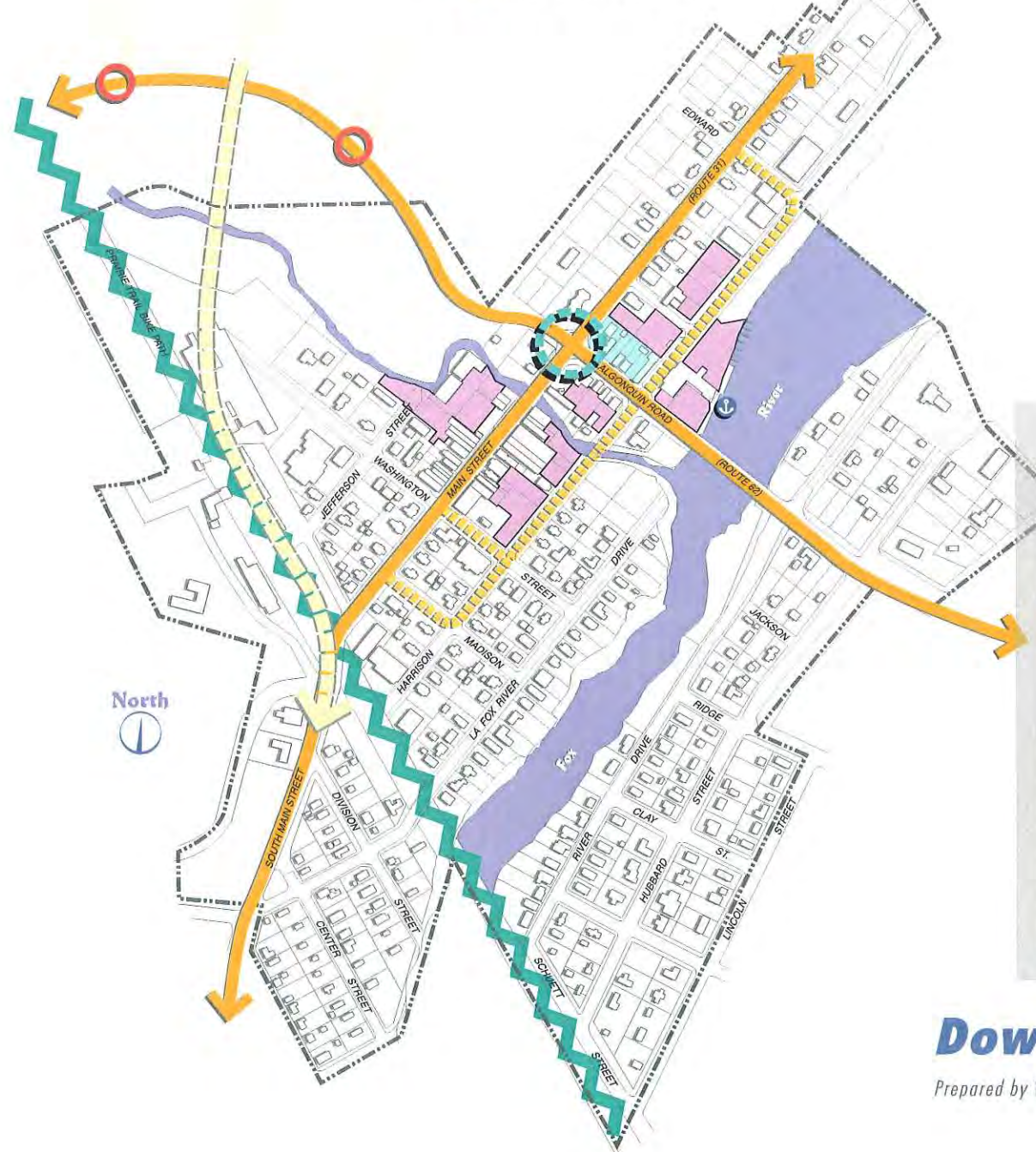


Figure 6

Traffic and Parking...

While detailed traffic and parking studies were not undertaken as a part of the Downtown Plan, several key traffic and parking conditions, opportunities and potentials are highlighted in Figure 6.

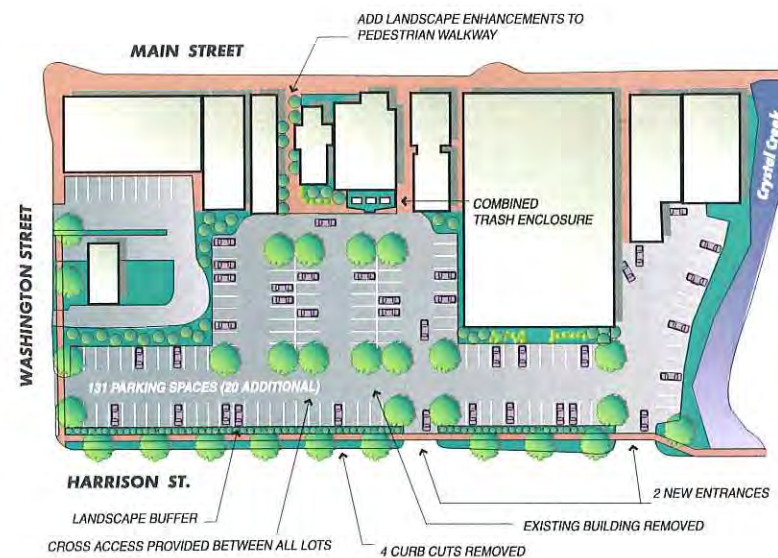
Illinois Route 62 (Algonquin Road): Route 62 is a primary east-west arterial that provides access to and through Downtown Algonquin. Route 62 has one of the few bridges over the Fox River in this portion of McHenry County, and it carries significant through traffic.

Illinois Route 31 (Main Street): Route 31 is a primary north-south arterial and Downtown access route which also carries significant traffic (including substantial truck traffic) through the heart of Downtown. Main Street also accommodates curb parking within the Downtown shopping area.

Western Bypass: The proposed "Western Bypass" is intended to divert through traffic off Route 31 (Main Street) and reroute this traffic west of Downtown. Construction of the Western Bypass should significantly reduce truck traffic within Downtown and, together with designated turn-lane improvements, greatly reduce traffic congestion and back-up at the intersection of Routes 31 and 62. While final plans for the Bypass have not been approved, the alignment "preferred" by the Village is depicted in Figure 7. The other alignments that have been discussed would have a more negative and detrimental impact on Towne Park and the overall setting of Downtown.

Route 62 - Route 31 Intersection: The intersection of Routes 31 and 62 is also scheduled for improvement. IDOT is expanding the Route 62 right-of-way east of Route 31 to accommodate the installation of a designated right-turn lane for north-bound traffic. This improvement, which will entail removal of the buildings along the north side of Route 62 between Harrison and Main Streets, should significantly improve Downtown traffic flow.

Parking Lot Improvements...



Harrison Street:

Harrison Street serves both residential and commercial uses in the Downtown area and also provides access to a number of Downtown parking lots. Harrison Street should be upgraded as a Downtown "circulation route" and street surface, access and streetscape improvements should be undertaken along Harrison between Washington and Edward Streets.

Parking. Downtown Algonquin is served by a number of small off-street parking lots and a few curb parking spaces. Most of the off-street lots are located behind stores and shops, with many along the Harrison Street frontage.

Several actions should be undertaken to improve existing off-street parking lots, including re-striping and reconfiguration, unifying adjacent lots, eliminating or consolidating curb-cuts, and coordinating cross access. These actions should increase the number of spaces available and should better serve existing stores and businesses.

The "vignette" at left illustrates how parking lots in one block might be combined, redesigned and upgraded. This sketch is based on the recently completed Downtown Parking Study prepared by Teska Associates.

It should be noted that development of new Downtown uses will change the overall "parking dynamic" and additional parking will likely be required in certain areas. Approval of any new development should entail the provision of adequate off-street parking.

Prairie Trail Bike Path: The Prairie Trail Bike Path provides bicycle and pedestrian access to a State-wide network of trails and paths. The bike path provides a vital link to neighboring communities, as well as local and regional points of interest. A goal of the Downtown Plan is to make better use of the bike path as a Downtown amenity and attraction.

Fox River Recreational Boating: The Fox River is used by recreational boaters and the river is lined with several slips, docks, and marinas. Port Edward's provides boat slips and the Algonquin Princess River Boat for rides and cruises. The river is actively used for recreation and provides easy access to the Downtown from areas north, and is an important Downtown amenity.

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Building Design Guidelines

This section presents recommended *Building Design Guidelines* for Downtown Algonquin. The *Design Guidelines* address the improvement of existing buildings as well as new construction, and are focused on promoting high quality and compatible building developments that will complement and enhance the existing scale and character of the Downtown.

The purposes of the *Design Guidelines* are to:

- a) Improve the image and appearance of individual buildings;
- b) Preserve and retain buildings with architectural and historic interest;
- c) Promote more design compatibility among buildings and groups of buildings; and
- d) Ensure that new structures enhance the traditional image and identity of Downtown.

The *Design Guidelines* focus on the commercial portions of Downtown Algonquin. They are specific enough to ensure design compatibility, but are also flexible enough to allow for individual creativity on the part of property owners, architects and builders. It should be emphasized that the *Design Guidelines* are not intended to “make all buildings look the same.”

The *Design Guidelines* are for overall guidance only. Each individual improvement and development project should be reviewed and considered by the Village on a case-by-case basis.

In addition to these *Design Guidelines*, all building improvements and developments within Downtown Algonquin should also be subject to the appropriate Village codes and ordinances, which address the public interest.

In general, the *Building Design Guidelines* support the “Old Town” Sign District Regulations and the purpose, standards and guidelines established by the *Old Town District Preservation Ordinance*.

GUIDELINE 1: Building Height

Downtown is currently composed primarily of one- and two-story buildings. Many people perceive Downtown as “quaint,” a characteristic that is largely due to the size of the commercial area and the height of commercial buildings.

We suggest the following guidelines regarding building height within the Downtown:

- Rehabilitation and new construction should respect the existing scale of Downtown and avoid extreme differences in building height; two-story buildings should predominate.

- Somewhat taller buildings may be appropriate adjacent to major intersections or at other selected locations, provided that they are in character with the surrounding area.
- New one-story buildings are too small to maintain the urban character and “streetwall” effect (see *Guideline 3*) and should be discouraged within the Core of Downtown.

GUIDELINE 2: Building Bulk & Proportion

Most older commercial buildings within Downtown have relatively small “footprints” and are located on lots with narrow widths. However, many contemporary commercial uses require larger spaces, more generous floor areas, and higher ceiling heights than are afforded by these older buildings.

We suggest the following guidelines regarding the bulk and proportion of Downtown buildings:

- New construction should respect the existing scale and proportion of existing Downtown buildings.
- Architectural details on new buildings should be used to help maintain the traditional scale and proportion of Downtown. These details include the size of windows; the location of doorways; and the design and placement of columns, pilasters, moldings and other decorative features.
- Columns, pilasters, window placement and other architectural features should be used to subdivide the facades of new buildings into several smaller vertical segments to reflect the scale and proportion of adjacent properties.
- Multiple storefronts that are part of the same building should have complementary façade designs, particularly with respect to color, cornice line and decorative materials.

GUIDELINE 3: Building Placement & Orientation

A portion of the Main Street shopping area is characterized by continuous rows of commercial buildings constructed at the sidewalk’s edge. This development pattern creates a strong and distinctive “streetwall” effect that creates visual interest, enhances the pedestrian environment, and establishes a “human” scale within the Core area.

We suggest the following guidelines regarding the placement and orientation of Downtown buildings:

- Setbacks throughout the Downtown should be held to a minimum.
- In blocks where a “streetwall” is already in place, new construction should be positioned at or very near the sidewalk line. New construction should also occupy the entire width of the lot.
- If buildings within certain blocks are setback from the sidewalk, setbacks should be consistent throughout that block.

- Buildings should “front” the street; the placement of buildings at odd or irregular angles to the street should be avoided.
- While main entrances should be at the front of the building and should face the sidewalk, corner buildings might take advantage of their prominent locations with recessed or angled corner entrances.
- Any breaks in the “streetwall” should be used for open space, plazas, public art or pedestrian ways.
- Where building setbacks and parking exist along primary shopping streets, the “streetwall” should be maintained through the use of landscaping, pedestrian amenities, and decorative walls or fencing.

GUIDELINE 4: Architectural Style

Downtown Algonquin has been developed over a period of many years and its buildings should reflect a variety of architectural styles. While overall design compatibility should be promoted, the Village should not attempt to dictate architectural style, and architectural diversity should be encouraged and enhanced.

We suggest the following guidelines regarding architectural style in the Downtown:

- New buildings need not be historic replicas, but should offer high-quality and compatible interpretations of the predominant styles now present within the Downtown.
- Building improvements and additions should reinforce and enhance the original architectural characteristics of a building rather than apply new or different stylistic treatments.
- The distinguishing features of Downtown’s older buildings should be retained and restored as required, particularly decorative cornices, columns, reliefs and other significant façade detailing.
- Where original features have been covered up, buildings should be closely examined and old photographs reviewed (if they are available) prior to undertaking significant improvements.

GUIDELINE 5: Building Materials

The use of appropriate building materials is a key to compatible rehabilitation and new construction. The building materials most common within Downtown are earth-toned brick and stone in the red and buff color ranges. Ceramic tile and terra cotta are also used as ornamentation around doors, windows and cornices.

We suggest the following guidelines regarding building materials in the Downtown:

- New buildings within the Core should be constructed of traditional building materials such as brick or stone.

- Whenever possible, original building materials should be maintained and restored.
- New materials, including the color, size and finish of brick and stone, should be compatible with older existing materials; new mortars should also be compatible in color and texture.
- The use of Dry-vit and similar exterior surface materials should be discouraged; in particular, these materials should not be used to conceal or cover up important existing features of a building's façade.
- Rough sawed wood, aluminum siding, rustic shingles and shakes, and plastic panels should not be used within the Core of Downtown.

GUIDELINE 6: Doors & Entrances

Doors and entrances are among a commercial building's most important features. They should provide an open invitation to potential customers, be attractive and inviting to pedestrians, and add visual interest to the street. However, doors and windows should be appropriately sized and in scale with a building's façade.

We suggest the following guidelines regarding doors and entrances on Downtown buildings:

- The front doors of new buildings should reflect the doorway placements and proportions of existing buildings along the same block.
- New doors should be compatible with the architectural style and character of the facade.
- Entrances should be clearly identified and emphasized with address numbers and attractive doorway detailing.
- Recessed entrances should be encouraged.

GUIDELINE 7: Windows

Display windows on the ground floor of commercial buildings should be a distinguishing feature of the Downtown. In general, passersby should be able to see the merchandise and activity within a commercial building from the sidewalk.

We suggest the following guidelines regarding windows on Downtown buildings:

- The size and placement of windows on new buildings should reflect the window types, sizes, proportions and patterns on nearby existing buildings.
- Ground-floor display windows should be encouraged.
- Blank walls should be avoided, particularly next to pedestrian walkways.
- The use of display cases in lieu of windows should be discouraged. However, display cases may be used to shield service areas within a building.

- Where existing windows are important architectural features in a building's façade, window size and configuration should be maintained.
- Window glazing should be clear or slightly tinted, not dark or reflective.
- Windows should be kept relatively clear of posters, temporary signage and other clutter.

GUIDELINE 8: Rear Yards & Façades

The design, appearance and upkeep of the rear portions of commercial properties are also important, particularly along Harrison Street and in other locations where these areas are visible to the public.

We suggest the following guidelines regarding rear yards and façades:

- The rear portions of all properties within the Downtown should be clean, well maintained and clear of trash and debris.
- Trash receptacles, dumpsters, service areas and outdoor storage facilities should be well maintained and screened to views from nearby streets and sidewalks.
- The backs of existing commercial buildings should be repaired, repainted and upgraded as required; new buildings within the Core should have attractive rear façades.
- Rear entrances to stores and shops should be strongly encouraged, particularly in blocks where public parking or pedestrian walkways are located behind the buildings.
- Rear entrances to stores and shops should be attractive, safe and inviting, and should be characterized by design treatments that are "comparable" to front entrances.

GUIDELINE 9: Rooflines & Parapets

Roofs within the Downtown Core are typically flat or shallow-sloped, sometimes with front parapets. The rooflines of some buildings are edged with stone or tile coping.

We suggest the following guidelines regarding rooflines and parapets on Downtown buildings:

- New buildings should reflect and complement the established rooflines and cornice treatments of adjacent buildings.
- In most cases, the original roofline and cornice treatment of existing buildings should be maintained and restored.
- Roof parapets should be encouraged to create an interesting building profile when combined with neighboring buildings; parapets should extend above the roof to hide vents, coolers and other rooftop mechanical equipment.

- Sloped mansard, shake or shingle roofs are not appropriate within the Core.

GUIDELINE 10: Painting & Color

Painting can be one of the most dramatic and least expensive ways to improve and enhance the architectural features of a building. Painting and the choice of colors can be an effective way to visually unify groups of separate buildings. Paint and color can also be used to provide distinctions between individual stores and buildings.

We suggest the following guidelines regarding paint and color on Downtown buildings:

- The selection of colors on individual buildings should complement the predominant hues of adjoining buildings.
- Color should be used to unite the elements of a façade and to highlight important features like historic detailing, interesting design motifs and special cornice treatment.
- The predominant color for most buildings should be relatively subtle; the natural brick and stone colors of red, buff, cream and gray should predominate.
- Darker or brighter hues should be used for accent or to draw attention to details such as doorways; very dark and very bright colors should be avoided unless there is a clear historic precedent.
- Ceramic tile, terra-cotta, brick, stone and glass surfaces should not be painted, unless paint already exists on these surfaces.

GUIDELINE 11: Awnings & Canopies

Colorful awnings on Downtown buildings can be both functional and attractive. Awnings and canopies protect shoppers from the elements, and are an inexpensive way to provide color and vitality to the street.

We suggest the following guidelines regarding awnings and canopies in the Downtown:

- Awnings and canopies should be in character with the architectural style of the building.
- Awnings and canopies should be positioned at least eight feet above the sidewalk.
- Awnings should fit within the frame of the storefront; they should not hide the building's façade, distort its proportions, or cover architectural features.
- Where several storefronts were developed as a single building, they should have awnings of the same style and similar color.
- Adjacent buildings developed at different times should have awnings of a compatible style and color scheme.

- Awnings should be made of a canvas or durable fabric material that can be easily cleaned; metal awnings should not be used in Downtown.
- Awning frames should be an accessory to the building façade and not a permanent fixture.
- Shingle and mansard canopies should be avoided.

GUIDELINE 12: Lighting

The lighting of a building's façade has the dual purpose of advertising a business and discouraging crime.

We suggest the following guidelines regarding lighting on Downtown buildings:

- Front and rear entries should be adequately but not overly illuminated.
- Most exterior lighting sources should be concealed; where concealment is not practical, light fixtures should be compatible with storefront design.
- Incandescent lighting creates a warm atmosphere and should be encouraged for store identification and accent lighting within the Core; if neon is used, colors should be compatible with and complement the façade of the building.
- Exterior spotlighting could be used to illuminate prominent buildings and/or building details.

GUIDELINE 13: Signs

Signs are among the most important features of a commercial building. Signs communicate the nature of a business and its products or services. Signs also influence the overall image and character of a commercial area. In general, signs should look like they belong on the building, not as if they were applied as an afterthought.

We suggest the following guidelines regarding signage on Downtown buildings:

- Exterior signs should be limited to business identification and description; product advertising signs should be discouraged.
- The size, material, color and shape of signs should complement the architectural style and scale of the building.
- When a building contains multiple storefronts, signage for all businesses should be consistent in design and placement.
- Raised individual letters mounted directly on the building face should be encouraged.
- Wall-mounted signs should be designed as an integrated component of the building façade, and should not cover important architectural details.
- While temporary signs and posters may be applied to doors or windows, they should not be so large or so extensive that they obscure views into stores and shops or result in undue visual clutter.

- Unused sign supports, hardware and electrical conduits should be removed and building surfaces repaired and restored.

GUIDELINE 14: Parking Facilities

Off-street parking lots should be designed and located so that they are safe, efficient, and do not disrupt the traditional scale and character of Downtown.

We suggest the following guidelines regarding Downtown parking lots:

- Surface parking lots should be located behind buildings or at mid block; parking lots at corners should be avoided.
- Landscaping and decorative fencing should be installed along the edges of surface parking lots that border public walkways.
- Small, separate parking lots within the same block should be combined and consolidated where possible.
- Curb cuts and access drives should be minimized, particularly along pedestrian shopping streets and arterial routes.
- On-street parking should be permitted where possible; parallel parking, which is more “pedestrian friendly,” is preferable to angle parking.

NOTE on HISTORIC RESIDENTIAL STRUCTURES

While most of the *Design Guidelines* presented above pertain to commercial buildings, it is important to note that many of the buildings in Downtown Algonquin are “historic” residential structures. These older residential structures add greatly to the overall character and charm of the Downtown.

Regardless of whether used for residential purposes or converted to commercial use, older structures with architectural and historic interest should be preserved and enhanced wherever possible. Painting, signage, window and door treatments, and building repairs and additions should all be compatible with the original character of the building.

ILLUSTRATIVE PLAN

A number of the recommended *Design Guidelines* are illustrated in Figure 7. This graphic suggests how a new building might be developed on the vacant property at 114 S. Main Street, consistent with the guidelines presented above.

Figure 7 depicts the following:

- A new two-story masonry building is located at the edge of the sidewalk, aligned parallel to Main Street.
- Ground-floor space is devoted to retail, restaurant and other active pedestrian-oriented uses, with offices or housing units located on the upper floor.
- The building’s façade is subdivided into five vertical “bays,” which articulate the tenant spaces and enhance the pedestrian scale of the building.

- The building is further characterized by recessed doorways and coordinated awning and signage treatments.
- The new commercial development is served by a new off-street parking lot located at the rear of the property. Access to the new parking lot is from Main Street and Jefferson Street.
- The new parking lot is connected to the adjacent existing parking lots, and the entire parking area is combined and redesigned as a single parking facility, which greatly improves parking efficiency and increases the total number of spaces.

We emphasize that this graphic is for illustrative purposes only. It is not intended to limit design possibilities or restrict the creativity of an architect or a developer. However, the graphic does highlight several important design principles that should be promoted as a part of new development projects within Downtown Algonquin.

USE and APPLICATION of the DESIGN GUIDELINES

The *Design Guidelines* should be used on a cooperative basis by the Village, Downtown organizations, architects, and developers to promote high quality building improvement and development within Downtown Algonquin.

The *Design Guidelines* should be used as a framework by Village staff and others in reviewing plans and proposals for new Downtown projects and improvements.

The *Design Guidelines* should be distributed to property owners and prospective designers and developers as a statement of the Village's desires and preferences regarding Downtown development.

The *Design Guidelines* should be used as a reference by architects and developers as they prepare plans for new Downtown development projects.

The *Design Guidelines* should also be used by Downtown organizations to advise and encourage Downtown merchants and property owners in the improvement and development process.



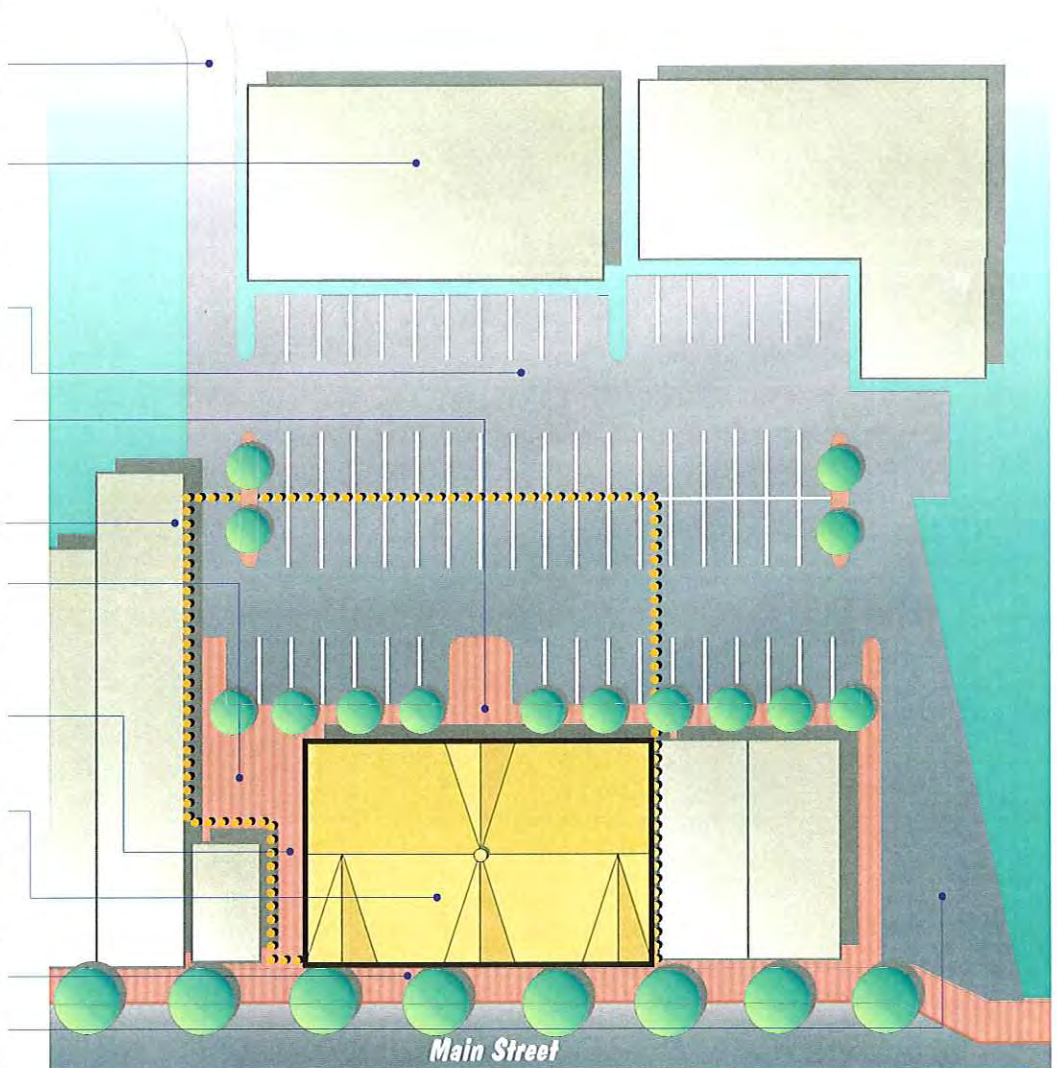
Figure 7

Building Design Guidelines

Illustrative Elevation: New two-story masonry building is located at the edge of the sidewalk, which reinforces the "streetwall" effect along Main Street. The building's facade is subdivided into several vertical "bays" to enhance the pedestrian scale of the structure. The building is also characterized by large display windows along the sidewalk, recessed doorways, and coordinated signage and awning treatments.

Illustrative Site Plan:

- Access to the new parking lot from Jefferson Street.
- Existing apartments benefit from the improved access and parking lot configurations.
- Parking lot is redesigned and consolidated to improve efficiency and increase the number of parking spaces.
- Access to the second floor units could be from the rear of the building.
- Property line of Subject Property.
- New pedestrian plaza behind the buildings, adjacent to the new parking lot.
- New pedestrian arcade connecting the parking lot with Main Street.
- New two-story building with retail on the ground floor and offices or apartments on the second floor.
- The new building is located at the edge of the sidewalk, and is aligned parallel to Main Street.
- Access to the new parking lot from Main Street.



Urban Design Improvements

This section presents recommended *Urban Design Improvements* for Downtown Algonquin. The recommendations presented here, which address the design and appearance of streets, pedestrian ways and open spaces, supplement the *Building Design Guidelines* presented in the previous section of this report.

Recommendations for an area-wide Downtown “Streetscape Design System” are described below. Additional urban design recommendations are presented in Figures 8, 9 and 10.

STREETSCAPE DESIGN SYSTEM

The Village should establish a comprehensive “streetscape design system” which defines a “family” of streetscape facilities to be applied in various parts of the Downtown. This system should establish guidelines for street trees, lighting fixtures, paving materials, banners, bollards, benches, bike racks and other streetscape features.

A preliminary “streetscape design system” identifying several categories of street types within the Downtown is described below. This system is also summarized in Table 2 and is illustrated in Figures 8 and 9.

Implementation of the “streetscape design system” would improve the image and appearance of Downtown, establish visual continuity along key streets and pedestrian ways, assist in “wayfinding,” and help make Downtown more friendly and “hospitable” for both motorists and pedestrians.

Main Street Streetscape

The Main Street shopping area and the blocks along Algonquin Road immediately east and west of Main Street should have a full range of streetscape features and pedestrian amenities.

The existing Main Street light source should be upgraded to metal halide, which yields a more pure color rendition than the existing high-pressure sodium light.

The landscaped seating areas and extended curbs that have been provided at crosswalks should be retained and the crossings accented with bolder markings.

While existing trees could be retained, new trees should be a taller, more open-crowned “canopy” tree. New trees should be installed with a minimum clearance of 6 feet between the pavement and the first limb of the tree. Over time, the trees should be “limbed up” to enhance views along walkways and toward shops.

The narrow sidewalks, which are 8 to 10 feet in width, are further constrained where building stairs occur in the sidewalk area. Streetscape elements, particularly trees, lights and trash receptacles, must be carefully placed in order to avoid a cluttered and congested streetscape. High-branched canopy trees are particularly desirable in these locations.

In situations where sidewalks are very narrow, the Village should consider installing trees at the ends of the block, removing a curb parking space, and developing a small landscaped seating area with canopy trees.

Small pedestrian spaces with seating, sculpture, fountains, or decorative planting pots should also be introduced where space permits.

In addition, driveways and curb cuts along these streets should be consolidated and/or eliminated wherever possible.

Transitional Streetscape

Many of the commercial streets adjacent to the Main Street shopping area have traditional grass parkways and concrete sidewalks with front yards leading up to the residential structures. While it is important to maintain the character of these areas by preserving the scale of the walks and the grassed areas, the introduction of certain selected elements from the Main Street Streetscape, such as lighting and paving materials, will serve to highlight these streets as a part of the Downtown commercial area. This will be particularly desirable in blocks where residential structures may be converted to commercial use.

For example, the Victorian houses along Main Street south of Washington Street have been converted to commercial and office use, but the grass parkways, canopy trees and front lawns have preserved the character of this transitional area.

Neighborhood Streetscape

The neighborhood streets surrounding the commercial area have traditional grass parkways and concrete sidewalks with front yards leading up to the houses. The character of these areas should be maintained by preserving the scale of the walks and the grass areas.

Pedestrian Pathways

Several other pedestrian walkways within Downtown, including Crystal Creek and the walkways within the various parks, should be comprised of various materials not generally found in a street right-of-way. They will function more as recreation trails and should be constructed of various materials including asphalt, bark chips, gravel, and, where elevated, wood deck.

Table 2: **Streetscape Design System**

	Street Lights	Street Trees	Paving	Lawn
Main Street Streetscape	Cast metal; ornamental; painted dark color; "white light" output from source.	Tall canopy trees with first limbs at 6 feet above walkway; foliage with an open crown structure; medium to fine texture leaves.	Sidewalks accented with Main Street brick-type pavers; sidewalks a desirable minimum 8 feet clear; all widths and slopes must meet State and Federal accessibility standards.	N/A
Transitional Streetscape	Cast metal; ornamental; painted dark color; "white light" output from source.	Tall canopy trees with first limbs at 6 feet above walkway; foliage with an open crown structure; medium to fine texture leaves.	Sidewalks generally concrete, possibly accented with Main Street brick-type pavers; sidewalks a desirable minimum 5 to 6 feet clear; all widths and slopes must meet State and Federal accessibility standards.	Preserve grass parkway at back of curb to the sidewalk, and the grass front yard between the sidewalk and building.
Neighborhood Streetscape	N/A	Tall canopy trees with first limbs at 6 feet above walkway; foliage with an open crown structure; medium to fine texture leaves.	Sidewalks generally concrete, possibly accented with Main Street brick-type pavers; sidewalks a desirable minimum 5 to 6 feet clear; all widths and slopes must meet State and Federal accessibility standards.	Preserve grass parkway at back of curb to the sidewalk, and the grass front yard between the sidewalk and building.
Pedestrian Ways	N/A	N/A	Pathways to be constructed of various materials with a minimum of 8 foot width, all widths and slopes must meet State and Federal accessibility standards.	N/A

Figure 8
Urban Design Improvements

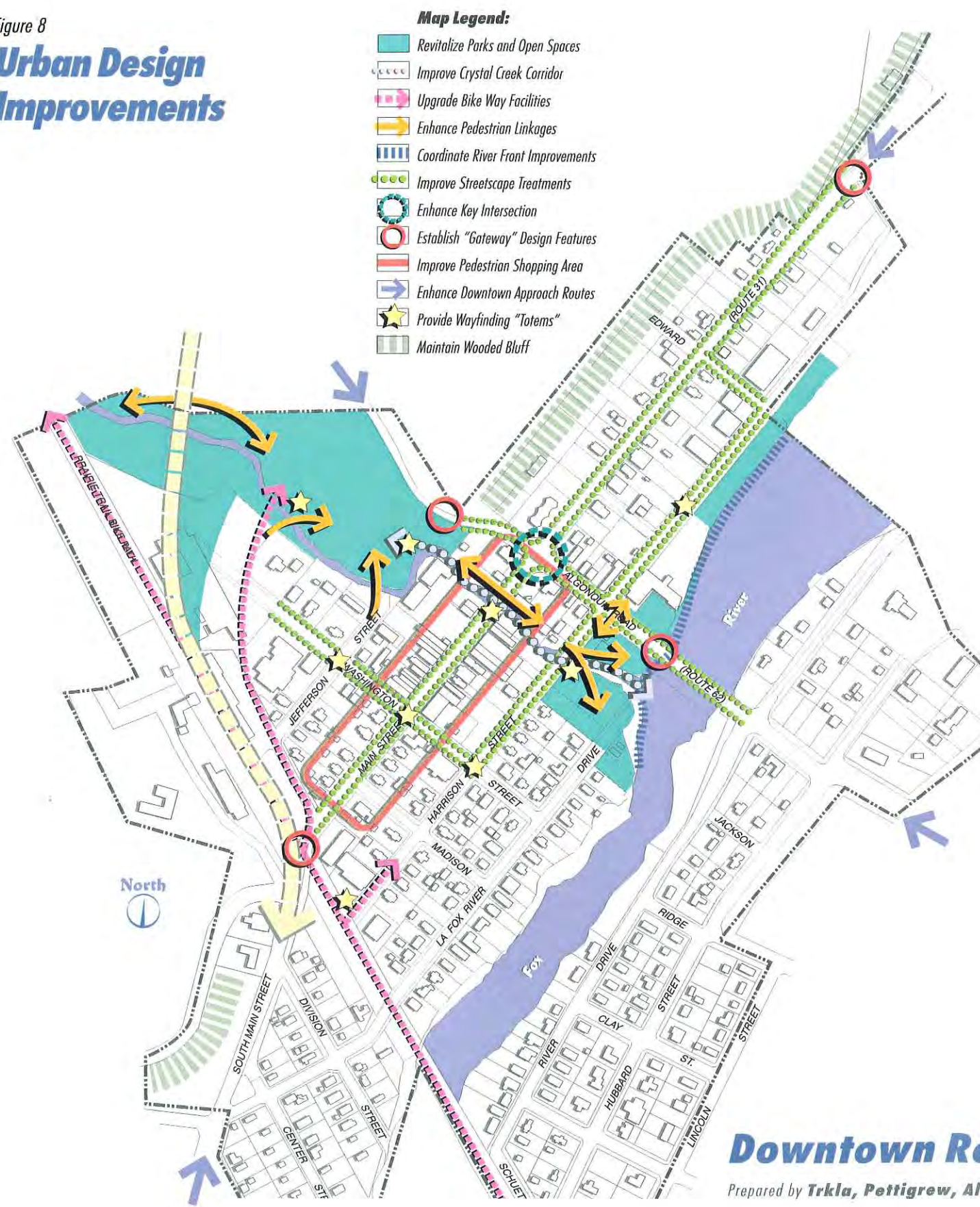


Figure 8
Urban Design Improvements...

Recommendations for streetscape improvements, pedestrian facilities, open spaces and other urban design features within Downtown Algonquin are highlighted in Figures 8, 9 and 10. These urban design recommendations are supplemented by the Building Design Guidelines presented in the previous section of this Plan report.

PEDESTRIAN WAYS:

Streets and Sidewalks. Sidewalks along streets should continue to be the primary pedestrian routes within the Downtown. In general, sidewalks should be improved in conformance with the guidelines established in the "streetscape design system" described in the text of this section. However, several street segments warrant special attention because of their importance as pedestrian routes.

Main Street should continue to be Downtown's primary pedestrian street. Sidewalks within the Main Street shopping area should extend from building to curb, and have decorative surface treatments. These primary sidewalks should also be "streetscaped" with special brick paving, lights, benches and landscaping.

Harrison Street should be enhanced for pedestrian use. Harrison Street should become a more important pedestrian route which connects the existing and new parks along the Fox River and provides improved linkages between the north and south sides of Algonquin Road. Similarly, Washington Street and Algonquin Road should also be improved for pedestrian use within the commercial portion of Downtown.

Crystal Creek. Crystal Creek should be improved as a continuous pedestrian linkage and open space corridor extending from the Fox River to Towne Park.

The northern edge of the creek has potential for an elevated walkway which, in places, could be cantilevered above the bank of the creek. The bridge walk and walkway along the creek might also continue along the west side from Harrison Street to the Fox River.

The bridge at Main Street should be made more attractive to pedestrians. Small overlooks might be added over the creek. The Historic Village Hall parking lot at Main Street and Algonquin Road should be redesigned adjacent to Crystal Creek to provide a 10 to 20 foot easement to allow for landscaping and walkway improvements along the creek corridor. An illustrative sketch of possible Crystal Creek improvements at the Historic Village Hall site is presented in Figure 10.

OPEN SPACES:

Towne Park. Several actions should be undertaken to enhance Towne Park as a major Downtown amenity, including:

- Improve west/south side access and bridges over Crystal Creek;
- Create separate pedestrian walkway and park entries from the Historic Village Hall parking lot;
- Initiate canopy tree and associated landscaping to reforest declining oaks and to screen views toward the proposed Western Bypass;
- Link pathways along Crystal Creek to other pedestrian systems outside the park; and
- Provide access to Towne Park from the Prairie Trail Bike Path.

Riverfront Park. An improvement plan has been approved for Riverfront Park, consisting of a new gazebo, basketball courts, a paved parking area, a pedestrian walkway along the river, and shoreline embankment improvements. Construction should begin sometime this year. It is recommended that Riverfront Park be better connected to other Downtown parks by enhancing Harrison Street for pedestrian use, including widened sidewalks, new lighting fixtures, and special paving treatments.

New Parks at Crystal Creek and the Fox River. The new park on the south bank of Crystal Creek should be a passive recreational area. The shoreline should be left in a natural condition, and passive activities like fishing and bird watching should be encouraged. This park should be landscaped with canopy trees, flowering trees, native grasses and forbs, and lawns for spontaneous play.

The new park on the north side of Crystal Creek should be developed as a landscaped open space, with a small seating area near Harrison Street and Algonquin Road. This new park should be visible from the bridge and should serve as a "gateway" to the Downtown. The land parcel along the Fox River which is not owned by the Village should be left in a natural state.

A pedestrian pathway should be provided along Crystal Creek to connect within Harrison Street. A deck and walkway might be considered along the north side of the creek.

WESTERN BYPASS:

The Village should work closely with McHenry County to ensure that the proposed Western Bypass enhances Downtown Algonquin. Special design enhancements, such as sound barriers and landscape treatments, should be considered along the bypass. The bypass project should not "displace" the Prairie Trail Bicycle Path, and, if possible, should be designed to enable additional bikeway connections to Towne Park. The County should also be encouraged to donate "remnant parcels" to the Village for use as parking, community signage, and/or public open space. Finally, the County should be encouraged to design the various components of the roadway project, such as drainage facilities, clean fill and other elements, so that they will have ancillary benefit to the adjacent park environment in terms of flooding, drainage and soil stabilization.

NOTE: See Figures 9 and 10 for additional discussion of urban design recommendations.

Figure 9
Urban Design
 (continued)

Streetscape Design System:

- Main Street Streetscape ■■■■■■■■■■
- Transitional Streetscape ■■■■■■■■■■
- Neighborhood Streetscape ■■■■■■■■■■

NOTE: See text for a description of the recommended "Streetscape Design System"

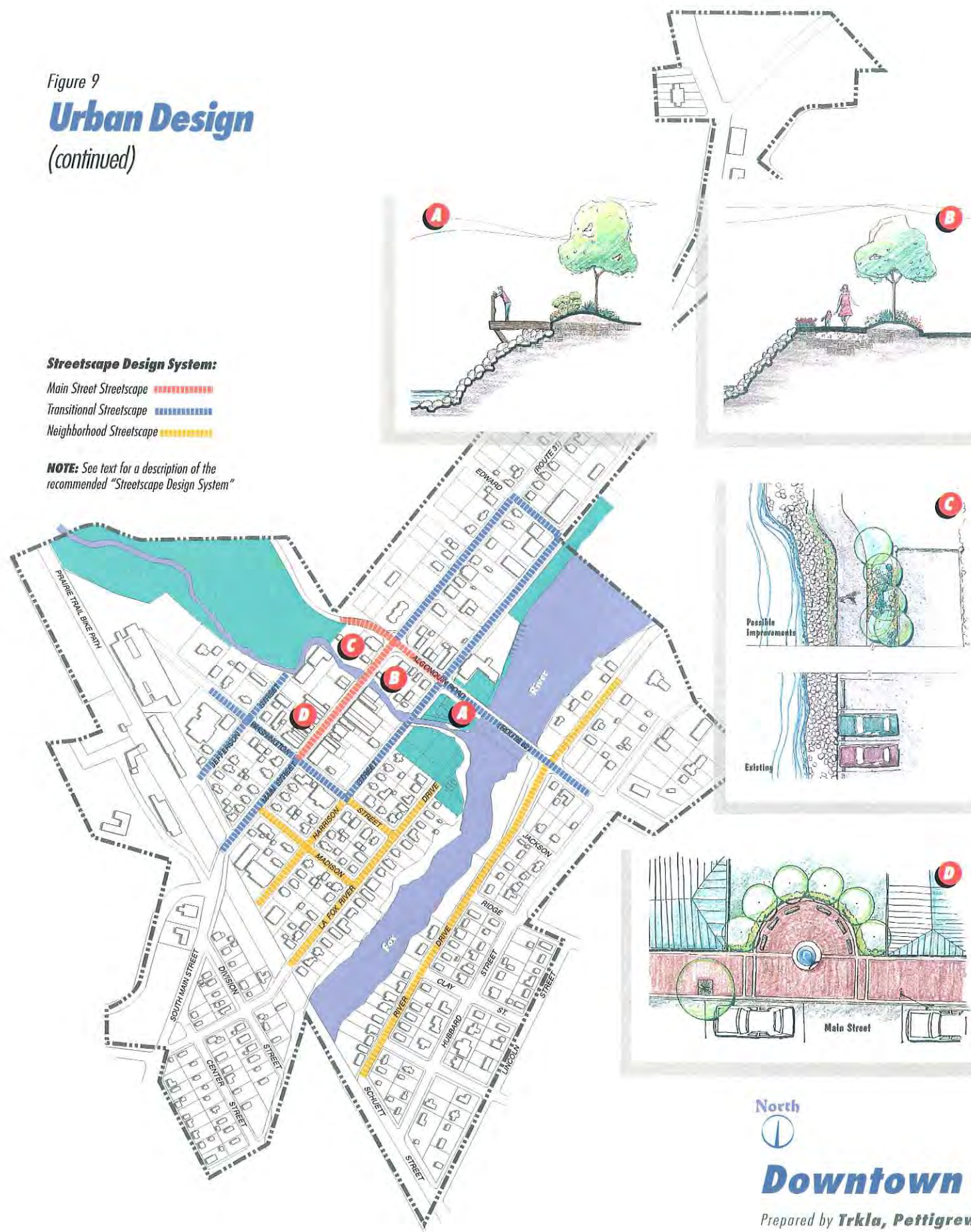


Figure 9
Urban Design
 (continued) ...

SIGNS:

In addition to conveying information, signs provide an opportunity to create a special identity for the Downtown through the use of graphics, color, shapes and patterns. It is recommended that the Village consider several projects and actions for improving and enhancing signs within Downtown.

- An overall "family" of signs and graphics should be established and codified for use within the Downtown. This sign system should prescribe the colors, shapes and symbols to be used and applied within various parts of the Downtown.
- "Gateway" signs should be developed at the key locations to announce entry into Algonquin's Downtown area.
- Wayfinding signs or "totems" should be placed along Downtown's pedestrian ways to provide interpretive information and directions. The use of pylons and kiosks would make it possible to incorporate interpretive computer displays with endless subjects displayed. These features also provide an opportunity for promoting creative work by local artists and special sponsorship by local organizations and institutions.

Totem design might vary in different locations. For example, totems in the heart of Downtown could be formal and historic, with a style compatible with the streetscape and the historic buildings. Totems in parks and in the natural areas along the creek and river could be more "rustic" in form and character. Totems in special locations, such as the intersection of Main Street and Algonquin Road, could be equipped with interactive screens and other components to provide visitor information. A common logo, graphic symbols, pedestal design and landscaping accents could create consistency among the various styles of totems.

● The Village is currently developing a new "logo" to specifically represent the Downtown. This new logo could appear on the full range of Downtown signs and directories, and also be used in a variety of marketing and promotional efforts.

● Street pole banners should be used to commemorate special Downtown events, celebrations and community activities. Banners can add color and vitality to the area, as well as promote community pride and identity. Banners might be changed seasonally or periodically during a given year.

OTHER DESIGN CONSIDERATIONS:

The **Prairie Trail Bicycle Path** should be enhanced as it passes through Downtown. In particular, its entrance into Towne Park should be improved. As mentioned above, the proposed Western Bypass should be designed to enable additional bikeway connections to Towne Park. In addition, the existing foot bridges on the west side of the park are too narrow and too high in certain locations to make smooth transitions to the pathways. The entry to the park from the Historic Village Hall site is barricaded with posts and cable and does not accommodate bike or pedestrian access. All bridges and entrances to Towne Park should be safe and accessible for pedestrians and bicyclists.

The **intersection of Main Street and Algonquin Road** should be enhanced as a major focal point within the heart of Downtown. A paved plaza consisting of a clock tower or other vertical feature, together with special landscaping and signage, should be considered for the northeast corner of the intersection, perhaps in conjunction with new building development proposed in this area. A plaza in this location would serve as a "counterpoint" to the Historic Village Hall. Smaller complementary signage and landscape treatments might also be considered at the other quadrants of this intersection, as space permits.

URBAN DESIGN VIGNETTES:

Several "image" sketches have been prepared to illustrate a number of the urban design recommendations described above. These sketches include the following:

- A** This sketch shows an elevated wood plank pedestrian walkway cantilevered over Crystal Creek, with adjacent landscape plantings and a safety rail overlooking the creek at the Fox River.
- B** This sketch shows an on-grade paved pedestrian walkway along Crystal Creek, with a landscape buffer adjacent to the adjoining parking lot. This design treatment could be applied to the creek corridor from the Historic Village Hall parking lot south to Harrison Street. Rip-rap is also shown along the creek bank.
- C** This sketch shows a redesign of the existing Historic Village Hall parking lot to include a new pedestrian walkway and landscape buffer in between the parking area and the creek. Additional suggestions for the Historic Village Hall block are presented in Figure 10.
- D** This sketch shows a new mid-block pedestrian plaza located in between commercial buildings along Main Street. The sketch shows a new fountain or other design feature, seating, lighting, landscaping and special paving treatment.

These small mid-block plazas could be placed along Main Street in locations where existing driveways have been abandoned and converted to walkways, or in other spaces between existing buildings. Two possible locations are located along the east side of Main Street between Crystal Creek and Washington Street.

Other locations for similar pedestrian improvements include the area along Crystal Creek at the Historic Village Hall. As suggested in Figure 10, the space between Village Hall and the 8 South Main Street building could become a significant new pedestrian plaza, equipped with a special design feature and landscape treatment.



Downtown Revitalization Plan • Village of Algonquin, Illinois

Prepared by **Trkla, Pettigrew, Allen & Payne, Inc.** • Land Design Collaborative • Goodman Williams Group • Burdick & Associates • August 2000



Historic Village Hall Block...

At present, the Historic Village Hall parking lot encroaches on the Towne Park entry and the Crystal Creek corridor. In order to provide a safe pedestrian route along the creek and a more clear pedestrian entry into the park, it is suggested that the 18 parking spaces along the creek be removed and replaced with a 10 foot wide asphalt trail and a landscaped strip approximately 8 feet in width.

To replace the parking spaces, the original parking lot plan, which allowed for future expansion in the northern portion of the lot adjacent to Algonquin Road, could be implemented. In addition, if the park entry were redesigned to allow vehicles to enter the park for a short distance, a small new parking area could be obtained along one side of the access road, with parking positioned at the base of the slope along Algonquin Road.

The open space between Historic Village Hall and the 8 South Main Building could be improved as a pedestrian plaza. If the 8 South Main Building were also removed, the plaza could be expanded and the driveway could be realigned to allow the walkway along Crystal Creek to connect directly to the Main Street sidewalk. At present, a direct connection to the Main Street sidewalk is difficult due to the steep slope of the creek bank at the bridge.

Figure 10

Possible Design Improvements: Historic Village Hall Block

Marketing and Promotion

This section identifies potential marketing and promotional efforts that could support and reinforce implementation of Algonquin's new *Downtown Revitalization Plan*. This section suggests coordinated management activities to help build and maintain the vitality and desirability of Downtown Algonquin, and discusses how those activities might be managed and accomplished.

There are a number of programs and activities that can be initiated immediately to build interest in and awareness of Downtown Algonquin and the *Revitalization Plan*. As the plan is adopted and implemented, an on-going, comprehensive marketing strategy should be conceived and put into action that will help keep Downtown vibrant and vital.

INTRODUCTION

All across America, small and large cities are rediscovering and placing greater importance on their Downtowns as community gathering places, where citizens and visitors to a town can celebrate and experience the distinctive heart and soul of that community—a reflection of a town's heritage and identity. The successful reclamation of Downtown often requires a detailed planning process that the community may participate in; it often entails some physical changes; and it *always* requires a process to reacquaint the community and the region around it with the "heart and soul" that is Downtown. The process also requires some form of "management" of Downtown and assumption by the private and public sectors alike of the shared responsibility for that management.

A "plan" for Downtown revitalization cannot be considered successful until there is acceptance and support for Downtown and recognition of its valued place in the fabric of the community. Physical improvements alone are not enough. Attention must be paid to management of the environment and atmosphere in order to create and enhance the overall experience of Downtown. Downtown must be perceived as being a predictably clean, safe, and easily accessible place to be. It also needs to be a place that is perceived as exciting, stimulating, surprising, reassuring, and revalidating, while providing unexpected sensory and psychological experiences.

Algonquin is seeking revival of its historic Downtown area as a place of pride and purpose, filling a void that cannot be provided anywhere else in town, or in any surrounding community. Aside from the intense and pervasive vehicular traffic and the uncertainty of proposed traffic construction projects, nothing *bad* currently exists in Downtown Algonquin. Most people feel the biggest problem is that just not *enough* of anything *in* Downtown. This section suggests marketing and promotional tactics that can build public awareness of Downtown and its current attributes while the *Downtown Revitalization Plan* is adopted and implemented. The more positive reinforcement that can be built for Downtown will result in increased desirability of Downtown as a destination for citizens and visi-

tors, and this can result in increased desirability for new businesses and destinations.

MARKETING, PROMOTIONAL EFFORTS and PUBLIC RELATIONS

The purpose of this effort is to reawaken public awareness that Downtown exists, that things happen Downtown that are important and interesting for the rest of the community, and that Downtown is a valuable part of the Village. The ultimate objective is to make Downtown a familiar and recognized piece of the Algonquin experience, and to have every citizen recognize Downtown's existence and value. Ultimately, there must be "emotional reinvestment" in Downtown.

Immediate Actions

- I. Establish a monthly communication vehicle to the community, such as a small column in local community newspapers, and/or a section in a Village newsletter, and/or community billboard on public access cable, and /or a separate newsletter (done quarterly) to include:
 - Details of the Downtown Planning process—what it is, why it is being done, and its timetable, ongoing progress reports and opportunities to react and give input;
 - Profiles of new businesses and histories of established businesses;
 - Teasers, explanations of upcoming events taking place in Downtown and events any place in the Village that have some Downtown connection; and
 - Trivia question or favorite memory about Downtown, occasionally featuring a response chosen from shoppers on Randall Road, boaters at the Marina, diners at Port Edward Restaurant, etc.
- II. Utilize Towne Park and interior space opportunities to initiate new activities and traffic Downtown, perhaps relocating some existing community events to Old Village Hall. Possibilities include:
 - Satellite Park District registrations;
 - Nature discovery walks;
 - Children's dance, music, or art classes;
 - Library programs, perhaps an amnesty drop-off (one week/year); and
 - Programmable space for community use, like private book club groups, meeting space for clubs and other groups.
- III. Organize a new or expanded Downtown event for the summer of 2000, and one for the December holiday season that will involve businesses, community social clubs and other entities. It should be targeted primarily to Algonquin residents, but have appeal and draw from beyond the community. Possibilities include:

- July 4th riverside picnic with hot dog and corn roast (Kiwanis? Optimists?), ice cream social (churches? PTA? other service clubs?), traditional games and competitions, decorated bike contest and parade, boat parade on river;
 - Softball Marathon Weekend (service clubs, churches, Chamber of Commerce vs. Village, etc);
 - "Day in our Village" modeled after an event held in Oak Park on a Sunday in June, where there are activities and booths highlighting organizations' activities with music, food, organized children and family activities;
 - Holiday open house of Downtown businesses, strolling carolers (churches, scout troops, high school choir), Santa Claus, free gift wrap for one weekend (volunteers as staff); and
 - Tour of historic homes within and near Downtown.
- IV. Establish a "Master Calendar" of events and promotions held by private businesses and other Downtown entities, in order to coordinate and communicate the breadth of goings-on Downtown.
- V. Establish a single sheet monthly newsletter specifically highlighting Downtown business and property owners, with more detailed and substantive information about the plan, schedule, upcoming physical disruptions, business issues, but also including some of the interesting information from the other communiqués.
- VI. Communicate with colleges and universities in the region to recruit support and offer the opportunity for student experience in volunteer help for Downtown events, musical or other performing groups, display opportunities for art shows, internships for marketing, communication or journalism majors to work on monthly communications and master calendar.
- VII. Create comprehensive data base of space available for commercial use in Downtown. Create simple, attractive package of the latest Downtown demographic and design plan information for potential businesses interested in locating in Downtown. Make available to realtors and property owners, with orientation of market information and the Downtown Plan's recommended mix of uses.

All of the preceding should be considered in the context of what currently exists in Downtown. That is, there is not enough business in Downtown to support these activities either monetarily or with pedestrian traffic. Village and other community support will be required, including funding for a part time coordinator. However, it is very important for all Downtown businesses to know about, participate in and support the promotional activities.

Later Marketing Efforts

Over the next five years, as Downtown Algonquin is being fully reestablished, a comprehensive marketing plan should be created and approved annually to reflect the changing activity, perceptions and needs of Downtown. This can include, but will not be limited to:

- I. Promotional events, expanded to a minimum of three per year, with other organizations using the renovated riverfront and Towne Park for additional community oriented events.
- II. Coordinated cooperative advertising campaign, including media, to be determined on an annual basis based upon constituencies that exist in the Downtown and the activity schedule.
- III. Establish a peer-to peer "Ambassadors" group, of no more than 3 business leaders that can undertake local outreach for new businesses, especially restaurants and other experience-oriented businesses. Keep information for prospective businesses up-to-date and ready to distribute.
- IV. Plan for the mitigation of impacts caused by construction projects. This will include some special advertising and promotions, intensive monitoring, meetings, holding of hands, etc.
- V. Directional signage to Downtown Algonquin from the Tollway along Route 31 and Route 62, and also to Downtown from Randall Road.
- VI. Cross promotions with big box and other retailers on Randall Road for community and other special events Downtown. The two business areas have much to share and can cooperate in promotional endeavors.
- VII. Ongoing public relations and community involvement outreach.

MANAGEMENT and ORGANIZATION

As previously stated, the process of revitalizing Downtown Algonquin requires public and private commitment. In preparation of the Downtown Plan, the Village is supporting the concept of a new and improved Downtown. Management and organization can play a critical role in the Downtown revitalization effort. As the area grows and becomes more successful, effective management and organization evolve, and help sustain the community's vision and investment in the Downtown.

The primary roles of a Downtown management organization are:

- 1) To act as liaison and communicator between the Village government, the citizens, the Downtown property and business owners, and other organizations.
- 2) To provide facilitation and to advocate for or against issues that specifically affect the Downtown and its stakeholders.

- 3) To build awareness of the Downtown, its activities, and its constituents and thereby enhance Downtown's position.

Several possible organizational models are briefly discussed below.

The Main Street Program is an approach developed by the National Main Street Center which was initially a sub-organization of the National Trust for Historic Preservation. It has been a very successful program for many smaller towns across the country, with a three-year guideline for start-up, build-out, and renewal, through effective organization of promotion, design, and economic restructuring. With historic preservation as a base for economic development, the Main Street approach is very volunteer and community dependent, with technical assistance available from the state and national Main Street Centers. The neighboring Downtowns of Dundee and East Dundee are currently organized as a joint Main Street program.

Because of the considerable initial commitment of private sector volunteer effort and strong stakeholder leadership required for a Main Street program, it may be premature to consider at this time. As the plan for Downtown Algonquin gains acceptance and some successes, the Main Street program is an organizational model for the Downtown stakeholders to consider. The Illinois Main Street program is based in the Department of Commerce and Community Affairs.

Additional information on the Illinois Main Street Program is presented in the *Implementation* section of this Plan report.

Centralized Retail Management (CRM) and **Special Service Areas (SSA)**. CRM is the concept of a common management program, similar to a shopping center model, customized for adoption by individual property and business owners that can mandate operating hours, advertising and promotional standards and activities, physical appearance standards, leasing guidelines, etc.

Concepts of CRM have been successfully implemented in many individualized forms by small and mid-size cities and neighborhoods of larger cities, especially in conjunction with an SSA. SSAs (known in other states as Business Improvement Districts or BIDs) entail the establishment of a specified geographic district in which assessments over and above existing property taxes are collected for funding of physical improvements, or ongoing maintenance and/or management of that area. The principle is that those in the district will benefit from the identified and funded activities, and they recognize this in indicating a willingness to pay for them.

As the plan for Downtown Algonquin gains acceptance and some successes, establishment of a SSA in order to fund an ongoing management organization could be considered. In that process, careful consideration needs to be given to the size of the district, the amount of assessment the district can support, and what functions the assessments will fund.

Immediate Organizational Option

Because of its experience representing the interests of businesses in Algonquin and its established office and staff in Downtown, we recommend the formation of a Downtown Algonquin Action Committee (DAAC), under the auspices and umbrella of the Algonquin/Lake in the Hills Chamber of Commerce. This recommendation is contingent upon demonstrated support by both the Chamber Board of Directors and the Village of Algonquin for the following guidelines that will insure autonomy of the DAAC. Such support should be demonstrated in the form of a joint resolution, or other similar agreement.

The Algonquin/Lake in the Hills Chamber of Commerce is a 13-year old organization, which has been the traditional business representative organization. It has more than 200 members, a small staff, and occupies a ground floor space on Main Street in Downtown Algonquin, serving as a significant Downtown anchor and destination. It enjoys active participation by government and business leaders from both Villages.

While the Chamber has stabilized and grown in the past four years, it has done so primarily by growth from the Lake in the Hills and Randall Road area. It is obvious that there are very separate issues and needs present in Downtown that are not the same as Lake in the Hills and other areas of Algonquin. As of October 1999, only 10% of the Chamber members were located in Downtown Algonquin, which reflected only 27% of Downtown businesses. DAAC will need to engage and elicit support from a very diverse and disparate business mix that exists currently Downtown. DAAC will be an autonomous committee, representing the interests of all Downtown stakeholders, not only Downtown Chamber members. DAAC will develop its own work program, separate from the Chamber's.

A part-time staff person should be dedicated to DAAC for the coordination effort during the Downtown planning process. That staff person will initiate a dialogue with all Downtown business and property owners, and residents. Staff will undertake implementation of the Immediate Action marketing strategies, and in so doing will take on the role of liaison between the Downtown community, the Chamber, and the Village.

Careful consideration should be given to this staff appointment. The person should be outgoing, positive, knowledgeable about Village issues and the Downtown itself. This person's first priority and loyalty must be to the DAAC, its interaction with the community, and the Downtown planning process. Taking all of this into account, the staff person could be a Village staff person dedicated to this position, or could be a person selected by DAAC. It is suggested that initial funding for the staff person come from the Village, perhaps as part of the Plan implementation budget. As the long term organizational structure and funding are decided, over the first two or three years, the staff and budget requirements will also be determined. It is not anticipated at this time that the staff person be funded by the Village longer than three years.

It is recommended that DAAC be comprised of 3 private sector leaders who can represent the interests of the Downtown community, appointed by mutual agreement of the Chamber Executive group and the Village Manager. The committee should also have an empowered Village staff liaison and a Chamber representative, who may also be one of the private sector leaders.

DAAC will be jointly accountable to the Chamber and the Village, and a reporting mechanism should be agreed upon by both. Funding for at least the first year should be considered part of the planning process costs. One of DAAC's tasks will be to consider ongoing revenue sources and budgetary needs to support the management and promotional efforts.

As its mission and purpose are made clear, DAAC sub-committees for various promotional and other functional activities will encourage involvement and emotional investment on the part of Downtown members, as well as share the workload of this important task. This should in no way impact the existing Chamber operations, but can serve as a membership engine for that organization. The Chamber will gain stature and credibility as a sponsoring organization of the Downtown revitalization.

Later Organizational Considerations

After the initial two years, depending on the progress of the Plan's implementation, DAAC, the Chamber and the Village may decide it is advantageous to consider one of the alternative organizational models in order to become more independent and self-supporting. Careful consideration and planning for that transition would be imperative.

Downtown Algonquin has a very bright future and needs only to be demonstrative in building awareness and realistic expectations of what is and can become for the community. Well promoted and managed, Downtown Algonquin can become an important destination for Villagers and visitors alike.

Implementation Action Agenda

The Downtown Plan sets forth an agreed-upon “road map” for improvement and development within Downtown Algonquin during the next ten-year period. It is the product of considerable effort on the part of the Downtown Plan Steering Committee, Village staff and others within the Algonquin community. The final Plan represents the consensus of all involved.

However, in many ways, the planning process in Downtown Algonquin has just begun. Formal adoption of the *Downtown Revitalization Plan* is only the first step, not the last. Without continuing action to implement Plan recommendations, the Village’s efforts up to this point will have little lasting impact.

This section presents the recommended *Implementation Action Agenda*, which is intended to help the Village organize and initiate the Plan implementation process.

OVERVIEW of the ACTION AGENDA

The *Action Agenda*, which is summarized in Table 3 at the end of this section, highlights the implementation aspects of the Downtown Plan’s major improvement and development recommendations. The *Action Agenda* consists of several components:

- a) A listing of major projects and actions that should be undertaken to maintain, enhance and improve the Downtown in the future;
- b) The suggested priority of each project, based upon a 10-year “horizon” and three implementation phases;
- c) An indication of the public and private sector responsibilities for initiating and participating in each project; and
- d) A suggestion of the funding sources and assistance programs that might be available for implementing key projects.

Each *Action Agenda* component is briefly described below.

PROJECTS and ACTIONS

The *Action Agenda* provides a summary of the major improvement and development recommendations of the new *Downtown Revitalization Plan*. Recommendations are grouped into six categories: a) administrative actions; b) land use and development; c) traffic and circulation; d) parking projects and actions; e) urban design; and f) financing, marketing and organizational cooperation.

It should be emphasized that this is only a summary of the recommendations prepared during the Downtown planning process. Other sections of the Plan report provide more detailed descriptions of the various planning and policy recommendations.

PRIORITY and SCHEDULE

The *Downtown Revitalization Plan* provides a long-range program for improvement and development within Algonquin. The Plan cannot be accomplished all at once; projects and actions will have to be scheduled over a period of years.

Consequently, the *Action Agenda* suggests a 10-year "horizon" for completion of the Plan, but strongly encourages that the listing of projects and the priorities be reviewed and updated once a year.

The *Action Agenda* suggests three priority phases for project implementation, as described below. However, the implementation schedule should be flexible, and should be modified and updated to reflect changing needs, conditions and preferences.

- **Priority 1** projects should be undertaken within the next year.
- **Priority 2** projects should be undertaken during the next one to five years, although some may actually begin immediately.
- **Priority 3** projects should be undertaken during the next five to ten-year period.

However, it should be emphasized that some projects may either move forward or backward, depending on changes in market conditions, funding sources or local priorities.

ACTION RESPONSIBILITIES

In order for the *Downtown Revitalization Plan* to be successful, it must be based on a strong partnership between the Village, other public agencies, the local business community, neighborhood groups and organizations, and the private sector.

Key participants in the implementation process should include the following:

- **Village of Algonquin.** The Village must assume the leadership role in implementing the new *Downtown Revitalization Plan*. In addition to carrying out many of the public improvement projects called for in the Plan, the Village will administer a variety of financial and technical assistance programs available to local businesses, residents and developers. The Village will often serve as coordinator of private initiatives. The Village should also cooperate with and support local agencies and organizations, and ensure that all codes, ordinances and enforcement procedures support and complement the new Plan.
- **Other Participants.** Even though the Village will assume the leadership role in Plan implementation, other agencies, organizations and institutions will also participate in many projects. For example, these will include:

- a) **Local agencies and service districts.** The active participation and support of the Algonquin Library Board, the Historic Commission, the Algonquin School Districts, and other institutions will be essential to the successful implementation of many of the community facility and service recommendations included in the new Plan.
- b) **Other governmental organizations.** Certain projects and actions require the participation and assistance of county, state and federal agencies including the Illinois Department of Transportation (IDOT), McHenry County Highway Department, and others.
- c) **Downtown Plan Steering Committee.** The Downtown Plan Steering Committee was specifically established to work with the Consultant Team on the new *Downtown Revitalization Plan*. In so doing, the Committee has become quite knowledgeable about conditions, opportunities and potentials within the area. The Village should consider maintaining the Committee in some capacity in order to make use of this insight and understanding in the future.
- d) **Chamber of Commerce.** The Chamber will continue to play an important role in marketing and promoting the Downtown, and in organizing improvement and redevelopment efforts. It can also offer financial and technical assistance for certain types of projects, and can help ensure that the needs of the Downtown business community are brought to the attention of the Village.
- e) **Downtown Action Committee (DAC).** Such an organization (described in the previous section of the Plan report) should be actively engaged in the day-to-day activities of the Downtown. While the DAC could be an extension of the Chamber of Commerce, it should focus on the retail business development and events functions of the Downtown. The organization should play a key role in the planning, development and operational aspects of Downtown, and its continued support, involvement and stewardship of the Downtown will be vital to the success of the *Downtown Revitalization Plan*.
- f) **Local businesses and institutions.** Individual businesses and institutions should continue to maintain their own properties while conforming to the overall guidelines and objectives of the Plan. Existing businesses and institutions might also sponsor special events, activities or improvement projects that will benefit the Downtown as a whole.
- g) **Local lending institutions.** Local lenders can provide active and direct assistance, particularly with respect to upgrading existing properties and facilitating redevelopment. Lenders can offer special programs for building improvements and repairs, and can also help finance redevelopment projects within the Downtown.

- h) **Builders and developers.** Private builders and developers can be recruited to rehabilitate existing buildings and undertake new construction that conforms to the Plan and enhances the overall quality and character of Downtown Algonquin.
- i) **The Algonquin community.** It should be emphasized that Downtown serves – and is an integral part of – the nearby neighborhoods and indeed the Algonquin community as a whole. All residents and neighborhood groups should be encouraged to participate in the Downtown improvement process, and should be given the opportunity to provide input and voice their opinions on major improvement and development decisions within the area.

The Action Agenda indicates the role of the Village in initiating and monitoring each project, as well as a sampling of the other agencies and organizations that might also participate in project implementation.

However, it should be emphasized that this is only a “representative” listing of major participants; many others may be involved in certain projects and actions.

FUNDING SOURCES and IMPLEMENTATION TECHNIQUES

While many of the recommended actions called for in the *Downtown Revitalization Plan* can be implemented through administrative and policy decisions or can be funded through normal municipal programs, other projects will require special technical and/or financial assistance.

The *Action Agenda* identifies several of the local, state and federal resources and programs that are available for assisting in the implementation of key Plan recommendations.

The Village of Algonquin has traditionally assumed a relatively conservative policy regarding intervention in the Downtown improvement and development process. The Village provides for a full range of municipal services, and it has also funded substantial public infrastructure improvements within the Downtown. Recent improvements have included streetscape and Riverfront Park improvement programs and the purchasing of sizable properties along the Fox River for the development of new public open space.

However, the Village of Algonquin has not elected to participate financially in private Downtown development or redevelopment. Private improvements and developments have been privately executed without implementation assistance or intervention from the Village.

While the *Downtown Revitalization Plan* generally endorses the traditional role of the Village in the Downtown improvement process, it is suggested that the Village consider taking a more active leadership role in promoting, coordinating and “facilitating” the Downtown development process.

For example, the Village might offer technical assistance and support to property owners or developers of Downtown projects that meet the guidelines and foster the objectives of the new *Downtown Revitalization Plan*. In blocks where the Village owns land, the Village might coordinate with adjacent and nearby property owners to assemble larger, more desirable sites for new development. The Village might assist in the preparation of developer "Requests for Proposals," and might assist in the review and evaluation of proposals for key projects.

The Village might also consider certain other assistance programs such as a façade renovation and storefront rehabilitation program. Such efforts have been initiated and have identified the Grand Victoria Foundation—the philanthropic arm of the Grand Victoria Casino in the City of Elgin, as the target source for funding.

Several techniques for implementing complex improvement and redevelopment projects are highlighted below. In general, the Village has been creative, aggressive and successful in seeking out funding from local, state and federal sources for financing a range of projects throughout the Downtown. However, additional local financing tools are necessary for addressing several of the principal recommendations of the *Downtown Revitalization Plan*.

Two local financing tools that should be given primary consideration for enabling comprehensive and coordinated approaches to funding the *Downtown Revitalization Plan* are tax increment financing districts (TIFs) and special service areas (SSAs). One or both of these tools will likely be necessary to provide a new long-term local funding source for Plan implementation. Other district-oriented approaches that do not provide financing, but empower the municipality and provide technical assistance and guidance for organizing activities around Downtown revitalization principles are the Illinois Main Street Program and the Illinois "business district" designation.

Listed below are basic descriptions of these programs along with additional programs that are both familiar and new to the Village administration as the "best matches" for accomplishing the *Downtown Revitalization Plan* goals.

General Resources and Funding Tools

Communities have a number of general sources of revenue that can be applied to any corporate purpose, including Downtown improvements that will benefit the community as a whole. The largest of these is normally the general-purpose property tax, which primarily funds the Village's General Revenue Fund. Others include state income tax rebates, motor fuel tax funds, public utility taxes, hotel/motel tax, retailers' occupational tax, plus various fees, fines and other receipts. Municipal bonds may also be considered for special projects during various phases of the implementation of the *Downtown Revitalization Plan* that may require more long-term financing. One type of bond that could be considered for Downtown projects is the special assessment bond. These bonds are issued to finance improvements that are to be paid for by special assessments against benefited properties. Bond obligations are payable only from the special assess-

ment receipts, are not backed by general taxes and usually carry higher interest rates.

Downtown District Designations

Many economic development financing and resource tools are based on the principle of establishing geographic boundaries for a “redevelopment area” for the purposes of accomplishing complex, coordinated, comprehensive and timely improvement projects and programs. These economic development tools are commonly used by communities for established central business districts or downtown neighborhoods. Individually and in combination, these economic development tools provide flexibility for achieving financing and technical assistance for the “hard” and “soft” component strategies of downtown revitalization and promotion. The use of one or more of these financing tools is strongly recommended for the implementation of the Village’s *Downtown Revitalization Plan*.

Tax Increment Financing (TIF)

Tax increment financing (TIF) is a mechanism used to carry out revitalization and redevelopment activities on a local basis. TIF allows a community to capture the increase in local property taxes that results from a redevelopment project in order to pay for the public costs involved in the project. While TIF districts have most typically been used in commercial and industrial areas of communities throughout Illinois, TIF is being undertaken increasingly for mixed-use and residential areas as well.

To carry out a TIF project, the municipality designates a “blighted” or “conservation” area for revitalization and redevelopment, and establishes specific boundaries for the project area. The base equalized assessed valuation (EAV) of all properties within the area is determined as of the date of TIF adoption. Thereafter, all relevant property-taxing districts continue to collect property taxes based on levies against the base EAV for a time period not to exceed 23 years. The increased real estate tax revenues generated by all new private development and redevelopment projects, and all appreciation in the value of existing properties that result in higher property values, are used to pay for public improvements within the project area.

More specifically, tax increment financing does not generate tax revenues by increasing tax rates, but rather through the temporary capture of increased tax revenues generated by the enhanced valuation of properties resulting from the municipality’s redevelopment activities. Under TIF, all taxing districts continue to receive property taxes levied on the initial valuation of properties within the project area.

TIF has proven to be an exceptional economic development tool that has enabled many communities to successfully finance public improvements, redevelopment activities and other economic development incentives, that would not otherwise have a funding source. Many of these activities are priority components of the implementation of the Village’s *Downtown Revitalization Plan* including:

- Acquisition, clearance and other land assembly and site preparation activities.
- Rehabilitation of older, deteriorating or obsolescent buildings.
- Incentives to attract or retain private development.
- Marketing of development sites.

Other redevelopment activities are also possible under TIF, including:

- Area-wide infrastructure improvements such as road repairs and utility upgrades.
- Correction or mitigation of environmental problems.
- Job training, workforce readiness and other related educational programs.
- Professional fees related to the project, such as legal, planning, and architectural services.

Necessary site or building improvements, such as streets, landscaping, property assembly and resale are typically accomplished using existing municipal revenues or revenues generated from the sale of municipal bonds. As a result of the public investment, private developers are encouraged to build or lease facilities in the area and generate new tax revenues from their business operations. The increased tax revenues generated by higher property values are used to pay for the initial public improvements.

It should be emphasized that TIF will only be viable if significant new building development or redevelopment is expected to occur. In most cases, advance private investor commitment to a development project is an important prerequisite to establishing a TIF district.

Because of the comprehensive range of redevelopment activities that are eligible under TIF, a TIF district feasibility study for all or part of Algonquin's Downtown is strongly recommended.

Special Service Areas

Special Service Area (SSA) financing is an economic development tool that enables a municipality, property owners and community members to cooperatively plan, provide for, benefit from, and finance capital improvements or "special services" for an identified geographic area. The projects or services of an SSA district are paid for with revenue from taxes levied on the properties receiving the benefit. SSA services and programs are in addition to the normal programs and services provided by the Village.

SSA districts most typically encompass commercial or business districts (which is why they are often referred to as "business improvement districts"), but can include residential areas as well. SSAs have been used by communities throughout Illinois to accomplish a range of improvement activities, including: parking structures and surface lots, lighting, paving, landscaping installation and maintenance, streetscape improvements and seasonal decorations, litter control, security ser-

vices, snow removal, storm sewers, tenant search and commercial attraction activities, and area-wide marketing and promotion activities.

SSA services and improvements are funded entirely through the tax revenues generated by the special service tax. The revenue is derived from a computation using the Equalized Assessed Valuation (EAV) of the taxable parcels within the special service area boundaries. The process for establishing an SSA involves first establishing proposed boundaries of a contiguous area and defining the benefits and services to be paid for within that area. The costs of these services and projects are then estimated to determine a corresponding tax levy, rate and duration of the SSA. The decision of whether the municipality will issue bonds for SSA projects is also evaluated at the initial stages of SSA consideration. A public process for notifying property owners and other stakeholders within the SSA is required to provide information, gather feedback, and to allow for challenge. Upon successful adoption of an SSA ordinance, which includes a levy and budget, the sponsoring municipality typically serves as the administrator of the SSA. Depending on the types of projects and services proposed for the SSA, however, many communities choose to delegate administration of the SSA to either an existing or new organization with a mission consistent with the purposes of the SSA. Amendments to and dissolution of the SSA, however, are accomplished by the sponsoring municipality.

Business District Designation

Business district development and redevelopment is authorized by Division 74.3 of the Municipal Code of the State of Illinois. A municipality may designate, after public hearings, an area of the municipality as a Business District. While business district designation does not provide a funding source, it empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Approve all development and redevelopment proposals.
- Exercise the use of eminent domain for the acquisition of real and personal property for the purpose of a development or redevelopment project.
- Acquire, manage, convey or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the United States and the State of Illinois, or any instrumentality of the United States or the State, for business district development and redevelopment.
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.

- Sell, lease, trade or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution and implementation of the business district plans.
- Establish by ordinance or resolution procedures for the planning, execution and implementation of business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

Illinois Main Street Program

The Illinois Main Street Program is a downtown commercial district revitalization program developed by the Lieutenant Governor's office in 1993, modeled after the National Trust's National Main Street Program. This program outlines a four point approach for revitalizing commercial downtowns:

1. Build an effective volunteer-driven downtown management organization, guided by professional staff, with broad-based public and private sector support;
2. Enhance the design and appearance of downtown through historic preservation;
3. Create a unified, quality image and develop promotion strategies that bring people downtown; and
4. Retain and strengthen existing downtown businesses, recruit appropriate new businesses, and develop appropriate economic restructuring strategies to sustain the economic vitality of the downtown.

While Illinois Main Street does not provide funding sources, it does provide training and technical assistance to participating communities through on-site consulting visits and regional and statewide workshops. Design services are in cooperation with the Illinois Historic Preservation Agency. Assistance is offered to Main Street Businesses in cooperation with the Department of Commerce and Community Affairs, Small Business Development Center Network. Towns pay no participation fee for consulting services but are responsible for the financial support of their local program.

The participation requirements are as follows:

- Broad-based private and public sector support for downtown revitalization;
- Vision and mission statements;
- A comprehensive work plan;
- An historic preservation ethic;
- Active board of directors and committees;

- Adequate operating budget;
- Paid, professional program manager;
- Ongoing training for staff and volunteers;
- Reporting of key statistics to state program; and
- National Main Street Network membership.

Community Development Corporations

Many communities use Special Service Areas or Tax Increment Financing (as appropriate) to fund the start up and/or operation of a community development corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A central business district CDC is typically an independently chartered organization, often times with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source (TIF, SSA, etc.) to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire and redevelop property in the community. Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements, building additions, site improvements, etc. Some state and federal small business assistance programs are structured to work in combination with CDC-administered loan programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity (particularly if the CDC intends to manage property after redevelopment).

Transportation and Infrastructure Improvements:

A number of federal and state funding sources are available for transportation and infrastructure improvements in the Village as exemplified by the Village's recent success in securing funding for priority projects through one or more of these programs. We encourage on-going monitoring of these funding sources for new or additional opportunities for project implementation.

Based on the types of improvements recommended for Downtown, the funding sources that will most likely be applicable to Algonquin are programs of the *Transportation Equity Act for the 21st Century* (TEA-21), including ITEP, CMAQ and STP Programs. TEA-21 was appropriated in 1998 as a successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) and is currently funded for five years. As demonstrated by the Village's recent success in securing funding for streetscaping improvements in the Downtown through TEA-21, other projects might also be possible. The TEA-21 programs are administered through various regional and state agencies and are supported by federal revenues. While the details of project eligibility vary from program to program, they all generally require that a project have a local sponsor (the Village of Algonquin), and some evidence of local support of the project. Brief descriptions of the component programs of TEA-21 are described below.

It should be noted that these transportation and infrastructure programs might be applied in combination with one or more funding sources described under other funding categories.

Illinois Transportation Enhancement Program (ITEP)

This funding source is administered by the Illinois Department of Transportation and is a set-aside fund from the Transportation Equity Act for the 21st Century (TEA-21). Among the projects that are eligible for this funding include bicycle/pedestrian facilities, streetscaping, landscaping, historic preservation and projects that control or remove outdoor advertising. Federal reimbursement is available for up to 50 percent of the cost of right-of-way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering and construction costs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is also part of TEA-21 and it focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects and projects that result in emissions reductions. These projects are also federally funded at 80 percent of project costs.

Surface Transportation Program (STP)

These funds are allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based, among other factors, on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds are allocated among the following programs: demonstration projects; enhancement; hazard elimination; and urban funds.

State Only Funding

These funds are distributed to municipalities for roadway related projects. The recently initiated Illinois FIRST legislation increases funds available in this category. Elements of the Illinois FIRST program include a fund for locally sponsored

projects that improve the quality of life. Other recommended projects such as utility and lighting improvements might be eligible for funds from this facet of the program. While many projects and allocations to legislative districts have already been approved (including the district encompassing the Village of Algonquin), Illinois FIRST is still accepting proposals for additional projects.

Open Space and Natural Resources

The Village has had exceptional creativity and success in recognizing the link between the natural assets and open space opportunities with the funding resources of the Illinois Department of Natural Resources (IDNR). The Village should continue monitoring this agency's programming and funding as a part of the implementation of the *Downtown Revitalization Plan*. A brief description of the most relevant IDNR programs is given below.

Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) administers seven grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or not-for-profit organization) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Lands Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and Illinois Trails Grant Programs.

- The OSLAD program awards up to fifty percent of project costs up to a maximum of \$400,000 for acquisition and \$200,000 for development/renovation of such recreation facilities as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches.
- The BAAD program provides financial assistance for acquisition, construction, expansion and rehabilitation of public boat and canoe access areas. The program provides up to 100 percent of funds for project construction and 90 percent of funds for land acquisition (\$200,000 annual maximum per project).
- IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses (bike paths, snowmobile, off-highway vehicles, motorized and non-motorized recreational trails, etc.). The Illinois Bicycle Path Program is one program under this category and provides up to fifty percent of costs for approved projects (maximum of \$200,000 for development, no limit for acquisition). Another program is the Recreational Trails Program that provides an eighty percent match to a local twenty percent investment in projects for acquisition, development rehabilitation and maintenance of both motorized and non-motorized recreational trails (this is part of the TEA-21 umbrella program as described in the Transportation and Infrastructure section above).

Foundation and Specialized Grants

The successful implementation of the *Downtown Revitalization Plan* requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is foundation grants. The Village should continue to dedicate resources to monitoring and exploring the foundation grant as a funding tool. For example, the Village has undertaken preliminary research for accomplishing a commercial façade rehabilitation program through a possible grant from the Grand Victoria Foundation—the philanthropic arm of the Grand Victoria Casino in the City of Elgin. The foundation’s mission is to “assist communities in their efforts to pursue systemic solutions to problems in specific areas of education, economic development and the environment. Specifically, the foundation will fund economic development projects that: link workforce development to jobs and job creation; provide greater access to capital and other resources; improve housing and home ownership opportunities; and implement smart growth management. The foundation indicates that priority is given to projects that are regional in scope, employ “best practices,” pursue long-term positive results, and leverage additional investment. Not-for-profit organizations and public entities located in Illinois are eligible for Grand Victoria Foundation grants.

Table 3: **Downtown Action Agenda**

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
ADMINISTRATIVE ACTIONS:			
<u>Use the <i>Downtown Revitalization Plan</i> as a guide and framework for conservation, improvement and development within Downtown Algonquin.</u>	Priority 1: Adopt the <i>Downtown Revitalization Plan</i> ; review all public and private improvement and development proposals for conformance to the Plan; undertake the other projects listed below.	Support for the Plan from the Chamber of Commerce and the businesses and residents.	Administrative actions and policy decisions.
<u>Use the <i>Downtown Revitalization Plan</i> to encourage functional “subareas” within the Downtown.</u>	Priority 1: Adopt the <i>Downtown Revitalization Plan</i> ; review all public and private improvement and development proposals for conformance to the Plan; undertake the other projects listed below. Priority 1: Use the Plan to guide the location, intensity, character, and quality of new development.	Support for the Plan from the Chamber of Commerce and the businesses and residents.	Administrative actions and policy decisions; Business District Designation.
<u>Ensure that all local codes and ordinances conform to and support the new <i>Downtown Revitalization Plan</i>.</u>	Priority 1: Update Zoning Map to reflect Plan land-use designations. Priority 1: Update Zoning Ordinance use, bulk, and area regulations for the Downtown area. Priority 1: Adopt a new site development plan review process for the Downtown. Priority 2: Conduct a general review of existing regulatory documents and guidelines such as subdivision regulations, building codes, sign code, and Preservation Ordinance. Priority 3: Continue to actively enforce codes and ordinances in the Downtown.	Village responsibility, with input and participation from local residents, businesses and civic organizations.	Administrative actions and policy decisions and Zoning and Development Codes; no new funding required.
<u>Support historic preservation as a tool to preserve key Downtown “landmark” buildings.</u>	Priority 1: Continue to use the “Old Town” Sign District Regulations and the Old Town District Preservation Ordinance to support the <i>Downtown Revitalization Plan</i> , while still recognizing that new development is essential for successful Downtown revitalization.	Village responsibility with support and involvement from Historic Commission, residents and businesses within the Downtown area, and state and/or national historic preservation agency.	Administrative actions and policy decisions; Illinois Transportation Enhancement Program (ITEP); Illinois Main Street Program.
<u>Review and update the <i>Downtown Revitalization Plan</i> on a regular basis.</u>	Priority 1: Establish a process for reviewing the Plan on an annual basis.	Village responsibility, with input and participation from Downtown interests and the community as a whole.	Administrative actions and policy decisions; no major new funding required.

Table 3: **Downtown Action Agenda** (continued)

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
LAND USE and DEVELOPMENT:			
<i>Encourage mixed-use development within the Downtown.</i>	Priority 1: Encourage a variety of uses as a part of new development and redevelopment projects, possibly including new restaurants, specialty retail, recreation and multiple-family residential developments.	Participation and support from developers, real estate brokers and the business community.	Zoning and Development Codes.
<i>Guide redevelopment of the northeast corner of Algonquin Road and Main Street.</i>	Priority 1: Utilize the <u>Downtown Revitalization Plan</u> to guide the type, quality and intensity of future development. Priority 2: Working with the property owners, actively seek development proposals from qualified developers which meet the Village's objectives for redevelopment of the site.	Participation and support from the property owner and surrounding residents and businesses.	Consider RFP process, administrative actions and policy decisions; TIF.
<i>Guide redevelopment of the Kristensen Property.</i>	Priority 1: Utilize the <u>Downtown Revitalization Plan</u> to guide the type, quality and intensity of future development. Priority 2: Working with the property owner, actively seek development proposals which meet the Village's objectives for redevelopment of the site.	Participation and support from the property owner and surrounding residents and businesses.	Consider RFP process, administrative actions and policy decisions; TIF.
<i>Develop new Public Park/Open Space on the riverfront properties north and south of Crystal Creek.</i>	Priority 1: Utilize the <u>Downtown Revitalization Plan</u> recommendations to guide the overall character of new open space along the river. Priority 2: Issue RFPs and provide technical assistance to professionals retained to design the new public space. Invite the community to participate in the project.	Village responsibility with cooperation and participation of surrounding property owners and Village residents.	Consider RFP process, administrative actions and policy decisions, IDNR funding and general revenue funds.
<i>Encourage the redevelopment of key Downtown parcels and areas identified in the Plan (including but not limited to the area between Harrison and Main Street north of Algonquin Road, and the south side of Algonquin Road between Main Street and the river).</i>	Priority 2: Utilize <u>Downtown Revitalization Plan</u> recommendations to guide the type, quality and intensity of future development. Priority 2: Working with property owners, actively seek development proposals from qualified developers which meet the Village's objectives for redevelopment of the site.	Participation and support from property owners, developers, real estate brokers, business and residents.	Administrative actions and policy decisions; TIF.

Table 3: **Downtown Action Agenda** (continued)

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
<p><i>Work with McHenry County to identify “remnant” properties resulting from the Western Bypass and gain Village control of properties through acquisition or other means.</i></p>	<p>Priority 1: Establish an agreement with McHenry County that would allow the Village to gain control of “remnant” properties initially purchased by the County for right-of-way but not needed upon completion of the Bypass.</p> <p>Priority 2: Identify properties of potential Village control and work with the County to the extent possible to use the properties to support the objectives of the <u>Downtown Revitalization Plan</u>.</p> <p>Priority 3: Work with developers, planning and design professionals to develop specific plans for each area adjacent to the Western Bypass.</p>	<p>McHenry County Highway Department, property owners, developers, real estate brokers, business and residents.</p>	
<p><i>Protect the east river bluff and river bank south of Algonquin Road from development and preserve it as a natural open space.</i></p>	<p>Priority 2: Obtain control of the property through acquisition or other means to preserve it as natural open space, thus providing a scenic view from the west and a habitat for a variety of birds and other wildlife.</p>	<p>Village responsibility.</p>	<p>Administrative actions and policy decisions; DNR funding and general revenue funds</p>
TRAFFIC AND CIRCULATION:			
<p><i>Improve vehicle and pedestrian safety and circulation throughout Downtown.</i></p>	<p>Priority 1: Strictly enforce speed and traffic regulations within the Downtown area.</p> <p>Priority 2: Improve Harrison Street as a major pedestrian and circulation route and the Harrison Street crossing of Algonquin Road as the primary north/south pedestrian crossing.</p> <p>Priority 2: Install clearly delineated pedestrian crosswalks at key locations along Main Street.</p>	<p>Illinois Department of Transportation (IDOT), McHenry County, residents and businesses.</p>	<p>Congestion Mitigation and Air Quality (CMAQ) – possible use of enhancement funds; Special Service Area (SSA); TIF; and general revenue funds.</p>

Table 3: **Downtown Action Agenda** (continued)

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
<i>Develop a new “pedestrian way” along Crystal Creek connecting Towne Park, Main Street and the Fox River.</i>	<p>Priority 1: Conduct a specific study to identify necessary acquisitions and/or property and flood plain easements necessary to construct the pedestrian way.</p> <p>Priority 2: Working with property owners, seek proposals from qualified professionals for the design and construction of the pedestrian way in a manner consistent with the Downtown Revitalization Plan.</p>	Property and business owners, residents, design/planning/ construction professionals.	Administrative actions and policy decisions; DNR funding and general revenue funds
<i>Implement a comprehensive signage program for guiding travelers to Downtown, and directing movement within and around the Downtown.</i>	<p>Priority 1: Provide major roadway and community motorist “wayfinding” signage directing travelers to the Downtown area.</p> <p>Priority 1: Develop a consistent system of directional signage to destinations throughout the Downtown.</p> <p>Priority 1: Place directional signage before street intersections along Main Street to aid motorist and pedestrian safety.</p>	Illinois Department of Transportation, residents and businesses, and civic organizations.	Special Service Area (SSA); and general revenue funds; Illinois Main Street Program.
<i>Continue to work with McHenry County on the Western Bypass to ensure that the necessary steps are taken to protect and improve the Downtown.</i>	Priority 1: Work with McHenry County during the planning, design and construction phases of the Western Bypass to ensure that such amenities as Towne Park and the Prairie Trail Bike Path are kept intact and even enhanced as part of the overall project, as identified in the Downtown Revitalization Plan.	McHenry County; support from the overall community.	TIF; Special Service Area (SSA); and general revenue funds.
<i>Wherever possible, eliminate curb cuts along Main Street.</i>	Priority 2: As part of ongoing improvements in the Downtown, the Village should eliminate curb cuts along Main Street to improve pedestrian safety and create opportunities for the development of pedestrian plazas at mid-block locations, possibly linking Main Street to parking areas at the rear of buildings, as detailed in the <u>Plan</u> .	IDOT, Property and business owners, residents.	General revenue funds.

Table 3: **Downtown Action Agenda** (continued)

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
PARKING:			
<i>Continue to maintain a balance of on- and off-street parking within the Downtown area.</i>	Priority 1: Utilize <u>Downtown Revitalization Plan</u> recommendations to guide the type and location of on- and off-street parking areas.	Village responsibility, with input and participation from local residents and businesses and civic organizations.	Administrative actions and policy decisions; no new funding required.
<i>Ensure that local codes and ordinances conform to and support the parking recommendations of the <u>Downtown Revitalization Plan</u>.</i>	Priority 1: Enact controls to reserve on-street parking for business patrons. Priority 1: Require residential uses to provide and designate separate off-street parking. Priority 2: Continue to enforce parking and loading regulations in the Downtown.	Village responsibility, with input and participation from local residents and businesses and civic organizations.	Administrative actions and policy decisions; no new funding required.
<i>Expand the Downtown parking supply commensurate with new development.</i>	Priority 1: Ensure that new development in the Downtown is accompanied by sufficient new off-street parking. In the event that on-site parking cannot be provided, major development could possibly pay into a “parking fund” established to provide/develop shared parking areas. Priority 3: Identify possible new sites for the development of off-street parking to meet future parking demand.	Village Responsibility with input from various community organizations, institutions and businesses.	Administrative actions and policy decisions; establishment of Downtown parking fund program.
<i>Redesign adjacent parking lots into coordinated and unified parking areas, allowing internal cross access and an increase in the number of total spaces.</i>	Priority 1: Develop a master parking plan for the primary Downtown parking areas – along the west side of Harrison Street between Washington Street and Crystal Creek, along Harrison Street north of Algonquin Road, and behind commercial buildings on the west side of Main Street. Priority 2: Work with business and property owners to execute parking lot improvements and consolidation, resulting in a greater number of overall spaces, improved access and circulation, and improved appearance.	Downtown business and property owners; Chamber of Commerce; DBO.	TIF; SSA.

Table 3: **Downtown Action Agenda** (continued)

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
<i>Improve the appearance of surface parking facilities throughout the Downtown area.</i>	Priority 2: Beautify parking lots through improved internal landscaping and perimeter screening, lighting and design treatment (particularly lots along Harrison Street).	Village responsibility, requiring cooperation and participation from property and business owners, and input from residents and businesses and civic organizations.	SSA
<i>Include as part of a new Downtown signage system locational signs that identify available parking areas.</i>	Priority 1: Develop a consistent system of directional signage to parking areas throughout Downtown. Priority 1: Place directional signage before street intersections along Main Street to aid motorist, cyclist and pedestrian safety.	Village responsibility; Illinois Department of Transportation (IDOT); residents and businesses, and civic organizations.	Illinois Department of Transportation (IDOT); Special Service Area (SSA); and general revenue funds.
URBAN DESIGN:			
<i>Emphasize high quality building design and construction for new development in the Downtown.</i>	Priority 1: Utilize the Plan's <u>Urban Design Guidelines</u> to guide all building improvements and building construction within the Downtown.	Participation and support from developers, property owners, lenders, real estate brokers, and residents and businesses.	Administrative actions and policy decisions; no new funding required.
<i>Implement a comprehensive and consistent "system" of streetscape improvements.</i>	Priority 1: Prepare a detailed streetscape improvement and phasing plan which covers all areas of Downtown. Priority 2: Increase visibility and accessibility to Towne Park. Priority 2: Improve Harrison Street as a primary pedestrian corridor. Priority 2: Improve key intersections and bridges as unique features characterizing and identifying Downtown. Priority 2: Develop pedestrian plaza(s) along Main Street, preferably at existing mid-block driveway locations. Priority 2: Undertake improvements according to subarea and type of street as recommended in the <u>Downtown Revitalization Plan</u> .	Participation and support from developers, property owners, lenders, residents and businesses.	TIF; Special Service Area (SSA); Illinois Transportation Enhancement Program (ITEP); and general revenue funds.

Table 3: **Downtown Action Agenda** (continued)

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
<i>Improve pedestrian and bicycle safety and convenience in a manner that facilitates Downtown “way-finding”.</i>	<p>Priority 1: Establish sidewalk and walkway design standards.</p> <p>Priority 1: Develop additional mid-block pedestrian crosswalks at key locations.</p> <p>Priority 1: Encourage the development of bike routes in Downtown linking up with the Prairie Trail Bike Path and other Village routes, and provide convenient bicycle parking throughout the Downtown area.</p> <p>Priority 2: Create pedestrian “zones” at street intersections emphasizing pedestrian safety and increased pedestrian “storage”.</p> <p>Priority 2: Establish strong pedestrian links between the Main Street shopping area, the riverfront area and Towne Park.</p>	Participation and support from developers, property owners, lenders, real estate brokers, and residents and businesses.	Illinois Department of Transportation (IDOT); Special Service Area (SSA); Illinois Transportation Enhancement Program (ITEP); DNR; and general revenue funds.
<i>Redesign the Historic Village Hall site to provide a safer, more attractive and identifiable entrance to Towne Park.</i>	<p>Priority 1: Develop a site plan for the Historic Village Hall site that accommodates sufficient off-street parking, provides safe pedestrian access from Main Street into the park, and establishes a visual entrance to the park.</p> <p>Priority 1: Carefully consider flood plain and soil issues related to the Historic Village Hall/park entrance site.</p>	Village responsibility, with input and participation from local residents and businesses and civic organizations; DNR.	TIF; DNR; general fund.
<i>Improve the appearance of Riverfront areas and reinforce the importance of the river as a unique Downtown amenity.</i>	<p>Priority 1: Develop a site plan for the new Village riverfront properties south of Algonquin Road. The development of these new public open spaces should be coordinated with other riverfront improvements and improvements along the Crystal Creek pedestrian way.</p>	Village responsibility, with input and participation from local residents and businesses and civic organizations.	DNR; general fund.
<i>Establish a façade Improvement Program to enhance the appearance of structures in the Downtown.</i>	<p>Priority 1: Establish a façade improvement program to provide assistance to Downtown business and property owners with the improvement of building façades. Such a program may provide partial or matching funds for façade improvements.</p>	Village responsibility, with input and participation from local residents and businesses and civic organizations; Grand Victoria Foundation.	DNR; general fund, Grand Victoria Foundation grant.

Table 3: **Downtown Action Agenda** (continued)

PROJECT or ACTION	Role of the Village of Algonquin	Other Possible Participants	Tools, Techniques and Resources
FINANCE, MARKETING and ORGANIZATIONAL COOPERATION:			
<i>Continue funding to support Downtown improvement activities.</i>	<p>Priority 1: Continue to utilize general revenue funds to support Downtown improvements and operations.</p> <p>Priority 1: Actively pursue alternative funds for Downtown improvements.</p>	<p>Village responsibility with participation and support from developers, property owners and lenders.</p>	<p>General Revenue Fund; Special Service Area (SSA); local lending institutions.</p>
<i>Expand local financing tools for implementation of the Downtown Revitalization Plan.</i>	<p>Priority 1: Conduct a TIF Feasibility Analysis to determine the potential for establishing a Downtown TIF District.</p> <p>Priority 1: Conduct an SSA evaluation to determine the potential for establishing an SSA in the Downtown.</p> <p>Priority 1: Explore Business District Designation for the Downtown area.</p>	<p>Village responsibility with assistance from consultant.</p>	<p>Administrative actions and policy.</p>
<i>Update the marketing plan and program for Downtown Algonquin.</i>	<p>Priority 1: Integrate signage, way-finding and related elements as part of Downtown marketing materials.</p> <p>Priority 1: Market Downtown space to tenants that will utilize building spaces in a manner which retains Downtown's "storefront" character and continue to make space available for small businesses.</p>	<p>Strong support and participation from developers, Chamber of Commerce, and residents and businesses.</p>	<p>Special Service Area (SSA); TIF.</p>
<i>Continue to support special events and activities undertaken within the Downtown.</i>	<p>Priority 2: Continue to provide financial, technical and logistical support for Downtown special events and activities.</p> <p>Priority 2: Clearly define the role of merchants and businesses.</p> <p>Priority 2: Review funding sources from an equity standpoint.</p>	<p>Participation and support from the variety of organizations, institutions, businesses and residents involved.</p>	<p>Special Service Area (SSA); general revenue funds.</p>
<i>Establish a Downtown Algonquin Action Committee to oversee and coordinate events and promotional activities for the Downtown.</i>	<p>Priority 1: Work with the business community to create an "umbrella" downtown organization which coordinates the representative interests of the Downtown with the Village of Algonquin.</p> <p>Priority 1: Establish a regular program or "forum" for the umbrella organization to focus on <u>Downtown Plan</u> implementation.</p>	<p>Strong support and participation from Chamber of Commerce, Downtown neighborhoods, and potentially other organizations.</p>	<p>Administrative actions and policy decisions; SSA; Illinois Main Street Program; local lending institutions.</p>