Village of Algonquin
Committee of the Whole
October 14, 2025
7:30 PM
Ganek Municipal Center
2200 Harnish Drive, Algonquin

Trustee Brehmer
Trustee Auger
Trustee Spella
Trustee Glogowski
Trustee Dianis — Chairperson
Trustee Smith
President Sosine

1. **Roll Call - Establish a Quorum**
2. **Public Comment - Audience Participation**
   (Persons wishing to address the Committee must register with the Chairperson prior to roll call.)
3. **Community Development**
   A. Consider an Ordinance Adopting the Comprehensive Plan
4. **General Administration**
5. **Public Works & Safety**
   A. Consider an Agreement with Baxter & Woodman Natural Resources for the Design Engineering Services of the Woods Creek Headwater Restoration Project
   B. Consider an Agreement with Reinders, Inc. to Purchase a Toro Workman HDX for Artificial Turf Maintenance at Presidential Park
   C. Consider Change Order Number 1 for the Agreement with Martam Construction for the Towne Park Reconstruction Project
   D. Consider an Agreement for Design Engineering Services for Woods Creek Force Main Replacement with Trotter & Associates, Inc.
   E. Consider Certain Vehicles Surplus
   F. Consider Certain Vehicles and Equipment Surplus
6. **Executive Session, if Required**
7. **Other Business**
8. **Adjournment**

AGENDA ITEM

MEETING TYPE: Committee of the Whole

MEETING DATE: October 14, 2025

SUBMITTED BY: Patrick M Knapp, AICP

DEPARTMENT: Community Development

SUBJECT: Consider an Ordinance Adopting the Comprehensive Plan

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DISCUSSION:

The Joint Steering Committee for the Comprehensive Plan update met on September 2nd to review the DRAFT Comprehensive Plan. Houseal Lavigne, the consultant drafting the plan, collected comments from the Joint Steering Committee and updated the plan accordingly. All comments received were carefully considered, resulting in an updated DRAFT that enhances clarity, corrects grammatical issues, and ensures stronger alignment with the Village's mission and goals.

The Implementation Chapter is now included, which will assist staff in carrying out the plan's recommendations. This chapter is intended to serve as a flexible guide that can evolve as the Village's needs, priorities, and available funding sources change.

Additional public input will be gathered during the October 14 Open House, held before this Committee of the Whole meeting. Feedback from this Open House may be incorporated into the final version of the Comprehensive Plan.

RECOMMENDATION:

Staff recommends that the Committee of the Whole advance this matter to the Village Board to approve an Ordinance adopting the Comprehensive Plan.

ATTACHMENTS:

Exhibit A: DRAFT Comprehensive Plan 10.03.2025

Village of Algonquin

COMPREHENSIVE PLAN

TABLE OF CONTENTS

1 ABOUT THE PLAN 2

2 COMMUNITY CONTEXT 4

3 LAND USE AND DEVELOPMENT 10

4 HOUSING AND NEIGHBORHOODS 18

5 ECONOMIC DEVELOPMENT 24

6 TRANSPORTATION AND MOBILITY 32

7 COMMUNITY FACILITIES 40

8 NATURAL AREAS 52

9 SUBAREAS 58

10 IMPLEMENTATION 74

SPECIAL THANKS TO THE ALGONQUIN COMMUNITY

This document will serve as a guide for the Village over the next 20 years as it works to manage future growth and implement goals identified by the community. The planning process included an in-depth analysis of existing conditions and extensive public engagement to identify key issues and opportunities throughout the Village. These components formed the building blocks upon which the mission, goals, and recommendations of this Comprehensive Plan are built on.

A special thanks goes to everyone who participated in the planning process for the Algonquin Comprehensive Plan. This Plan was made possible by the contributions and insights of the residents, business owners, property owners, representatives from various groups and organizations, Village staff, Planning and Zoning Commission, and Village Board of Trustees.

HOUSEAL LAVIGNE

Kimley»Horn

CHAPTER 1

ABOUT THE PLAN

The Comprehensive Plan represents a Village's official vision for the future and acts as a guide for the next 20 years. The Village can use the Comprehensive Plan as a policy guide that outlines actions that help achieve its vision. The Plan provides information to assist in decision-making for the Village, developers, residents, and other stakeholders.

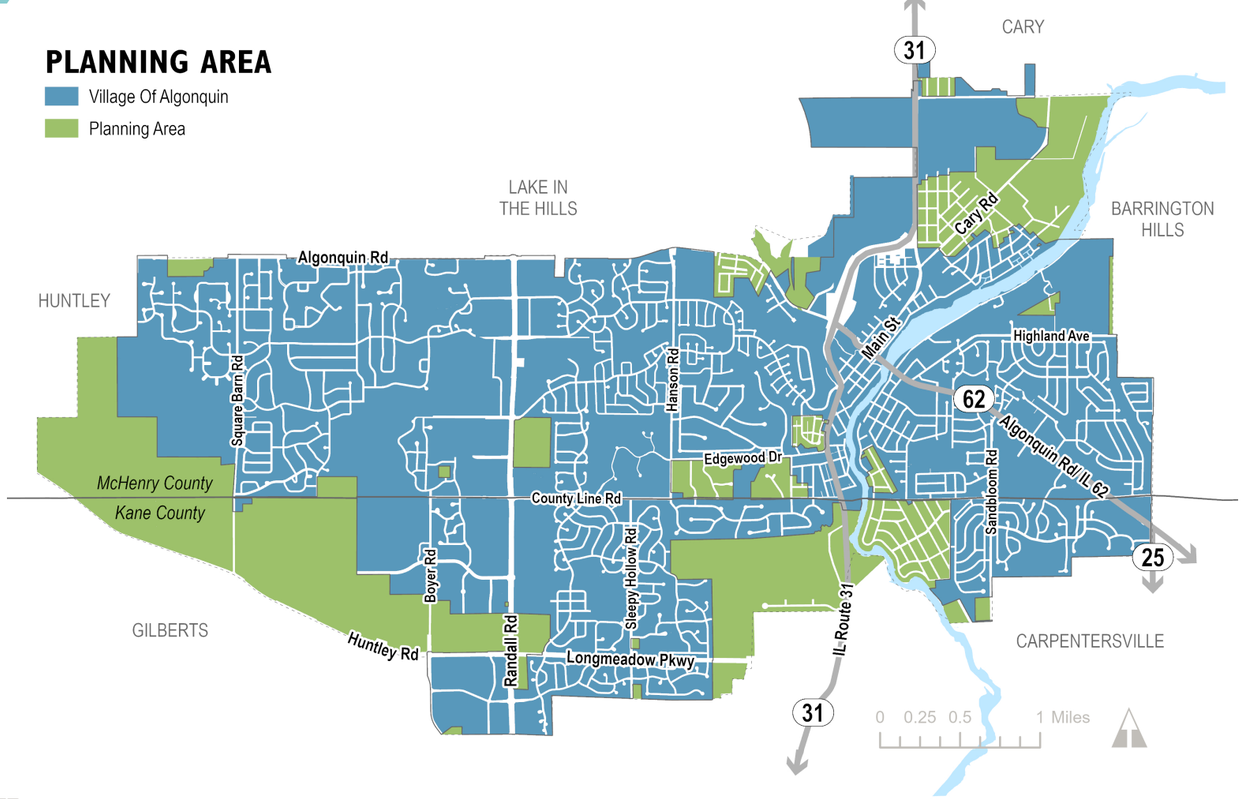
Illinois State Statute 65 ILCS/11-12-5 grants the Village of Algonquin the authority to prepare a comprehensive plan for existing and future development or redevelopment. The purpose of the Plan is to guide decisions related to development regulations, capital improvements, and other local policies and actions. It is a tool for the community to help coordinate efforts and direct how the Village may use its resources.

Algonquin's previous Comprehensive Plan was adopted in 2008. Since then, several additional area plans, studies, and analyses have been conducted. The new Algonquin Comprehensive Plan will accommodate new conditions, issues, and opportunities, providing Village Staff and the community with a current document to inspire development and guide the Village into the future.

Planning Area

The Comprehensive Plan will provide recommendations and policy direction for the area within the Village of Algonquin's municipal boundary and land within its extraterritorial jurisdiction (ETJ). Per Illinois State Statute 65 ILCS 5/11-12-5, Algonquin's ETJ extends 1.5 miles from its current corporate limits to ensure activities adjacent to the Village do not negatively impact the Village itself. The ETJ does not include areas within neighboring municipalities or land that is claimed by a formal boundary agreement.

The Village of Algonquin is surrounded by the municipalities of Barrington Hills, Carpentersville, Cary, Gilberts, Huntley, and Lake in the Hills. The Village has formal boundary agreements with each of its neighbors, which creates a highly defined planning area.



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Mission and Goals

The Comprehensive Plan's mission and goals are crafted from community and stakeholder input. The goals serve as the basic framework for the recommendations, policies, and actions listed within the Plan.

The **Mission Statement** is a concise explanation of the Village's intentions and values. The Statement aims to inspire residents, business owners, and stakeholders, while sharing the Village's core identity, priorities, and commitment to public service. The established mission statement is from the 2008 Comprehensive Plan and is being carried forward to this Plan.

Goals further define what the Village is striving to achieve in the future. They represent broad categories that will help the Village realize its mission statement.

Mission Statement

The mission of the people of Algonquin is to foster a harmonious, distinctive community with a strong sense of place, preserving its ecological and historical richness, providing a safe and comfortable environment through a responsible use of community resources, and developing ownership and pride in the community through significant citizen involvement in all civic, social, and cultural affairs. To this end, we will provide for the needs of today, prepare for the demands of tomorrow, and remain mindful and respectful of the past.

Goals

Goals are broad, long-term outcomes that guide community policies and planning efforts. They represent aspirations within planning topics that require actionable steps to achieve. The following goals are listed in no particular order.

Goal 1: Promote a mix of land uses and densities that encourage a healthy lifestyle and promote the community's amenities as local and regional destination.

Goal 2: Support balanced growth Village-wide, while also supporting the upkeep and redevelopment of older properties.

Goal 3: Support quality housing options and encourage the maintenance and rehabilitation of older housing stock to preserve and enhance the distinctive, safe, and desirable qualities of existing neighborhoods.

Goal 4: Promote economic development by supporting existing and new commercial and industrial areas which serve the needs of residents, provide employment, and strengthen Algonquin's tax base.

Goal 5: Further inter-governmental relationships and shared services with surrounding communities and regional agencies.

Goal 6: Promote active transportation by ensuring convenient access to a comprehensive and accessible network of sidewalks, trails, and multi-use path that connect to key local destinations and integrates with the larger regional systems.

Goal 7: Encourage the preservation of open space and sensitive natural areas and watershed to ensure environmental protection and resident access.

HISTORY OF THE MISSION STATEMENT

In November of 1995, the Village conducted a workshop with the purpose of developing a Mission Statement. Workshop participants included members of the Village Board, the Planning Commission, the Zoning Board of Appeals, the Economic Development Commission, the Historic Commission, and Village staff. The Mission Statement was carried forward into the Village's 2008 Comprehensive Plan. The Mission that was articulated in 1995 still rings true today and remains the guiding statement for the Village of Algonquin.

Source: 2008 Comprehensive Plan

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CHAPTER 2

COMMUNITY CONTEXT

Algonquin has grown from its historical past as a small agricultural river community to a regional destination. Today, nearly 30,000 residents enjoy the Village's natural beauty, charming downtown, and quality residential neighborhoods. The Community Context section includes a brief description of Algonquin's history and location; a snapshot of its demographic conditions; and a summary of relevant past plans.

ABOUT THE COMMUNITY

Nestled in the heart of the Fox River Valley, Algonquin—often called the Gem of the Fox Valley—earns its nickname through its scenic beauty and distinctive charm. First settled in the 1830s, the Village began to experience growth with the establishment of the railroad and was incorporated in 1890. Throughout the 20th century, Algonquin existed as a small resort town, with many visitors from Chicago building summer cottages near the Fox River. As time went on, more and more residents decided to relocate to the area full-time. Today, Algonquin is home to nearly 30,000 residents and is well known for its quality homes; active commercial areas; and abundance of parks, picturesque natural areas, and trails.

Traditionally, Algonquin is a family-oriented suburban community with a growing population. Over its history, Algonquin's economy shifted from primarily agriculture and tourism to a regular service economy. Outside of the Village's residential core, commercial corridors filled with a variety of local and regional businesses are located on major roads, such as Randall Road and Algonquin Road.

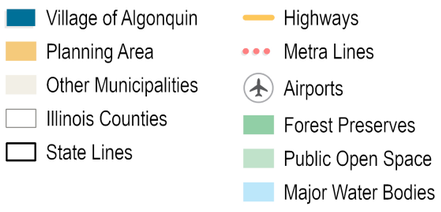
Despite experiencing rapid population growth in the latter 20th century, Algonquin retains a small-town feel. The Village's Old Town District and historic downtown contain many preserved historic structures occupied by residents and local small businesses. Nature is still close at hand, with the downtown area nestled between the Fox River and the beautiful wooded bluffs.

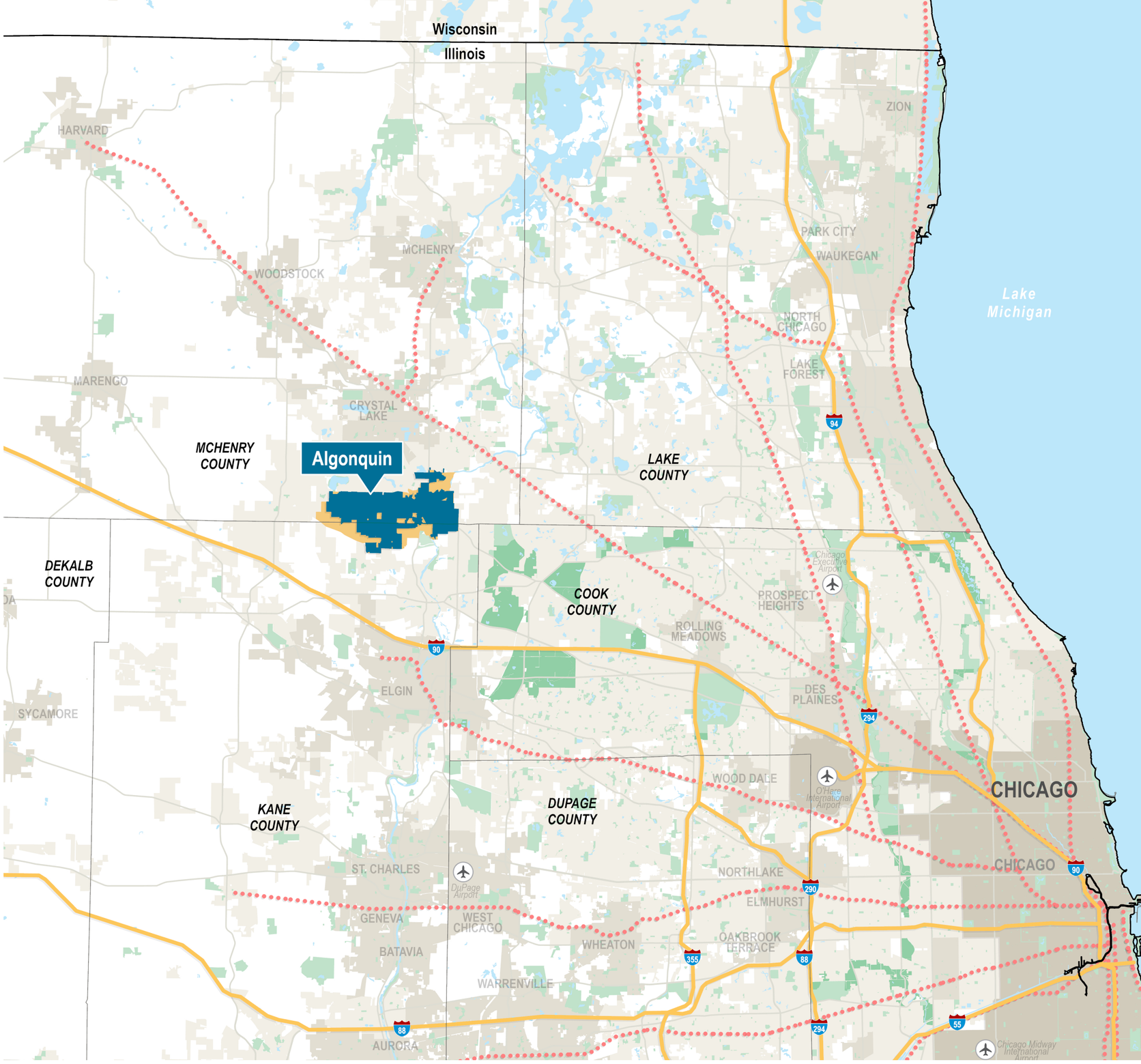
Community facilities and amenities include two branches of the Algonquin Area Public Library District, Historic Village Hall, Lions Armstrong Memorial Pool, over 20 developed park sites, and highly-rated School District 300 and School District 158. Successful community events, such as Art on the Fox and Harvest Market, provide social opportunities to residents. About 95% of the 2021 Algonquin Community Survey respondents rated Algonquin as either a "Good" or "Excellent" place to live. Moving forward, the *Algonquin Comprehensive Plan* will establish a strategy for managing future population growth and new development, while ensuring current high-quality community assets and services are properly funded and maintained for future residents to utilize.

COMMUNITY SETTING

The Village of Algonquin, with a population of 29,700, is located along the Fox River in northeastern Illinois, approximately 35 miles northwest of Chicago. It spans both McHenry County and Kane County and is part of the Chicago Metropolitan Area, within the planning jurisdiction of the Chicago Metropolitan Agency for Planning (CMAP).

Algonquin is surrounded by numerous suburban communities throughout the Fox River Valley, including Lake in the Hills and Cary to the north, Barrington Hills to the east, Carpentersville to the south, and Huntley and Gilberts to the west. Randall Road and IL Route 31 bisect the Village running from north to south. Running east to west, IL Route 62/Algonquin Road and Longmeadow Parkway provide the Village's only two vehicle crossings of the Fox River. IL Route 62 ends at the intersection with IL Route 31 but continues as Algonquin Road west through the Village. These local connections provide convenient access to US Route 14 to the north and Interstate 90 to the south.





0 1.25 2.5 5 Miles

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DEMOGRAPHIC SNAPSHOT

An analysis of Algonquin's existing demographics was conducted to provide a snapshot in time. This analysis created an understanding of current socio-economic conditions and served as a baseline for developing recommendations. This understanding is necessary to ensure the *Algonquin Comprehensive Plan* utilizes accurate demographic data and provides recommendations for current trends, issues, and opportunities identified during analysis. This Demographic Snapshot is a summary of a more detailed demographic and market analysis conducted earlier in the planning process, which can be found in the Existing Conditions Memorandum.

Population

Algonquin experienced rapid population growth between 1980 and 2010, increasing from a population of 5,684 residents to 29,407 residents. Since 2010, however, population growth tapered off and has plateaued for the past decade. Over the past two decades, the median age of the Village's residents increased from 33.7 (2000) to 42 (2021). Age groups 55+ experienced the highest rates of growth since 2000, meaning the population of senior residents has increased substantially in the past decade. An older population may value different amenities and services than those currently offered, and the *Algonquin Comprehensive Plan* should ensure the Village is able to adapt.

In support of its On to 2050 Plan, CMAP forecasted the population of Algonquin to increase from 29,700 in 2020 to 34,162 in 2050 (16% increase). A detailed description of CMAP's process and data can be found in the *On to 2050 Plan* Socioeconomic Forecast Appendix.

Housing

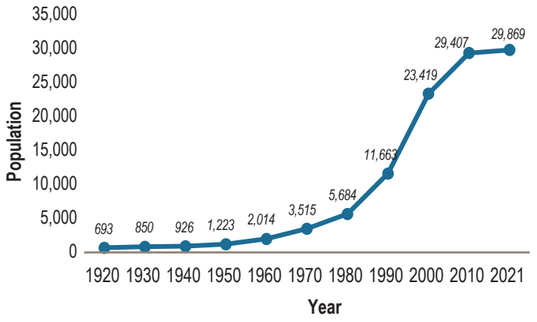
Housing in the Village of Algonquin has grown steadily, with the U.S. Census estimating a 12% increase in the number of housing units between 2010 and 2021. Village permitting data shows that this trend has continued, with 137 new residential units permitted in 2023 and 178 in 2024. Most homes in Algonquin are owner-occupied, single-family detached units (72.6%), reflecting the Village's suburban character. However, housing affordability is a concern. Approximately one in five homeowners and nearly half of all renters are considered cost-burdened, meaning they spend 30% or more of their income on housing.

Between 2010 and 2021, the composition of households in Algonquin shifted, with 60.9% now consisting of one or two people, as opposed to households of three or more. This change occurred without a corresponding shift in housing types, meaning most smaller households continue to reside in single-family homes designed for larger households. As the population ages, the cost and upkeep of large single-family homes may become burdensome, increasing the need for alternative housing options. With a rising senior population and more households without children, there is growing potential for a mismatch between the Village's existing housing stock and its residents' evolving needs.

Business and Jobs

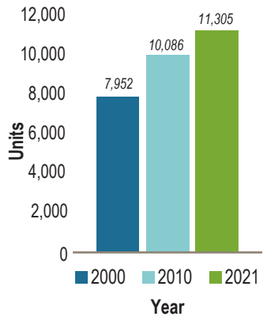
Algonquin's population growth has been accompanied by significant job market expansion, with nearly 900 new jobs added between 2010 and 2020. The leading employment sectors are Retail Trade (36.4%), Accommodation and Food Services (17.9%), and Health Care and Social Assistance (9.2%), all of which have experienced substantial growth over the past decade. Despite local economic growth, 96.3% of employed Village residents work outside of Algonquin when considering primary jobs. Among all employed residents aged 16 and older, including those with part-time or secondary jobs, 11.1% report working from home either part-time or full-time.

POPULATION OVER TIME



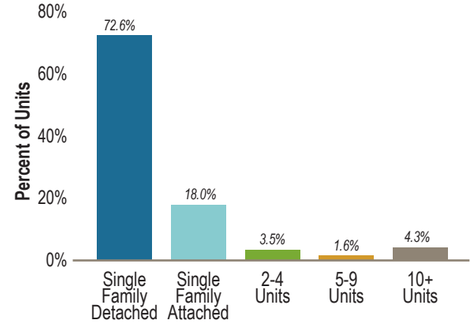
Source: U.S. Decennial Census and Chicago Metropolitan Agency for Planning

HOUSING UNITS OVER TIME



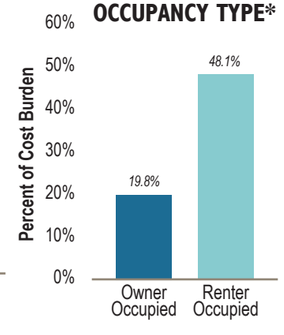
Source: 2000, 2010, and 2021 ACS 5-Year Estimates

HOUSING TYPE FOR OCCUPIED UNITS



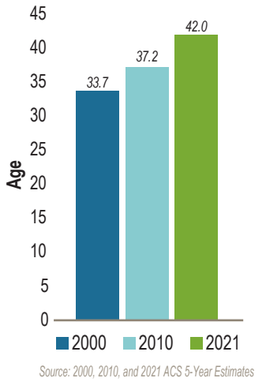
Source: 2021 ACS 5-Year Estimates

COST BURDEN BY OCCUPANCY TYPE*



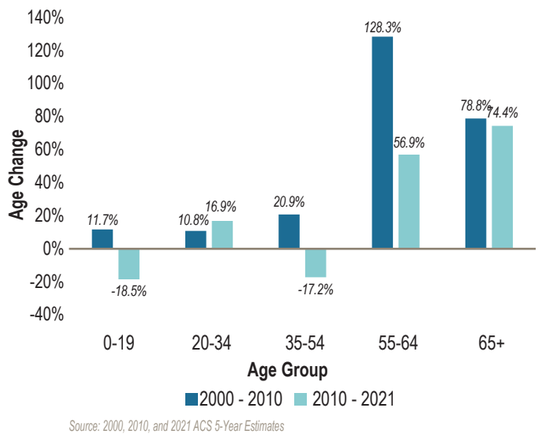
Source: 2021 ACS 5-Year Estimates

MEDIAN AGE OVER TIME



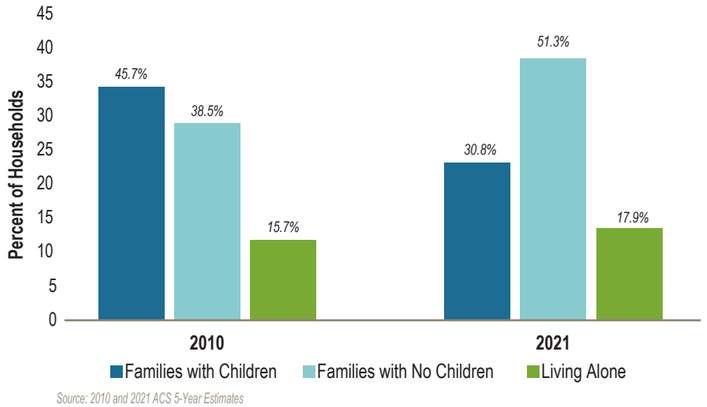
Source: 2000, 2010, and 2021 ACS 5-Year Estimates

AGE CHANGE OVER TIME



Source: 2000, 2010, and 2021 ACS 5-Year Estimates

HOUSEHOLD MAKEUP



Source: 2010 and 2021 ACS 5-Year Estimates

** Cost burden refers to the percentage of a household's income spent on housing costs, such as rent or mortgage payments. It does not reflect the total dollar amount spent. The accompanying graph separates the share of cost-burdened residents by occupancy type.*

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PAST PLANS AND STUDIES

To gain a preliminary understanding of past planning efforts and their influence on Algonquin today, all relevant plans, studies, and reports were analyzed. This review helps ensure that key policies and goals are carried forward into the *Algonquin Comprehensive Plan*. For detailed descriptions of each plan and study, see the Existing Conditions Memorandum.

The following list contains the Village's past plans and studies that were reviewed to help inform the *Algonquin Comprehensive Plan.*

- Downtown Revitalization Plan (2000)
- Public Art Master Plan (2005)
- East Side Redevelopment Plan (2007)
- Parks, Trails, and Open Space Plan (2008)
- **Village of Algonquin Comprehensive Plan (2008)**
- Events and Recreation Evaluation Plan (2009)
- Environmental Action Plan (2010)
- Beautification Plan (2011)
- Spring Creek Watershed-Based Plan (2012)
- Jelke / Fox River Watershed Plan (2012)
- Existing and Future Land Use in Woods Creek Watershed (2012)
- Woods Creek Watershed-Based Plan (2013)
- **Downtown Planning Study (2013)**
- **Fox River Corridor Plan (2015)**
- **Market Reconnaissance of the East Algonquin Road Corridor (2015)**
- Village of Algonquin Downtown Streetscape Master Plan (2016)
- Crystal Creek Watershed-Based Plan (2021)
- **Algonquin-Cary Subarea Plan (2021)**
- **Park and Recreation Master Plan (2021)**
- Stormwater Master Plan (2023)
- Wastewater Master Plan (2023)
- Community Survey Results (2024)
- Comprehensive Water System Master Plan (2025)
- Northwest Planning Alliance Water Sustainability Plan (2025)

Bold plans were given special consideration and help form recommendations found within the *Algonquin Comprehensive Plan*. A brief summary of these plans and their relevance to the *Algonquin Comprehensive Plan* can be found in the Existing Conditions Memorandum.

Village of Algonquin Comprehensive Plan (2008)

The Village's previous Comprehensive Plan created a framework for the development of the Village over the past two decades. The plan covered a wide array of topics, from land use to transportation to park space. Because the 2008 plan established the core development patterns and procedures of the Village, the new *Algonquin Comprehensive Plan* serves as an official update to the 2008 Plan.

Downtown Planning Study (2013)

The *Downtown Planning Study* inventoried the current structures and land uses within Algonquin's downtown area, and determined the improvements necessary to create market feasible pedestrian-oriented developments in the Village's historic core. The *Algonquin Comprehensive Plan* builds on the *Downtown Planning Study* when considering future land uses in the Downtown.

The Fox River Corridor Plan (2015)

The *Fox River Corridor Plan* reviewed the ecological condition of the Fox River and determined the best way to utilize it for recreational amenities while minimizing negative impacts of adjacent developments. This document forms the basis of *Algonquin Comprehensive Plan's* recommendations around the use and conservation of the Fox River.

Market Reconnaissance of the East Algonquin Road Corridor (2015)

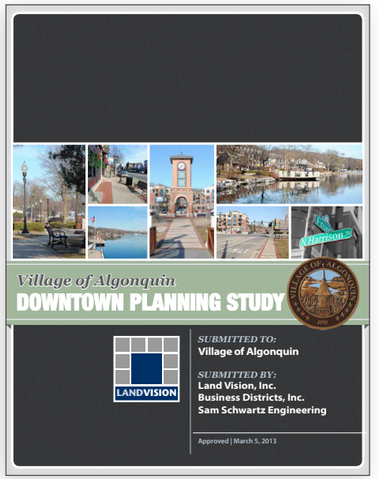
This report reviewed market conditions along the East Algonquin Road Corridor. It developed an understanding of the wants and needs of current business owners, developers, and consumers, and how the Village could best support commercial uses along the corridor. The *Algonquin Comprehensive Plan* utilizes the findings of this report when considering commercial land use opportunities along East Algonquin Road.

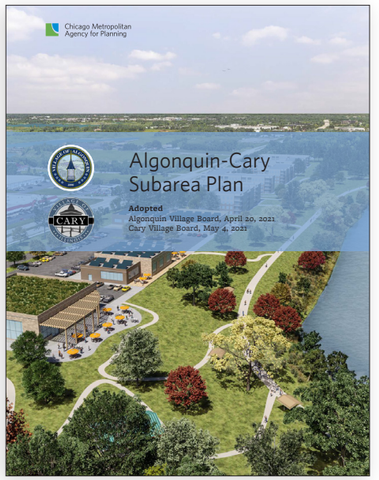
Algonquin-Cary Subarea Plan (2021)

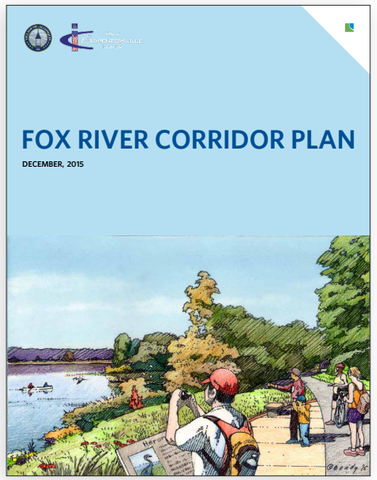
The *Algonquin-Cary Subarea Plan* presents a vision for the future of the Route 31 corridor and adjacent surface mining operations. After decades of sand and gravel mining, several hundred acres of land—predominantly owned by Lafarge Holcim, Ltd.—may become suitable for restoration and redevelopment in the future. This plan is the result of a collaborative effort led by the Village of Algonquin and the Village of Cary to plan for the redevelopment of their shared border. The planning area comprises three unique restoration and redevelopment areas.

Park and Recreation Master Plan (2021)

The *Plug into Algonquin Recreation: Village of Algonquin Park and Recreation Master Plan* assessed existing Village parks and facilities to determine how they currently meet resident demands and what could be changed to prepare the Village's parks and recreational facilities for the future. The *Algonquin Comprehensive Plan* supports the findings of the Master Plan and utilizes its recommendations when considering future uses of Algonquin's parks and recreational facilities.







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COMMUNITY OUTREACH

As part of the initial phase of the planning process, community outreach was conducted to gain input from residents, local businesses, the development community, Village staff, and key stakeholders on issues, challenges, and opportunities facing Algonquin. To date, the planning process has included over 750 points of engagement through a combination of in-person and online community outreach tools and exercises. For more detailed takeaways from the workshops, see the *Existing Conditions Memo* found on the Village's website. Outreach efforts include:

- Workshops
- Online Community Survey
- Map.social
- Community Open House

IN PERSON OUTREACH

Workshops

March, April, and May | Participants: 43

The project team conducted four initial workshops with various groups to identify issues, opportunities, strengths, and assets in the Village. The workshops were structured around four prompts. First, participants were asked to individually identify issues and concerns facing the community, listing them on the worksheet that was provided. Participants then shared issues and concerns from their list with the group to create a cumulative list. The second prompt asked participants to rank the three most important issues discussed on the cumulative list. Participants were then asked to name specific projects, programs, or actions that would provide solutions to those issues identified in the first part of the exercise. For the final part of the exercise, participants were asked to list the strengths and assets of Algonquin that should be preserved and built upon.

- Joint Committee Workshop
- Department Heads Workshop
- Economic Development Workshop
- Business Community Workshop

Key Stakeholder Interviews

May and June 2023 | Participants: 14

The project team conducted interviews with a variety of key stakeholders to discuss existing conditions and potential opportunities. The purpose of these interviews was to talk to a broad group of people who may possess unique perspectives or special insights because of their profession or relationship to the Village. Each interview lasted approximately 45 minutes. These interviews were framed around a sequence of questions regarding the community and conducted in a conversational style.

Community Visioning Workshop

July 25, 2023 | Participants: 45

The Village also hosted a Community Visioning Workshop at St. John's Lutheran Church to facilitate input related to the new Comprehensive Plan. The Community Visioning Workshop provided residents and stakeholders an opportunity to discuss ideas and provide visioning input before the plan and recommendations were crafted. Input from this and other outreach activities helped guide the planning process and formed the goals, recommendations, and policies for the Comprehensive Plan.

Pop-Up Outreach

Summer Concert Series

Village staff attended several Summer Concert Series events to gather input from residents and visitors on community issues and opportunities. They engaged with the public to understand the community's vision for the Village's future and directed attendees to additional online outreach opportunities. This type of outreach allowed staff to meet residents where they were and collect valuable public feedback.

Community Open House

Date October 14, 2025 | Participants: ##

A Community Open House was held to encourage residents to review and discuss the draft Comprehensive Plan. This gave community members the opportunity to ask questions and discuss some of the findings and planning efforts with the project team. The community had a chance to see how their vision was incorporated into the new Comprehensive Plan before the adoption process began. Following the Community Open House, the final Comprehensive Plan was prepared for the public hearing presentation and adoption process.

ONLINE OUTREACH

Project Website

A dedicated project website was created to engage with residents and keep the public updated throughout the planning process. The website contained information, updates, workshop details, meeting notices, and offered project documents, such as public review drafts and memorandums. The website also hosted outreach tools, including the online survey and map.social.

Community Facilities Survey

An online survey was distributed to departments, agencies, and organizations that provide services to Algonquin residents. Examples include Village departments—such as Public Works, Police, Fire, and Recreation—the library district, school districts, the Chamber of Commerce, and utility providers.

The purpose of the survey was to gather information about the types of services offered, the quality of services, and any issues or barriers to service delivery that these entities may face. It also aimed to identify future facility or infrastructure needs that could influence the community's growth and development.

map.social

Participants: 63

map.social is an online mapping tool that allowed participants to pinpoint issues and opportunities in Algonquin on their own personalized map. Points were used to identify the Village's assets and opportunities, such as public services, priority development sites, new bike routes and paths, and desired uses and developments. Site users also placed points on the map to identify issues, such as problematic intersections, poor building appearance, and public safety concerns.

Community Survey

631 Participants

An online survey was made available on the project website to gather input from residents, business owners, and stakeholders about Algonquin's existing conditions and future potential. The survey included questions on housing and residential areas, commercial and industrial land uses, community facilities and services, transportation, parks and recreation, image and identity, and the Village's strengths and weaknesses. Each section asked respondents to identify strengths and weaknesses related to the topic, and most sections also included an open-ended question for additional feedback.

The final section of the survey was tailored to the business community and focused on the challenges and opportunities facing local businesses, along with the perceived strengths and weaknesses of Algonquin's business climate.

COMMUNITY OUTREACH TAKEAWAYS

The following section summarizes the top priorities or concerns across all input received from the community as key takeaways. These takeaways represent areas of focus for the *Algonquin Comprehensive Plan*. They were used to help inform the overall vision for the community and provided the foundation for the goals and recommendations in the Comprehensive Plan.

Retail Options and Reliance

Participants expressed interest in expanding retail options in Old Town, particularly boutique shops that could draw more visitors. They also encouraged the Village to thoughtfully guide the types of retail uses throughout the community to support a diverse and vibrant commercial mix. Members of the Economic Development Commission noted the importance of balancing retail with additional commercial and industrial development that brings salaried job opportunities and strengthens the Village's long-term economic stability.

East Side Algonquin and East Algonquin Road Corridor

Growth and development east of the Fox River emerged as a key theme across community input. While the east side has seen some development interest, participants expressed a desire to attract greater private investment that matches the pace and quality of projects on the west side. Community members also highlighted the opportunity to strengthen the connection between the two sides of the river through cohesive development, improved infrastructure, and unified placemaking efforts.

Transportation

Transportation was consistently identified as a priority area for continued investment and improvement. While the Village has proactively addressed infrastructure and roadway upgrades, community members pointed to opportunities for enhanced traffic flow and safety, particularly along Bunker Hill Drive near Meijer and Jacobs High School. Survey responses reflected this sentiment, with 30% of respondents identifying transportation as an area where the Village could make the most impactful improvements.

Housing Options

Participants praised Algonquin's unique blend of residential and commercial offerings, describing the Village as a small town with big town amenities. To ensure continued growth and inclusivity, participants emphasized the importance of expanding housing options, including starter homes, family housing, and senior housing, to meet the needs of a broader population. Concerns about affordability, resale inventory, and impact fees were mentioned as areas to address through policy and planning. Additionally, participants highlighted the opportunity to revitalize the east side as residential development continues to grow westward, supporting a balanced and vibrant community.

Parks, Trails, and the Fox River

Participants recognized the Village's parks, trails, and the Fox River as standout assets and appreciated ongoing efforts to expand and connect these amenities. Community members expressed enthusiasm for continuing to build on this strong foundation, including adding new destination parks that offer regional appeal and support local tourism and economic development.

Old Town Algonquin

Old Town Algonquin was a focal point of community discussions, with residents sharing ideas on how to enhance its role as a central gathering place and community destination. Participants acknowledged the significant investments and planning already completed and voiced support for building on these efforts to guide future redevelopment. Areas of focus included improving parking and pedestrian connectivity, creating new housing opportunities, expanding events and activities, and continuing the transformation of Old Town into a vibrant, welcoming destination.

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CHAPTER 3

LAND USE AND DEVELOPMENT

The "Land Use and Development" chapter includes recommendations and policies for all land use areas in the Village and its Planning Area, including residential neighborhoods, commercial areas, and industrial areas. This chapter will identify and address a range of land use topics such as desired development patterns, new growth areas, land use compatibility issues and mitigation strategies, commercial and mixed-use development, industrial development, and conservation areas.

FUTURE LAND USE PLAN INFLUENCES

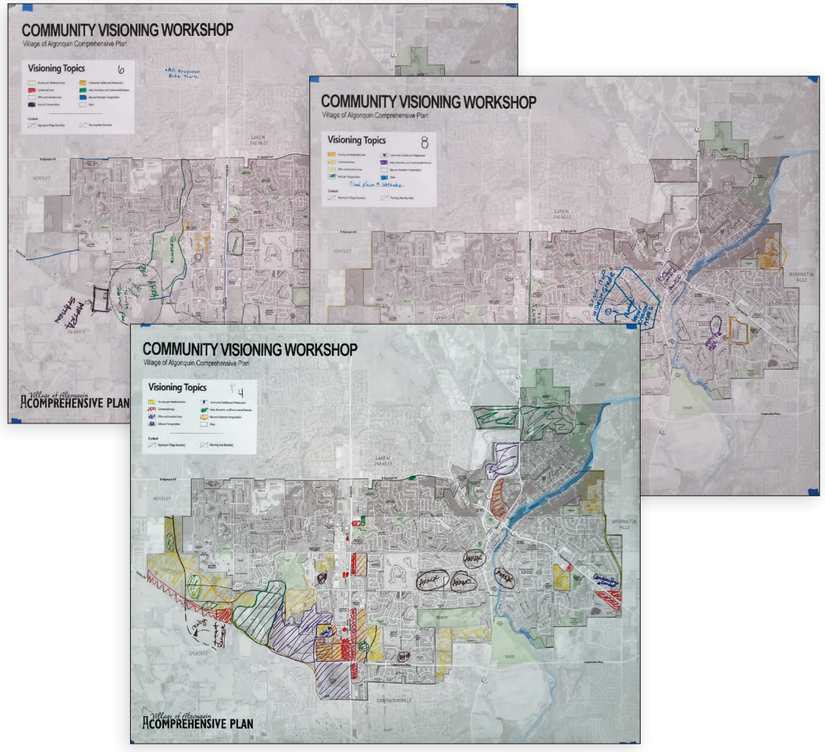
The Future Land Use Plan establishes the foundation for the use and development of land within the Village and its Planning Area. The Village's desired pattern for development is influenced by several factors, including existing land use, new development, demographic trends, environmental features, and community input. This section of the Land Use and Development chapter examines these influencing factors to provide context for future growth and development. Building on these influences, the Future Land Use Plan reinforces Algonquin as a livable, desirable, and sustainable community by maximizing growth potential, advancing desired community character, guiding investment, and enhancing overall sense of place.

Visioning Workshops

The *Algonquin Comprehensive Plan* is a community-driven document shaped by the desires and aspirations of its residents. Throughout the planning process, the community provided context, shared feedback, and contributed ideas for a vision of what Algonquin should become over the next 20 years.

While all community input was considered, the Community Visioning Workshop was especially influential, as it gave residents the opportunity to put pen to paper and illustrate their vision for the Village. The Comprehensive Plan Joint Committee and Village staff also participated in their own visioning workshops.

The results of the workshops were used to inform the development of the Future Land Use Plan.



Demographic Trends

Algonquin is a growing suburban community with a strong economy and a high quality of life. The Chicago Metropolitan Agency for Planning (CMAP) projects the Village will grow nearly 16% by 2050. As the community's demographics shift, a corresponding change in development patterns may be necessary. The average household size in Algonquin has decreased from 2.99 people in 2000 to 2.71 in 2021, and households without children now make up more than half of all households.

Although the Village's population has remained stable at around 30,000 over the past decade, a broader range of housing types may be needed to support long-term growth. This topic is discussed further in "Chapter 4: Housing and Neighborhoods."

New Development

The Village is growing and proactively pursuing new developments and businesses. There are several new developments currently under construction or in the planning stages, including new residential, commercial, and industrial projects. Between 2023 and 2024, the Village permitted over 318 new residential dwelling units and six new commercial or industrial buildings. These developments show measurable growth and are reflected in the Future Land Use Plan.

Opportunities for Growth

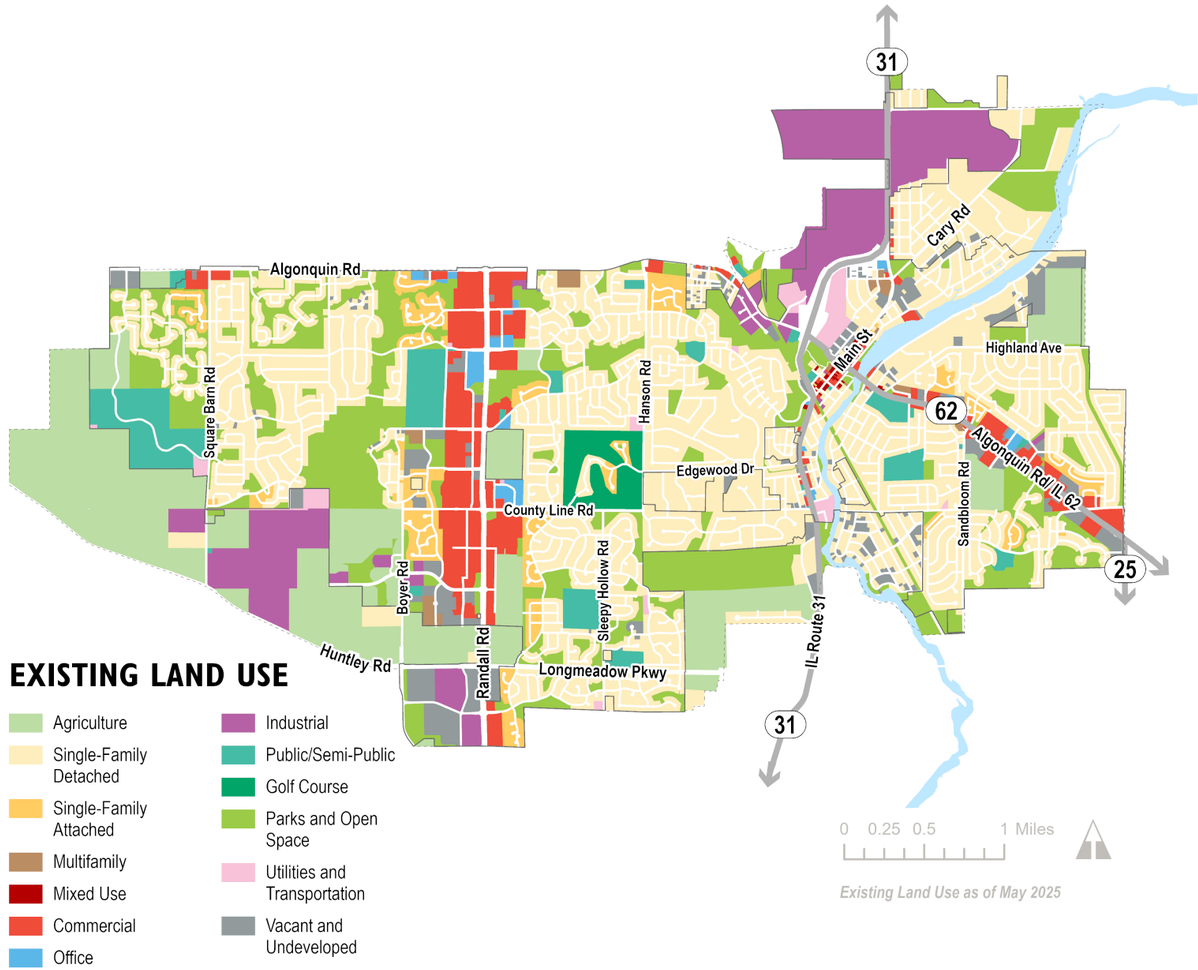
Algonquin's largest opportunity for new growth is along the southwestern edge of its Planning Area, between the existing municipal boundary and Huntley Road. There are approximately 1,100 acres of vacant or underutilized land within this area. This area is not currently within the Village's municipal boundaries and should be considered one of the Village's priority areas for annexation. The residential density on the western edge's existing density is low and will increase with any type of residential development. Voluntary annexations should be made cooperatively with property owners. Refer to the "Growth and Development Strategy" section (page 16) of this chapter for more information.

Environmental Features

Algonquin is committed to preserving, maintaining, and expanding its environmentally sensitive and natural areas. Residents of the Village place a high priority on restoring high-quality native habitats and maintaining passive recreation, such as hiking on Algonquin's nature trails. Around half of Algonquin's 700 acres of natural areas have been restored to their natural ecosystem. The Future Land Use Plan reflects the community's interest in the preservation of natural areas and is illustrated in the natural areas overlay, discussed further on page 14. High-level planning for new natural areas ensures that environmentally sensitive areas are preserved and restored by new developments.

Existing Land Use

A review of existing land use was conducted to better understand the land use and development patterns within the Village and its Planning Area. Field reconnaissance, research, and available data were use to inform this review. Existing land use patterns form the foundation of the Future Land Use Plan, as many areas are expected to remain unchanged. New growth and development will be directed toward undeveloped and underutilized land.



Existing Land Use as of May 2025

EXISTING LAND USE

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multifamily
- Mixed Use
- Commercial
- Office
- Industrial
- Public/Semi-Public
- Golf Course
- Parks and Open Space
- Utilities and Transportation
- Vacant and Undeveloped

FUTURE LAND USE PLAN

The Future Land Use Plan serves as a tool to guide future growth and development within the Village and its Planning Area. Building on existing land use patterns and other influencing factors, the plan aims to enhance residential neighborhoods, improve commercial and employment areas, and support a balanced approach to development and environmental preservation. It designates land use classifications that will guide community growth and development over the next 20 years.

Maintaining Flexibility

The Future Land Use Plan is intended as a general guide for growth and development, serving as a foundation for decision-making. It is not a site-specific development or zoning plan but rather a framework for land use decisions. The plan is designed to be flexible and should accommodate creative development approaches that align with the policies and recommendations outlined in the *Algonquin Comprehensive Plan* and supporting documents.

Planned Developments

A planned development is a tract of land containing two or more principal buildings that is designed and built as a single project. The purpose of a planned development is to promote flexibility and cohesiveness by allowing appropriate, site-specific variations from standard zoning regulations. This approach enables a variety of land uses to be incorporated within a single, integrated site. Requirements for planned developments are outlined in the Village's zoning ordinance.

Single-Family

Single-family areas consist of residential neighborhoods primarily made up of single-family detached homes. These areas consist of established neighborhoods surrounding the river and other established neighborhoods throughout community. Single-family neighborhoods should remain the predominant form of residential development within the Village.

Intent

- Provide areas of low-density residential development for single-family dwelling units.
- Preserve the character of existing single-family residential neighborhoods.

Mixed-Residential

Mixed-residential areas should encompass a diverse range of housing types, including single-family detached homes, townhomes, and duplexes. Context-sensitive multi-family buildings should be integrated into select areas that are appropriate for higher density residential housing types. The purpose of these mixed-residential areas is to provide a variety of housing options and to offer flexibility for the development of denser residential properties. These areas should serve as a transitional buffer between higher-intensity uses, such as corridor commercial or industrial, and single-family neighborhoods. Notable examples of mixed-residential areas can be observed along Randall Road and Algonquin Road, acting as buffers between commercial developments and single-family residential neighborhoods.

Intent

- Function as a transition between commercial and lower density residential areas.
- Allow a mix of housing types in a single development or neighborhood.
- Increase housing density in key areas.
- Provide attainable housing options.

Old Town

The Old Town land use classification represents Algonquin's traditional Downtown area, closely reflecting the Village's historic Old Town District. The Old Town area supports an active pedestrian-friendly atmosphere through a variety of uses, including entertainment, multi-family residences, mixed-use development, small commercial, boutiques, lodging, institutional facilities, and dining establishments. Additionally, Old Town should accommodate higher density housing, such as apartments, condominiums, or mixed-use buildings that allow commercial on the ground-floor and residential units on the upper floors. Emphasizing adaptive use and historic preservation whenever feasible is integral to the area's development strategy.

Intent

- Attract businesses that encourage walkability and a pedestrian-friendly environment.
- Preserve historic buildings that contribute to the identity of the community.
- Allow for a mix of uses in a concentrated area.
- Serve as the heart of the community and draw people downtown.
- Incorporate recommendations laid out in the 2013 Downtown Plan.

Mixed-Use

Mixed-use areas consist of buildings where multiple, distinct uses are stacked vertically or horizontally. Mixed-use developments are typically arranged with active uses such as retail and restaurants on the ground-floor and residential or service-oriented uses on the upper floors. Active uses on the ground-floor create a more interesting and engaging pedestrian experience. This development type differs from the mixed-use development type proposed in Old Town due to its increased heights and larger building footprints. This mix of land uses is intended to create lively districts by allowing for a range of activities and housing density within a concentrated area. These areas should be characterized by uses and development patterns that provide a vibrant, safe, attractive, and walkable pedestrian environment. This type of development is appropriate south of Corporate Parkway between Boyer Road and Esplanade Drive.

Intent

- Accommodate higher density residential developments.
- Allow a mix of residential and commercial areas.
- Allow for flexibility in developments.
- Optimize cost-effectiveness by leveraging shared infrastructure, maximizing land efficiency, and enhancing property values.

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Corridor Commercial

Corridor commercial areas are located along Algonquin's major roadways, such as Algonquin Road, Randall Road, and Huntley Road. These areas provide a range of uses conveniently accessible by automobile. By leveraging the substantial traffic flow, corridor commercial spaces predominantly feature a mix of national and local retail outlets, service providers, multi-tenant shopping centers, restaurants, gas stations, banks, and various other establishments, which all support the local economy.

Intent

- Concentrate commercial developments along major roadways.
- Accommodate a wide range of business and commercial uses, including national retailers in large format stores.
- Attract a customer base that extends beyond the Village limits.
- Provide an appropriate location for destination shopping, dining, and entertainment uses.

Neighborhood Commercial

Neighborhood commercial areas are compact hubs of retail and services seamlessly integrated within or adjacent to residential neighborhoods. These areas are designed to accommodate small-scale establishments that reflect the character of the surrounding community, offering amenities like restaurants, cafes, coffee shops, small grocery stores, banks, small offices, medical clinics, and convenience stores. Easily accessible by walking, biking, or driving from nearby residential areas, neighborhood commercial areas prioritize convenience and connectivity. Refer to the "Access to Goods and Services" callout on page 14 for additional information on allowing an appropriate mix of different land uses.

These compact commercial areas are developed to be context-sensitive and compatible with neighboring residential properties to foster a cohesive and harmonious environment. Refer to the "Context-Sensitive Development" callout on page 13 for additional information on this development approach.

Intent

- Identify areas for small-scale businesses that primarily serve surrounding residents.
- Accommodate everyday shopping and service needs.

Office

Office areas are intended to support professional employment and related activities, through stand-alone office buildings or complexes arranged in a campus-style layout. This classification includes medical offices and related uses. Notably, offices are situated along East Algonquin Road within Fountain Square and extend further east along the corridor. A concentration of medical offices can be found along County Line Road. While office uses are typically compatible with adjacent or nearby residential areas, adequate buffering and screening measures are essential for harmonious coexistence with other areas.

Intent

- Support medical and professional office uses that serve the community, such as dentists, doctors, lawyers, insurance companies, and realtors.
- Provide a lower-intensity buffer between commercial and residential areas.

Light Industrial

Light industrial areas are integral hubs of employment activity within Algonquin, accommodating a diverse range of light industrial operations such as warehouses, manufacturing facilities, distribution centers, and small-scale maker spaces.

These employment zones are clustered within three distinct industrial centers throughout the Village: the Algonquin Corporate Campus, NorthPoint Corporate Center, and Makers Park. Industrial activities often generate visual and noise disturbances that can be minimized by screening and buffering.

Intent

- Ensure light industrial uses continue to contribute to the Village's economic health.
- Offer different employment opportunities to maintain a diversified workforce.
- Consolidate low-impact industrial uses in key locations.
- Minimize conflict with adjacent non-industrial uses.

Heavy Industrial

Heavy industrial areas include the Village's two quarries, which are characterized by open pits used to extract building stone, gravel, minerals, or fill for commercial purposes. One quarry is located within the Village's corporate limits on the north side, while the other is situated at the northeast corner of Huntley Road and Square Barn Road in unincorporated Kane County. Given the ongoing mining operations, both sites are expected to remain active with minimal changes for the foreseeable future.

The *Algonquin-Cary Subarea Plan*, adopted in 2021, provides guidance on the potential redevelopment of the quarry located at the northern limits of the Village. "Chapter 8 : Natural Areas" also offers additional information on the future potential of the quarry site at Huntley Road and Square Barn Road.

The Village should periodically engage with quarry operators and update the Future Land Use Plan as appropriate.

Intent

- Assign the two quarries in the Village Planning Area a specific land use.
- Encourage separation from other uses because of the quarries' intensity and impact on adjacent properties.

CONTEXT-SENSITIVE DEVELOPMENT

Context-sensitive development is an approach that emphasizes designing and building projects tailored to the unique characteristics of their surrounding environment. This method prioritizes the integration of new development within the existing physical, social, and cultural context of the area, ensuring that it complements rather than disrupts the community's character.

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ACCESS TO GOODS AND SERVICES

Euclidian zoning can divide a community into areas of unique uses: residential, commercial, or industrial. This traditional style of land use often segregates and isolates residential neighborhoods from important goods and services such as groceries, stores, and doctor's offices. Allowing a mix of uses, like small-scale neighborhood commercial developments that serve the community, within residential areas encourages the development of essential goods and services within walking distance from surrounding homes. The ability to walk to access goods and services has mental and physical health benefits, increases sense of community, reduces traffic, increases pedestrian safety, and promotes livable communities.

Parks and Open Space

Parks and open space areas include a variety of recreational and natural environments. Parks offer both active and passive recreation opportunities and include public parks maintained by the Village as well as those managed by any of the three park districts which have jurisdiction within the Village. Prominent parks in the area include Ted Spella Community Park, Cornish Park, Towne Park, Presidential Park, and Riverfront Park.

In addition to parks, this classification includes various open spaces such as protected natural areas, conservation areas, public and semi-public cemeteries, detention ponds, and creeks. Village-owned natural areas such as the Woods Creek Corridor, Randall Road Wetland Complex, Algonquin Bluffs Nature Preserve, and Souwanas Creek Corridor are also included in this designation.

Intent

- Provide programmed park space.
- Preserve open space, watersheds, and natural areas.
- Ensure continued access to recreational opportunities.
- Preserve natural assets for public and private use.

Public and Semi-Public

Public and semi-public areas include local government uses, municipal facilities, community service providers, schools, and places of worship and assembly. Examples of public and semi-public uses within the Village include the William J. Ganek Municipal Center, the police station, fire stations, libraries, churches, and schools. Public and semi-public uses are distributed throughout the Village and are integrated into both residential and commercial areas.

Intent

- Classify public and semi-public facilities and institutions within the community.

Utilities

Utilities include properties that accommodate transportation systems, utilities, municipal infrastructure, and Village operations not generally accessible to the public. These include water towers, the Algonquin Northside Wastewater Treatment Plant, and substations. These areas are intended to be maintained to support services for Algonquin's residents and businesses.

Intent

- Identify facilities and other infrastructure essential to the operation of the Village.
- Secure locations where future utility facilities are needed due to expansion.

Natural Areas Overlay

The natural areas overlay highlights areas in which protected natural areas should be identified within larger developments, as proposals come forward and development occurs. Natural areas should include any existing wetlands or natural features and should be connected to create a network of green infrastructure. Developments within these areas are encouraged to follow conservation design principles. Additionally, new natural areas can be utilized to create a buffer between non-compatible land uses.

Intent

- Conserve environmentally sensitive land as natural green infrastructure.
- Provide an interconnected system of natural spaces.
- Encourage conservation design principles.

Potential Road Connections

New roadway connections and improvements should be evaluated with each new development and as grant funding becomes available. The Village should collaborate with neighboring communities and roadway jurisdictions to enhance connectivity.

Intent

- Coordinate roadway improvements.
- Identify funding opportunities for roadway projects.

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Future Land Use Plan

- Single-Family
- Mixed Residential
- Old Town
- Mixed-Use
- Corridor Commercial
- Neighborhood Commercial
- Office
- Industrial
- Heavy Industrial
- Parks and Open Space
- Public/Semi-Public
- Utilities
- Natural Areas Overlay
- Potential Road Connections

Algonquin Rd
Square Barn Rd
Hanson Rd
Cary Rd
Fox River
Main St
Highland Ave
Sandbloom Rd
Algonquin Rd/ IL 62
Edgewood Dr
County Line Rd
Boyer Rd
Sleepy Hollow Rd
Randall Rd
Huntley Rd
Longmeadow Pkwy
IL Route 31
31
62
25

Old Town Algonquin

Context

- Municipal Boundary
- Planning Area
- Waterbody
- Illinois State Highway

0 0.25 0.5 1 Miles

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A NOTE ON ANNEXATIONS

This section of the Algonquin Comprehensive Plan does not compel the annexation of any properties within the Primary and Secondary Annexation Area. Rather, it provides guidance on areas that should be prioritized for annexation, should the Village choose to enter in discussions related to annexation with the property owners. Local annexation procedures are outlined in Chapter 7 Annexations of the Village Code.

GROWTH AND DEVELOPMENT STRATEGY

Algonquin's population is growing. As noted previously, the Village is expected to experience a 16% population increase by 2050. This growth, combined with a decrease in average household size to 2.71 people per household, will create a demand for additional housing units.

The Growth and Development Strategy provides a general framework for identifying areas best suited to accommodate this future growth over the next 20 years and for prioritizing development accordingly. The strategy consists of three components: Infill Development, Unincorporated Areas, and New Growth Areas.

These components establish priorities for future growth, with an emphasis on directing development to established areas first. While the strategy does not prohibit growth outside the priority areas, it encourages infill development where possible. Land uses within each growth and annexation area should be guided by the Future Land Use Plan.

Infill Development

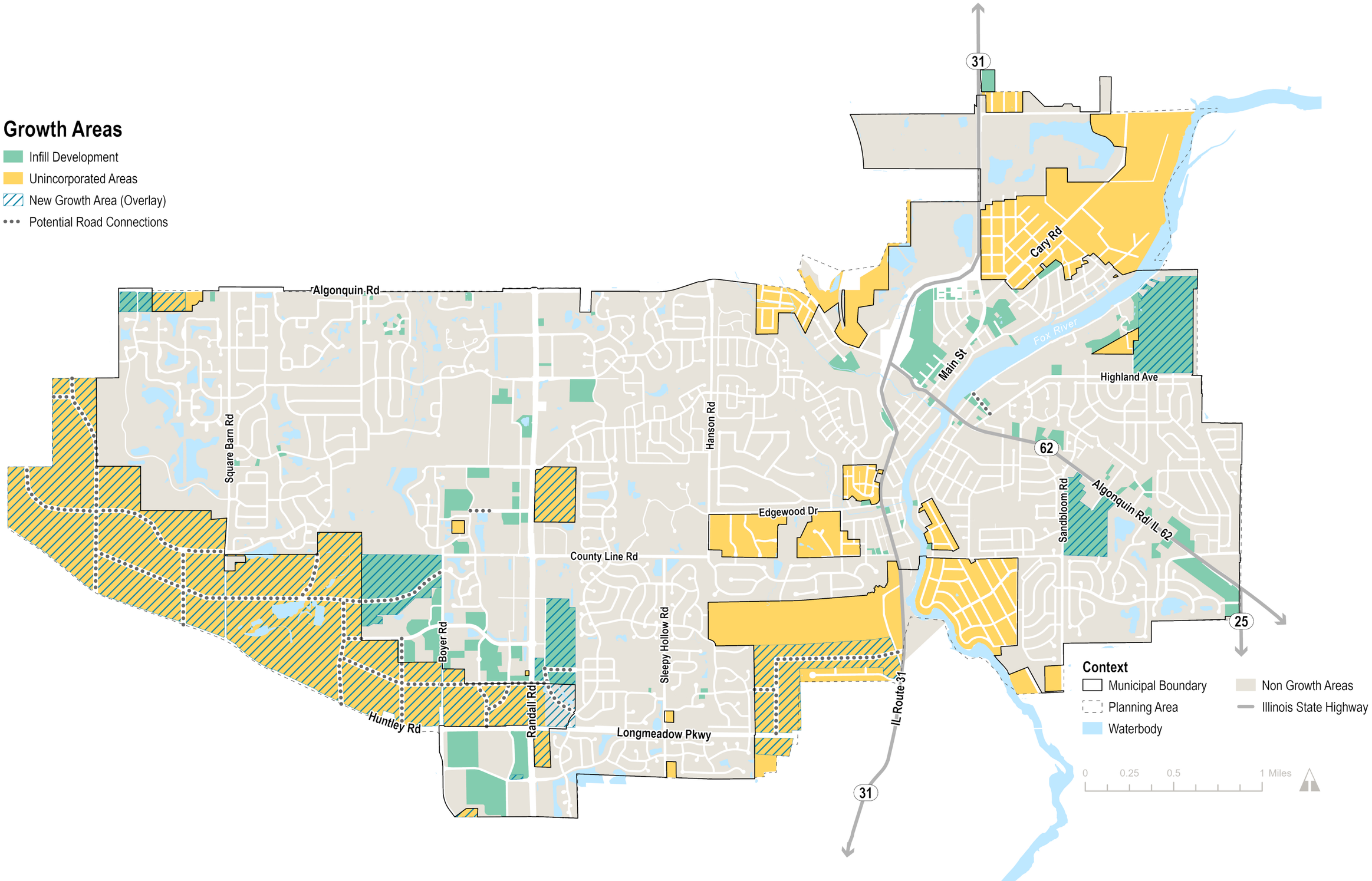
Infill Development is centered within the municipal boundary and consists of portions of the Village that are established residential, commercial, and industrial areas. Within these established areas there are both vacant and underutilized parcels that have the potential to develop or redevelop to accommodate a more compatible use. There are approximately 680 total acres categorized as Infill Development. Future growth in Algonquin should occur in these specific locations within the municipal boundary to stabilize and strengthen existing neighborhoods and commercial areas.

Unincorporated Areas

Unincorporated areas include land within the Planning Area that is not currently part of the Village. Some of these areas are established neighborhoods with distinct identities, while others are vacant or agricultural lands that are prime for development. Unincorporated areas located within the New Growth Areas overlay are more likely to be annexed and developed in the future.

New Growth Areas

New Growth Areas encompass lands within the Infill Development and Unincorporated Areas, offering significant potential for development. These areas include large tracts of undeveloped land, such as the land north of Huntley Road between the Huntley border and Randall Road, and the agricultural land west of Route 31. Additional scattered, undeveloped parcels are also part of this designation. Altogether, these areas total approximately 1,600 acres. To guide growth responsibly, the Village should require that all development in these areas aligns with the Future Land Use Plan.



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CHAPTER 4

HOUSING AND NEIGHBORHOODS

While the Village experienced rapid growth in the late 1990s and early 2000s, its population has remained steady at nearly 30,000 since 2010. Although growth is still anticipated, a shift in the types of housing being developed in Algonquin may be necessary to meet evolving housing needs. This trend reflects broader changes occurring across the country and the Chicago region, where there is increasing demand for conservation-style residential development.

As previously platted subdivisions near completion and the Village reassesses its vision for the future, it is important to consider the appropriate housing mix needed to support continued growth and align with community values.

The "Housing and Neighborhoods" chapter provides guidance on key issues affecting residential areas in the Village. It aims to preserve and enhance Algonquin's established neighborhoods while promoting opportunities for higher-density and workforce housing. The chapter also outlines a range of housing types that could meet the current and future needs of Algonquin's residents.

RESIDENTIAL GROWTH OPPORTUNITIES

Since 2020, the Village has seen significant new residential development, with over 600 new single-family homes planned or built. The Trails of Woods Creek on the former Terrace Hill Golf Course, the Grand Reserve, and Westview Crossing will all be complete by the end of 2025, and Algonquin Meadows began constructing homes in early 2025. A multi-family senior living building was also constructed along Harnish Drive. Westview Crossing is a recently constructed, 150-unit single-family residential subdivision on the east side of Square Barn Road across from the Square Barn Road school campus. Additionally, the recently approved Algonquin Meadows subdivision off Longmeadow Parkway has started construction of 100 single-family homes and 150 townhomes.

Though the community has seen an increase in residential development recently, there are still opportunities for residential growth. These include the southwestern edge, Old Town, and the east side of Algonquin.

Growth in Far West Algonquin

Algonquin's largest opportunity for residential growth exists along the southwestern edge of the Village's planning area. Algonquin's development footprint is expected to expand to this area to accommodate increasing residential and employment growth.

Recommendations

As new portions of the community are planned for residential development, the Village should continue to use the following strategies to ensure new developments reflect the quality and character of the community.

Continue

- Require new neighborhoods to connect to adjacent developments through the extension of streets, multiple links to the surrounding system of collector and arterial roads, creation of links to existing trail systems, and the integration of internal trails.
- Monitor the size and location of local parks and open space, and appropriate new parks and open space as part of new residential development to ensure adequate access is provided throughout the community. Local access should be provided to all residents, including continuing to offer fee-in-leu options to developers as a way to maximize development potential while giving the Village the opportunity to improve nearby parks.
- Ensure that new residential development reflects the intended character of the community.
- Use subdivision regulations, planned developments, conservation design, and design review to provide developers with the flexibility to cluster residential development in certain portions of a site, leaving larger contiguous areas of wetlands, streams, tree stands, and other assets to be restored. Natural areas are further discussed in "Chapter 8: Natural Areas."
- Encourage a variety of housing types that anticipate future market demand and allow seniors to age in place. The variety of housing types should not be isolated but rather integrated into the fabric of the neighborhood.

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Continue to Invest Along the East Algonquin Road Corridor

The east side of Algonquin is often perceived as overlooked for new development, as the Randall Road corridor typically attracts the most attention from developers. While the east side of Algonquin is one of the Village's older, more established areas, opportunities remain for new single-family housing and context-sensitive mixed-use residential development.

The success of the corridor depends largely on nearby residents' ability to access essential goods and services. Increasing the number of homes near the corridor will support commercial growth by boosting foot traffic and encouraging regular patronage of retail and service businesses.

Higher-density housing options, such as mixed-use developments, should be considered in strategic locations along the East Algonquin Road Corridor. These developments can help reposition underutilized commercial properties and activate adjacent segments of the corridor. As the retail landscape continues to evolve and demand for brick-and-mortar stores declines, mixed-use development offers a viable and attractive alternative, particularly in commercial areas experiencing falling rents and occupancy rates. Locating mixed-use developments along major corridors leverages proximity to high-traffic roadways, helping to minimize the impact on nearby low-density residential neighborhoods.

Recommendations

The Village can further pursue the following strategies to increase residential density and activity along the East Algonquin Road Corridor.

Continue

- Attract commercial uses to support the current and future residential neighborhoods in the East Algonquin Road Corridor.

Consider

- Update the 2015 *Market Reconnaissance of the East Algonquin Road Corridor* study.
- Encourage all housing options, including townhomes, duplexes, or mixed-use on infill parcels near Algonquin Road.

Continue to Invest in Old Town

Often cited as a key asset, Old Town is representative of the historic charm and character of the Village. Its location along the Fox River historically was a draw to residents as they looked to build summer cottages along its banks. Old Town is highly valued by the Village, with current investments totaling over $30 million. As residential development began to expand throughout other areas of the Village, private development in Old Town stalled. During the community outreach process, the need for additional housing opportunities in Old Town was identified as a way to support businesses and enliven the area.

Old Town should accommodate current and future residents with higher density housing such as apartments, condominiums, or mixed-use buildings that allow commercial on the ground-floor and residential units on the upper floors. Higher density development should be focused north of Algonquin Road and on Legion Drive. New Development should be context-sensitive and blend with the the existing buildings to maintain the character of Old Town and existing historic buildings should be preserved when possible. Context-sensitive development is further discussed in the "Promote Context Sensitive Density and Infill" section of this chapter. The following recommendations build off the policies laid out in the *Downtown Planning Study*.

Recommendations

To increase private investment in Old Town, the Village could consider the following strategies.

Continue

- Use zoning regulations that promote a mix of residential, commercial, and office spaces within compact urban blocks to promote a vibrant, 24/7 Downtown where people can live, work, and play.
- Encourage the development of diverse housing types, including townhouses, duplexes, and low-rise apartments to support a broader range of workforce housing and diversify housing options within the community.
- Focus on pedestrian friendliness with a high degree of connectivity and walkability.
- Encourage mixed-use developments that combine residential units above ground-floor retail and business services, providing convenience for residents and a steady customer base.
- Ensure that parks and gathering spaces are included in Old Town. This includes improving and expanding Cornish Park and integrating additional small pocket parks, plazas, gathering spaces throughout Old Town to promote health, relaxation, and social interaction.
- Encourage housing that takes advantage of the topography and proximity to the Fox River.

Additional Residential Opportunities

There are two large areas of the Village which are unlikely to redevelop over the life of the Comprehensive Plan; however, it is important to provide recommendations if redevelopment does occur. These areas are the Golf Club of Illinois and the IDOT property along IL Route 31.

Golf Club of Illinois

The Golf Club of Illinois in Algonquin is a classic links-style course located in the center of the Village. The course is currently active. If the property becomes available for redevelopment, it should be considered for mixed-residential uses as there are already townhomes in the center of the golf course. The redevelopment should also include parks and open spaces as appropriate. The existing clubhouse on the site could be repurposed by the owner as an event center or a communal gathering space.

IDOT Property

IDOT owns 35 acres of undeveloped land along IL Route 31on the northeast corner of the IL Route 31/ Algonquin Road interchange. Recently, IDOT sold mineral rights to LaFarge Holcim, Ltd., the owners of the surface mining operation just north of the property. Therefore, the Future Land Use Plan identified this area as Parks and Open Space, though the long-term vision for the property is mixed-use by the Village.

The site is located adjacent to Old Town and is one of the highest points in the Village, providing it with views of the Fox River. Should the agreement between IDOT and LaFarge Holcim end, and the property becomes available for development, this area should be considered for mixed-use development with accessible open and public spaces to capture the potential the site offers. Mining operations may affect the future uses that can occur on the site.

TRADITIONAL NEIGHBORHOOD DESIGN

One way to preserve the character and charm of the Village is to utilize a planning concept known as Traditional Neighborhood Development (TND). TND seeks to reflect many of the attributes typical to neighborhoods developed prior to World War II. TND is intended to provide an alternative to subdivisions and suburban sprawl. Most current developments are characterized by orientation to the automobile, separation of land uses, and low intensities. In contrast, TND calls for compact, pedestrian-oriented neighborhoods with a mix of commercial and residential uses, a variety of housing types, and public places where people have opportunities to socialize and engage in civic life.

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CONSERVATION DESIGN STANDARDS

The Village has robust conservation design standards in place to preserve and enhance natural features and ensure a high quality of life for the community. The standards require that qualifying developments are designed to preserve native vegetation, protect and enhance natural resources, and preserve open spaces. Some conservation design standards include:

- Buildings can be clustered, and streets designed to avoid sensitive areas.
- Connecting to and extending regional trails.
- Stormwater management follows the Kane County Stormwater Management Ordinance.
- Native plants are used.
- Parking lots are designed to minimize impervious surfaces.
- Open space is prioritized to protect and restore existing natural features.

For further details about the Village's Conservation Standards and Procedures see Chapter 21, of the Village Code.

HOUSING OPTIONS

A residential housing market with a variety of dwelling options is more attainable for current and future residents. A variety of hosing options can also make a community more attractive and stable for those looking to locate to the Village and for lifelong residents.

Encourage a Variety of Housing Options

Over 70% of Algonquin's housing stock consists of single-family detached homes, while single-family attached units account for 18%. As noted previously, Village demographics are shifting with now more than half of all households being without children. Despite less people living in each household, more than 75% of all dwelling units in the Village have three or more bedrooms.

Although the Village's population has remained steady, diversifying housing options is essential to meet the evolving needs of residents and to attract a broader range of homebuyers and renters.

As discussed in the "Residential Growth Opportunities" section, there is ongoing potential to expand housing diversity and better serve the community. The Village could encourage a variety of housing types, particularly on individual infill parcels in established neighborhoods and the Old Town area.

Recommendations

The following recommendations will help increase housing options and ensure the Village maintains its status as one of the best places to live in the region.

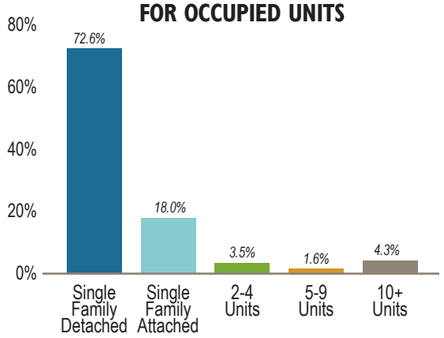
Continue

- Encourage an appropriate mix of housing types in new residential subdivisions.
- Work with developers to offer dwellings with two bedrooms.

Consider

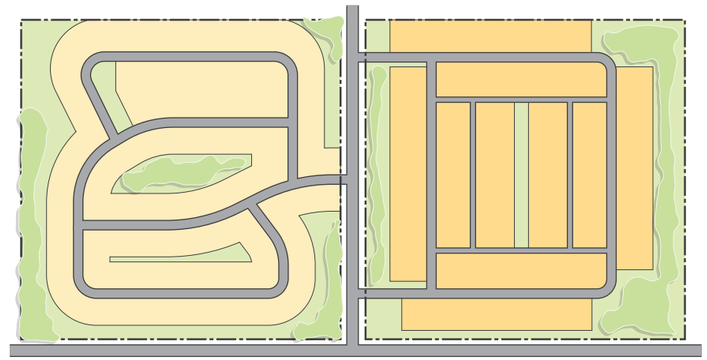
- Encourage alternative forms of density, such as small-lot homes or accessory dwelling units, to provide housing at varied price points without altering neighborhood character, as highlighted in the accompanying *Separated Residential* diagram.
- Conduct a detailed housing study to get a clear picture of current and future housing needs in Algonquin.
- Attend regular meetings with real estate experts familiar with the community to identify emerging trends, issues, and potential projects related to housing.

HOUSING TYPE FOR OCCUPIED UNITS

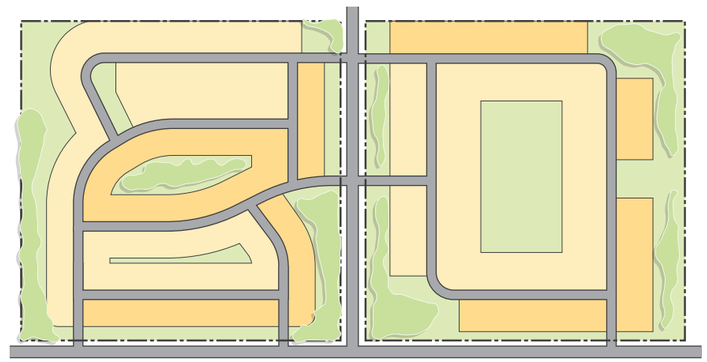


Source: 2021 ACS 5-Year Estimates

SEPARATED RESIDENTIAL
Single housing type per residential development.



MIXED RESIDENTIAL
Multiple housing types integrated into a single residential development.



HOUSING TYPE
Single-Family Detached
Single-Family Attached

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Promote Context Sensitive Density and Infill

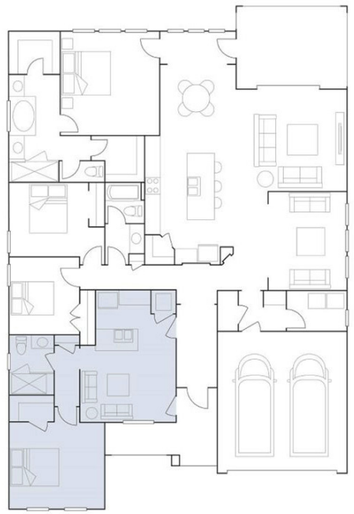
While the Village is considering increasing residential opportunities throughout the community, these types of developments need to fit within the existing fabric of the community to not appear out of place. This concept is known as context-sensitive infill. This strategy ensures that new buildings look like they belong in the neighborhoods where they are planned.

Within established single-family neighborhoods, particularly around Old Town, certain structures/lots that may be reaching the end of their useful lives should be considered as opportunities for higher density development. Such infill development should complement the massing and scale of the surrounding neighborhoods and utilize similar setbacks so that single-family attached and multi-family development relate strongly to adjacent single-family homes. Through thoughtful design, new residential development can provide greater housing choice and equity while still complementing the charm of Algonquin's established neighborhoods.

A gentle increase in density may occur within Old Town and adjacent neighborhoods, which could consist of a diverse range of housing types and should not affect or change the character of the neighborhood. This will provide more workforce housing options within the community that may appeal to young professionals and new families.

Maintaining Existing Character with Increased Density

As Algonquin works to accommodate its growing population, it is important to strike a balance between preserving the existing residential character and supporting higher densities through a variety of housing options. Higher-density residential development does not have to dominate or disrupt the Village's established character. One potential strategy is the use of accessory dwelling units (ADUs), which can be integrated into a home's design either as an interior or attached unit, as featured in Lennar's Next Gen homes. This type of design offers flexibility for multigenerational living by providing private, self-contained spaces under one roof. Incorporating this approach into new residential developments could help meet evolving housing needs while maintaining neighborhood character.



Lennar, a home construction company, offers a housing product that incorporates an accessory dwelling unit—with separate entrance, kitchenette, living area, bedroom, and bathroom—into the design of the home.

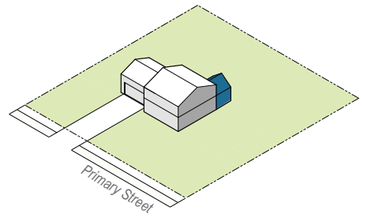
Recommendations

If implemented, the following recommendations could help ensure that new developments are context-sensitive and respect the existing conditions of their neighborhoods.

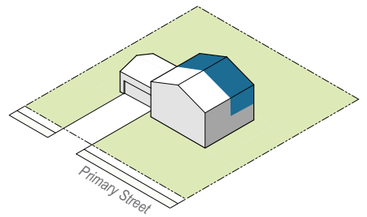
Consider

- Update regulations to include standards for materials, siting, and architectural styles to provide a more consistent aesthetic for infill development.
- Build on the townhome and multi-family standards for the Randall Road corridor and apply them to Village-wide residential infill development.
- Require a build-to zone (area on the lot in which a minimum percentage of the front building façade must be located) in the Algonquin Zoning Ordinance within Old Town and specifically along Main Street.

ATTACHED ADU



INTERIOR ADU



ACCESSORY DWELLING UNITS

An ADU, also known as a granny flat or in-law unit, is a smaller, independent residence located on the same property as a primary home. ADUs can be attached to or integrated within the main house and are typically less than 800 square feet. They can be designed to blend seamlessly with the primary structure, making them indistinguishable from the exterior. ADUs offer a flexible housing option that supports moderate-income households and enables multigenerational living, such as accommodating older children or aging parents, without changing the character of single-family neighborhoods.

AGING IN ALGONQUIN

AARP data indicates that 75% of seniors want to age in place, but their homes are not compatible. To bridge the gap, communities like Algonquin can prioritize accessible housing modifications, financial assistance, and age-friendly infrastructure like walkable neighborhoods and easy access to services. By aligning housing and planning with senior needs, communities can support aging in place and improve quality of life for older adults.

Source: AARP Home and Community Preference Survey (2024)

Facilitate Aging in Place

Communities across the country are grappling with the challenges associated with the baby boomer generation retiring and leaving the workforce. By 2035, it is estimated that the number of people over the age of 75 will reach 13.4 million. Algonquin is experiencing similar trends, as many of the families who moved to the Village in the past two decades are now entering retirement. Over the past 10 years, the number of individuals aged 55 to 64 has increased by 57%, while those aged 65 and older have grown by nearly 75%.

While many older residents wish to remain in the community, they may no longer want to stay in the same home. Instead, they may prefer smaller housing options that reduce costs and maintenance responsibilities. This can become a challenge if downsizing options are limited. This highlights the need to expand housing diversity, as discussed in the "Encourage Diverse Housing Options " section of this chapter.

Currently, the Village includes three senior living facilities: The Pointe at Eastgate, Clarendale of Algonquin, and The Oaks at Algonquin. In addition, there are two age-restricted communities: Grand Reserve and Glenloch of Algonquin. While these developments offer valuable services and amenities, their capacity is limited. To ensure seniors and others looking to downsize can remain in the community, attainable housing options could be made available throughout the Village.

One solution is the introduction of gentle density, which refers to small-scale, context-sensitive residential developments that blend into existing neighborhoods. This concept is further explored in the "Promote Context Sensitive Density and Infill" section. Appropriate locations for increased density are also discussed in the "Residential Growth Opportunities" section of this chapter.

Recommendations

To ensure that Algonquin remains a vibrant and attractive Village that supports aging in place, the Village could incorporate the following recommendations.

Continue

- Improve sidewalk infrastructure, crosswalks, and traffic signals to enhance pedestrian safety, particularly near senior living facilities, parks, and community centers.

Consider

- Encourage the development of universally designed housing options that accommodate varying mobility needs, such as single-story homes, zero-step entrances, wider doorways, and accessible bathrooms with focus on age-target subdivisions.
- Support partnerships with local nonprofits, community organizations, and businesses to create or expand a senior home repair program to ensure the Village's senior residents can continue to maintain safe homes.
- Support the development of age-targeted residential and other multi-family residential products that are accessible and attractive to seniors, offered at attainable price points.

Addressing Workforce Housing Attainability

A household is considered burdened by the cost of housing if it spends more than 30% of its income on housing expenses, whether renting or owning. High housing costs can make homeownership challenging, especially for seniors, young professionals, and new families. According to the Census Bureau, one in five homeowners in the Village struggles to afford their home.

The cost of housing is closely linked to the balance of supply and demand. Attainable housing is intended for those earning moderate incomes who may not qualify for traditional affordable housing programs. Expanding housing options to better serve this group is discussed further in the "Encourage a Variety of Housing Options" section of this chapter.

Recommendations

In addition to working to provide increased housing options for existing and future residents, the Village could consider the following recommendations to increase the supply of housing available at varied price points.

Consider

- Meet regularly with developers and builders to evaluate barriers for creating workforce housing options.
- Encourage rehabilitation of older homes rather than demolition to ensure that existing entry-level homes remain available.
- Host, and regularly update, links to various residential and workforce housing resources to make it easier for developers to access these items.

NEIGHBORHOOD CHARACTER AND STABILITY

The Village has many neighborhoods with a variety of elements that give each one a distinct character. The character of a neighborhood is shaped by several features that set it apart from others. These include architectural style, lot size, building height, street layout, block size, land use variety, proximity to natural areas, access to amenities, overall design quality, and historic elements. In Algonquin, neighborhood character ranges from older, traditional areas near Old Town, to newer, more uniform subdivisions on the Village's outer edges.

Ensure Access to Amenities

Trends across the country have increased interest in the idea of complete neighborhoods. This approach ensures that residents can access most daily needs—such as parks, natural areas, and community facilities—within a 15- to 20-minute walk, bike ride, or short car trip. Providing access to amenities improves residents' quality of life and contributes to the community's economic health. A strong network of bike and pedestrian infrastructure is essential for connecting neighborhoods to these destinations. The Village should continue to support and require sidewalk and trail connections in future developments to strengthen this network. More on this topic can be found in "Chapter 6: Transportation and Mobility."

Recommendations

The Village could consider the following recommendations to build on Algonquin's reputation as a place with safe, walkable, and connected neighborhoods.

Continue

- Ensure that the design of subdivisions is conducive to walking and biking, building on the existing subdivision standards that require minimum sidewalk widths throughout new developments.
- Build new or update existing sidewalks or multi-use paths, with a focus on connectivity between neighborhoods, when performing maintenance of existing roads.
- Work with IDOT, McHenry County, and Kane County to continue to create trail connections and bike connections on major routes, such as along Randall Road and East Algonquin Road.
- Within established subdivisions, identify the potential to connect interior sidewalk and trail systems to the Village trail network.
- Ensure that new development is in alignment with the Future Land Use Plan to encourage new residential units to be located closer to commercial areas, fostering walkability.

Consider

- Identify appropriate locations for senior housing near Village amenities for easy and convenient access to goods and services.
- Utilize underdeveloped land within residential areas to create community gathering spaces that are more integrated in existing neighborhoods, encouraging opportunities for social interaction.

Reinvest in Neighborhoods

The Village's founding neighborhoods are located along both sides of the Fox River, which originally drew settlers to the area. The Village could focus efforts in this historic area to support private property owners in maintaining their homes.

Upholding residential standards throughout the Village is just as important as setting high expectations for new homebuilders. Without consistent upkeep and maintenance, homes can quickly fall into disrepair. The Village should continue to apply its Property Maintenance Code guidelines to enforce high standards across all neighborhoods. If property owners experience difficulties with maintenance, the Village can provide information about available grants and other resources to assist them.

Recommendations

Reinvestment efforts in Algonquin's neighborhoods could use the following strategies to create sustainable and thriving neighborhoods.

Continue

- Provide and promote a list of resources and volunteer/staff support to help homeowners utilize existing housing repair resources from organizations such as the US Department of Housing and Urban Development (HUD).

Consider

- Identify and market financial incentive programs or assistance programs designed for homeowners and landlords to improve the conditions of their property.
- Offer guidance to homeowners or property owners with property in the historic Old Town by providing resources to capture historical tax credits.

Quality Neighborhoods Using Conservation Design

An important aspect of maintaining high-quality and visually appealing neighborhoods is avoiding repetitive design. The Village has been intentional in encouraging well-planned, attractive development while discouraging monotonous patterns. By requiring the use of quality materials, homebuilders are encouraged to incorporate higher-end finishes and varied façades, which contribute to more engaging and attractive neighborhoods. The Village also has development guidelines in place for multi-family and townhome projects along the Randall Road corridor to support this approach. Guidelines include:

- No more than four townhomes in a row.
- A minimum of 75% of the front elevation should have full-depth brick masonry and stone base foundation.
- Buildings should have warm-toned colors schemes.
- Quality materials should be used to reduce overall maintenance costs.
- Parking lots and garages should be located to the rear.
- Curb cuts should be minimized and shared access should be prioritized.

Building on the existing natural environment is another effective way to create high-quality neighborhoods. To continue enhancing and preserving this asset within the Village, conservation design should remain a priority. This approach to development begins with a careful evaluation of the site's natural landscape and ecological features, placing a strong emphasis on preservation.

Conservation design developments often include smaller lot sizes to maximize open space or wooded areas, which serve as shared public amenities. In addition to their ecological, environmental, and sustainability benefits, these designs also support improved stormwater management. Clustering homes and minimizing impervious surfaces, while preserving creeks, wetlands, and incorporating naturalized detention basins, allows stormwater runoff to infiltrate and filter through the landscape. The Trails of Woods Creek, located just off Algonquin Road, is a strong example of conservation-based design. This former golf course turned residential neighborhood reflects the core principles of a traditional conservation subdivision.

Recommendations

The Village could build on the existing regulations to uphold quality design using the following recommendations.

Continue

- Require conservation design in accordance with the existing automatic and cumulative triggers and overlay.
- Hold property managers and owners accountable for failure to maintain their property in compliance with village code standards.
- Improve existing neighborhood quality by continuing to improve physical community facilities such as streets, sidewalks, and lighting.

Consider

- Expand elements of the conservation design requirements to other developments to create a more thriving and sustainable community.
- Create design standards in subdivision and development regulations similar to the existing regulations and requirements for the Randall Road corridor for townhomes and multi-family developments elsewhere in the Village.

CONVENIENT ACCESS

The ability to walk or bike to necessary services and desired amenities is a contributing factor in the decision-making process when selecting a place to live. To meet this demand, higher density residential development should be located near offices, commercial uses, parks, and recreational amenities. This can reduce the number of vehicle trips, promote less reliance on vehicles, and reduce carbon emissions.

LOW IMPACT DESIGN

Low-Impact Design (LID) is a development approach that preserves contiguous open spaces and natural areas by consolidating smaller residential parcels in select areas of the site. While maintaining the same overall housing density, this strategy allows for larger expanses of shared open space, which can serve as community parkland or neighborhood green areas. By adopting LID principles, developments can also implement naturalized stormwater management techniques, reducing the need for extensive roadway and utility infrastructure. Particularly in sensitive areas like floodplains, wetlands, steep slopes, and wooded regions, LID should be strongly advocated. It ensures the preservation of these critical zones by integrating them into the development plan and leveraging the existing topography to guide the layout, thereby safeguarding natural drainage patterns.

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CHAPTER 5

ECONOMIC DEVELOPMENT

The "Economic Development" chapter builds on the Future Land Use Plan and provides a practical approach to maintaining and expanding Algonquin's commercial, employment, and industrial areas. It aims to respond to emerging market trends, diversify the business base, increase local job opportunities, and foster a strong economy. This includes expanding shopping and employment options on the east side of the Village. Prioritizing the activation of underutilized sites and properties before pursuing greenfield development or outward expansion will help ensure sustainable growth for the Village's commercial and industrial areas.

COMMERCIAL AREAS

Commercial areas serve as the economic engine of the Village, providing spaces for employment, leisure, shopping, and community gathering. These areas attract both residents and visitors, drawing people to spend time and money in the Village. Thoughtful planning of commercial areas helps create destinations that are inviting, accessible, and diverse, supporting both economic activity and quality of life.

Explore Opportunities for Riverfront Activation

The Fox River offers opportunities for leisure and recreation, and riverfront property is some of the most sought-after real estate in the Village. Much of the riverfront is privately owned, with homes and docks lining the banks. The community has long been interested in riverfront access and activation. Access to the water is popular not only with private homeowners but with recreational and commercial users. The Village could explore opportunities to activate the riverfront and create a destination for the entire community.

Development along the Fox River should take advantage of the riverfront by providing river views, outdoor seating or dining, and entrances accessible from the Crystal Creek riverwalk. Any redevelopment along Harrison Street should be oriented towards the river to create more opportunities for interaction.

Additionally, there are portions of the riverfront that would allow for more passive recreation, such as the popular fishing area on the east side of the Fox River, south of the Algonquin Road bridge. The river is home to diverse species that can be viewed while boating, creating opportunities for traditional boating, fishing, and ecotourism. The Village could collaborate with environmental organizations to encourage more ecotourism along the river. By enhancing riverfront activity and attracting a variety of users, more opportunities will arise for retail and service.

For additional recommendations related to the Fox River corridor, please refer to "Chapter 7: Community Facilities," "Chapter 8: Natural Areas," and "Chapter 9: Subareas."

Recommendations

The Village could use the following recommendations to activate the riverfront.

Continue

- Encourage buildings to be oriented toward the river, with designs that reduce obstructions and maximize views to the extent possible.
- Work with property owners to create destinations for recreation, dining, and entertainment along the Fox River.
- Work with local environmental organizations, such as Friends of the Fox, to promote opportunities for ecotourism along the river.

Consider

- Pursue public-private partnerships to allow river related businesses to use riverfront parks as launch sites or promote river related activities
- Acquire properties along the riverfront abutting Old Town as it becomes available to assemble it for redevelopment.

Address Challenging Site Characteristics

Shallow lot depths present challenges in several of the Village's commercial corridors. These constraints result from factors such as proximity to residential areas, topography, and the conversion of single-family homes to commercial uses. Notable examples include properties between Front Street and east of Edward Street along Main Street, and between La Fox River Drive and the Algonquin Wastewater Treatment Facility along IL Route 31. The Village should continue to encourage commercial use in these areas, while improving access management to minimize or eliminate unnecessary access points along busy roads.

If these commercial areas are redeveloped as part of reinvestment efforts, lot consolidation will be necessary to address shallow lot depths and ensure a strong return on investment. Redevelopment should also reduce curb cuts by encouraging shared access points and cross-access easements between adjacent properties.

Recommendations

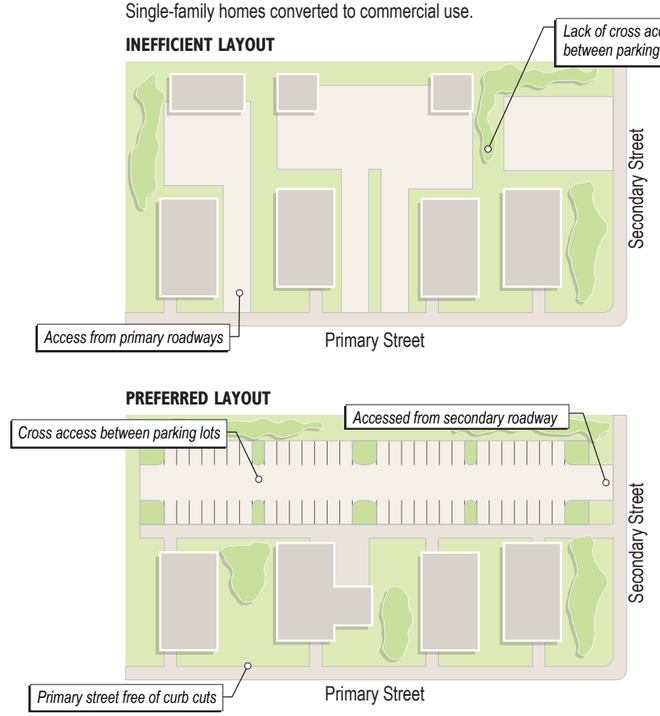
The Village could use the following recommendations to improve areas with difficult site characteristics.

Consider

- Work with developers to provide cross-access and shared parking for more efficient development.
- Work with property owners to construct shared rear access drives with access to a collector or local street to reduce curb cuts, problematic intersections, or conflicts.
- Review and update the minimum parking standards within Chapter 26 Site Plan and Development Review Requirements. Updates may include enabling shared parking to maximize development potential between adjacent commercial properties.
- Explore consolidation opportunities that could support more unified commercial redevelopment.

COMMERCIAL CONVERSION

Single-family homes converted to commercial use.



Promote Pedestrian Connectivity

Much of the commercial development outside of Old Town has historically prioritized vehicular access, often at the expense of pedestrian infrastructure. This can leave seniors, youth, and individuals without access to a vehicle with limited options for reaching essential services. While the Village has made efforts over the years to improve pedestrian access to commercial areas, some locations still lack adequate connectivity.

The Village should continue expanding its sidewalk and trail networks, with particular emphasis on areas designated as Neighborhood Commercial in the Future Land Use Plan. For these areas to function effectively as neighborhood-serving commercial centers, they must be accessible to pedestrians and well connected to surrounding residential neighborhoods.

The Village should also encourage commercial developments to improve internal pedestrian access by ensuring clear, direct connections from parking lots, trails, and sidewalks to business entrances. In proposed commercial projects, pedestrian infrastructure should be included as a key component of the overall site design and development process.

Recommendations

The Village could build on existing efforts and use the following recommendations to further improve pedestrian connectivity.

Continue

- Encourage property owners and developers to update pedestrian amenities as development or redevelopment occurs.
- Support property owners who seek to connect the internal pedestrian network with adjacent internal and external pedestrian networks.
- Incorporate bike and pedestrian oriented infrastructure in commercial areas.
- Encourage pedestrian-oriented shopping environments with wide sidewalks and attractive storefronts.
- Promote cross-access and pedestrian pathways between adjacent parking lots and leading to buildings to promote well-connected, cohesive shopping areas.
- Ensure multimodal connectivity between neighborhoods and commercial areas with continuous, wide sidewalks, ADA-accessible ramps, safe and visible crosswalks, pedestrian-scale lighting, and bike parking stations.

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GREEN COMMERCIAL INCENTIVES

Sustainable and energy-efficient buildings and developments improve air and water quality, reduce solid waste, conserve natural resources, reduce operation costs, optimize life-cycle economic performance, and minimize the strain on local infrastructure. Given the Village's commitment to sustainability, it should continue to support sustainability initiatives and events. Additional efforts may include:

- Working with local businesses to encourage and foster sustainable initiatives as part of corporate social responsibility efforts and green infrastructure projects made to corporate sites and office buildings.
- Providing information and technical assistance to local businesses to navigate federal and state tax incentives and utility programs for green retrofit initiatives.
- Partnering with the Illinois Food Scrap Coalition to encourage local restaurants and grocery stores to divert food waste from landfills through composting and recycling.
- Establishing a grant fund to support sustainability initiatives by local businesses.
- Donating food to the local food pantries.

Incorporate Third Places

Social interaction is essential to both mental and physical health. Well-designed developments should include environments that foster a sense of place and community. These spaces, often called third places, are locations outside the home and workplace where people choose to spend their time. Examples include parks, plazas, playgrounds, outdoor dining areas, promenades, seating areas, community gardens, and community rooms.

Positive interactions in third places help people feel connected and improve overall well-being. They serve as hubs for leisure, informal gatherings, and social engagement. The Algonquin Commons exemplifies this approach by integrating open spaces and gathering areas into the shopping center, offering places for people to relax and socialize without entering a store. Semi-public places like coffee shops, churches, and schools can also function as third places.

As new development occurs, the Village can guide the design of these social spaces to support community interaction. Activating commercial areas means creating destinations where people want to linger. As traditional malls decline, retail centers are shifting toward a "main street" model that prioritizes plazas and gathering places. In response, developers and property owners are increasingly incorporating third places to enhance both appeal and activity.

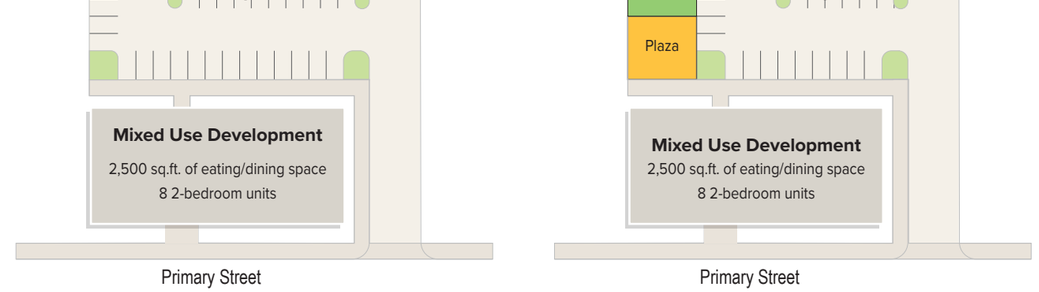
Recommendations

The Village could make use of the following recommendations to incorporate third places throughout the Village.

Consider

- Encourage shopping center owners and commercial developers to incorporate third places—such as plazas, lawns, seating areas, play zones, and water features—into new developments and revitalization efforts to enhance user experience.
- Promote the inclusion of attractive outdoor seating and gathering areas in large-scale and mixed-use developments to create inviting spaces where people can relax, socialize, and spend time.
- Review parking requirements to identify potential reductions to allow for additional space to be allocated to third places, such as outdoor dining, plazas, or recreational space.

INCORPORATE THIRD PLACES WITH REDUCED PARKING



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Expand Experience Based Retail

There are several ways to expand the commercial customer base. Strategies include offering unique experiences, encouraging pedestrian-friendly development that allows visitors to access multiple establishments in one trip, and integrating residential components.

Experience-based retail, or experiential retail, reflects a growing expectation that retailers provide immersive, in-person experiences not available online. This approach emphasizes memorable customer service through personalized attention, knowledgeable staff, and a welcoming environment, along with interactive features such as product demonstrations, hands-on displays, in-store events, and opportunities to engage with products before purchase. These elements help distinguish physical stores from e-commerce.

As shopping shifts online, many businesses are reimagining the in-person experience to draw people to physical locations. Experience-based development should include a mix of commercial, service, restaurant, and entertainment uses. These developments should also feature internal streetscapes, sidewalks, on-street parking, and other pedestrian-oriented enhancements. A key element is prioritizing public spaces and walkability over vehicle access. While most visitors will still arrive by car, they should be encouraged to "park once and walk," as seen at Algonquin Commons, where multiple destinations can be reached in one visit.

Much of the Village is already built using Planned Unit Developments (PUDs), which support high-quality design aligned with community goals. PUDs also allow flexibility to include creative features that improve the customer experience. The Village should continue to ensure that zoning regulations support mixed-use lifestyle projects and make updates as needed.

Large commercial and mixed-use developments should typically include:

- A mix of retail, restaurant, hospitality, entertainment, office, and residential uses that are appropriate to a walkable urban environment (e.g., cafes, bars, theaters, hotels, entertainment facilities, clothing stores, bakeries, real estate offices, townhomes, apartments, and condominiums, but not self-storage, car washes, gas stations, or other auto-service oriented businesses).
- Allow building heights that support higher-density, mixed-use development.
- Pedestrian-oriented streets that include parallel parking, wide sidewalks, street furniture, street trees, plazas for gathering, pedestrian-scale lighting, and a sense of enclosure.
- Parking lot designs that reduce the overall number of required spaces by evaluating the anticipated peak parking demands, while also encouraging shared parking facilities and landbanking to accommodate potential future development.

As Algonquin's population grows, demand for additional retail opportunities will grow. Increased retail opportunities will reduce residents' travel for daily needs and encourage spending on dining and entertainment within the Village. The Village should also promote mixed-use development to expand the customer base near businesses and foster a stronger sense of place. The Future Land Use Plan and Subareas identify the areas that are most suitable for commercial and mixed-use development.

Recommendations

By promoting experiential retail, the Village can expand the commercial user base. The following recommendations could help the Village effectively implement new retail opportunities.

Continue

- Market available properties to prospective private partners.
- Encourage shopping and entertainment options that are attractive to all ages.

Consider

- Promote the incorporation of interactive public art and streetscaping in commercial centers to increase visual interest and create distinct places.
- Proactively update the zoning map to align with the Future Land Use Plan, prioritizing key commercial and mixed-use areas such as the mixed-use district west of Randall Road and the area between IL Route 31 and Main Street.

Reposition Commercial Corridors

The retail market is evolving. Traditional commercial development, typically large-format retail with outlot buildings along major arterial roads, was the dominant style for decades. However, changes in consumer behavior, particularly the rise of online shopping, have made it difficult for traditional anchor tenants to justify maintaining large footprints. As a result, the design and layout of new commercial spaces have shifted. In Algonquin, there is an opportunity to revitalize its two commercial corridors by introducing a mix of land uses and encouraging development types that reflect current market trends.

Randall Road

Most commercial lots along Randall Road are quite deep, typically ranging from 800 to 1,200 feet from the right-of-way to the western edge of the property. While this space accommodates outlots, parking, and sometimes stormwater management, it has not been fully maximized. This underutilized area offers opportunities for denser commercial and mixed-use development and, in some cases, multi-family housing at the rear to buffer commercial areas from adjacent lower-density residential neighborhoods.

In areas with developable land, encouraging commercial development on smaller lots while preserving remaining land for future residential use is recommended. The Enclave, a 13-acre commercial development located at southeast corner of Randall Road and Commons Drive, is a notable example of this approach. For more details on recommendations related to the Randall Road corridor, please refer to "Chapter 9: Subareas."

East Algonquin Road Corridor

The east side of Algonquin is demographically similar to the west, but a combination of older development, vacant lots, legal nonconforming uses, and design elements such as signs, lot sizes, and building materials have contributed to perceived differences. Village staff, elected officials, and key stakeholders frequently cited a need for additional investment east of the Fox River to better complement the development style on the west side of the Village. To spur this investment, the Village could reevaluate land uses to introduce gentle residential density (as defined on page 22) that supports and complements the commercial corridor.

The frontage along East Algonquin Road should remain largely commercial; however, opportunities exist to add residential development behind commercial lots. Office uses and service uses should also be encouraged along the corridor to increase daytime populations and provide more potential customers for businesses. For more information on increasing housing options along the East Algonquin Road Corridor, please refer to "*Chapter 4: Housing and Neighborhoods*."

Reinvestment and revitalization will be key to East Algonquin's transformation. The Village can actively encourage owners to update and enhance their properties to promote the corridor as an opportunity for reinvestment. For specific recommendations related to the East Algonquin Road Corridor, please refer to "Chapter 9: Subareas."

Recommendations

To adjust and respond to changing market conditions, the Village could consider the following recommendations to reposition its primary commercial corridors.

Continue

- Encourage desired uses and services in accordance with the Future Land Use Plan.
- Use the Enclave project as a model for commercial development along Randall Road in which commercial outlots front Randall Road while residential or mixed-use developments sit behind.

Consider

- Use incentives and other programs to provide funds for reinvestment and revitalization on underused or blighted properties.
- Market the smaller lot sizes found in the East Algonquin Road Corridor as an asset to developers, allowing for smaller, targeted redevelopment opportunities.
- Review and amend zoning as necessary to allow multi-family and mixed-use development along commercial corridors. This would provide flexibility for property owners to develop mixed-use developments.
- Review parking requirements to allow shared parking and landbanking to ensure future developments balance vehicular accessibility and maximize development potential. Refer to the "Evaluate Parking Availability" on page 34 for more information on landbanking parking.

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UPDATING REGULATIONS TO IMPROVE CHARACTER

Recent development in the Village reflects strong commercial character, featuring 360-degree architecture, ample landscaping, and thoughtfully designed parking and access points. The Village has taken great care to ensure that new development aligns with the desired character and community standards.

An American Planning Association publication highlights key strategies for addressing the challenges of single-use, auto-oriented development. The Village's design regulations support many of these strategies, as outlined below.

- A regulatory framework must be flexible and tailored to each corridor's needs. It should aim to establish uniqueness and diversity.
- Regulations must be clear and objective so they can be easily understood and administered.
- Public streetscape improvements should tie together private development and redevelopment objectives.
- Compliance with the community's comprehensive plan or strategic plan is essential. Whether moving forward with a community-wide regulatory approach, or an approach specific to the corridor redevelopment area, planners should point directly to goals and objectives in the comprehensive plan or strategic plan.

Source: APA PAS Report 598, Commercial Corridor Redevelopment Strategies (Luis Núñez)

Enhance the Character of Commercial Corridors

Creating interesting, appealing, and integrated commercial corridors is essential to enhancing their character. The Village has taken steps to maintain and improve the appearance of commercial corridors through development standards, design guidelines, and zoning regulations. While these efforts have fostered more attractive corridors, additional measures could further advance these goals.

Older developments along the East Algonquin Road Corridor, as well as isolated areas along IL Route 31 and West Algonquin Road, feature expansive, under-landscaped parking lots, numerous curb cuts, a lack of curb and gutter, limited on-site greenery, and a poor pedestrian environment. Additionally, many of Algonquin's gateways could be enhanced. Further discussion of community gateway signage can be found in "Chapter 6: Community Facilities."

Since commercial corridors typically consist of a mix of business and property owners, it is critical for the Village to collaborate with these stakeholders and the relevant roadway jurisdictions. This collaboration will help improve the aesthetic and economic function of Algonquin's commercial corridors while enhancing gateways to create welcoming and attractive entry points into the Village.

Sign Standards

Requiring and enforcing consistent signage contributes to the character of an area. The Village currently has specific signage standards for the Randall Road corridor, Old Town, and in many commercial PUDs, in addition to its current sign standards. The Village's sign standards have successfully reduced sign clutter and abandoned temporary signs. The Village should continue to enforce these standards and regularly evaluate whether they are effective for enhancing the village's commercial areas.

East Algonquin Road Design Guidelines

The Village could consider establishing design guidelines for the East Algonquin Road corridor. The guidelines would not only provide fair certainty to residents, existing businesses, and potential investors, they would help further expedite development approval processes by minimizing the need for multiple meetings to refine a proposal. Design guidelines should be clear, concise, and easy for developers and architects to interpret the type of desired development in this area.

Commercial Branding

A targeted promotional effort that showcases the Village's assets can appeal to residents seeking convenient access to recreational and lifestyle amenities, attract businesses that serve the community, and promote outdoor tourism in Algonquin.

The Village could collaborate with the Economic Development Commission and other partner organizations to update and enhance the existing branding and promotional campaign that distinguishes Algonquin from other communities in the region. This campaign could build on the Village's current strengths, including healthy growth and low vacancy rates. Additionally, the Village could continue to highlight its unique location along the Fox River and its vibrant employment centers to attract new residents, businesses, and tourists.

Recommendations

To create interesting, appealing, and integrated corridors, the Village could incorporate the following recommendations.

Continue

- Enforce existing parking lot landscape standards to enhance the appearance of the Village's corridors as redevelopment and reinvestment occurs.
- Encourage internal access and circulation between uses on the same lot or adjacent lots.
- Review and enhance property maintenance requirements as necessary to ensure that parking lots, building façades, landscaping, and other elements remain attractive.
- Require high-quality architecture on all sides of the building—known as "360-degree architecture," and include well-designed or screened service areas.
- Invest in infrastructure and public realm improvements such as streetscape, roadway, green infrastructure, and utility improvements to help generate private investment and projects.
- Ensure that buildings are appropriately sited to enhance the public streetscape, creating high-quality developments that improve the usability of the building, its street frontage, and the surrounding areas.
- Ensure streetscaping and public improvements are unified in design and promote a distinctive image that emphasizes pedestrian-friendly character.

Consider

- Establish toolkits and informational handouts to assist current property owners with enhancing existing commercial properties.
- Ensure underground placement of utilities in all new or reconstructed projects, particularly along East Algonquin Road.
- Investigate opportunities to bury power lines during development, potentially as part of an IDOT reconstruction project.
- Develop sign and design guidelines for the East Algonquin Road corridor that provide specific architectural standards that still allow for flexibility in design.
- Establish a marketing initiative for Algonquin's commercial areas, including promoting destinations, popular businesses, entertainment options, and community events.
- Encourage and work with businesses to upgrade façades, internal and perimeter parking lot landscaping, and screening of utility areas.
- Encourage and work with property owners to activate empty storefronts with art displays and pop-up shops.

INDUSTRIAL AND BUSINESS PARK AREAS

Maintaining the attractive, well-planned character of industrial and business parks requires deliberate actions by the Village to support environments that contribute to the community's appeal. Emphasizing quality site design can help achieve more integrated, attractive, and dynamic industrial and business park areas.

Ensure High-Quality Industrial Developments

Much of the industrial development on the west side of the Village is defined by large, modern industrial buildings. Planned Unit Developments (PUDs), such as the 147-acre NorthPoint development, have the potential to set a new standard for the Corporate Campus Development area. Shifting development trends reflect a move away from traditionally less-desirable industrial zones toward high-quality, well-designed industrial parks.

As the industrial sector evolves, from traditional manufacturing to more technology- and warehouse-based enterprises, the Village could support this transition by ensuring the availability of adequate infrastructure and encouraging appealing employee amenities. This includes access to healthcare and childcare facilities, either onsite or via public transit.

By working collaboratively with property owners and the development community, the Village can ensure future developments are high-quality and amenity rich, reinforcing community standards and expectations.

Recommendations

The Village could make use of the following recommendations to continue to promote high-quality industrial development.

Continue

- Encourage comprehensive site design in areas where industrial properties can be incorporated into an overall industrial park or district development with thought out circulation and shared amenities.
- Ensure industrial areas are accessible for employees via transit and walking, which includes creating pedestrian connections between industrial areas and residential neighborhoods and connecting the sidewalk network to all Pace route stops.
- Work with private developers to establish internal pedestrian paths that connect to the Village's expanded sidewalk network within industrial areas.
- Promote landscaping, buffering, and berms to sufficiently screen industrial and business parks when adjacent to residential, public green space, and other low-intensity uses.
- Discourage new industrial uses in residential areas, minimizing the impact on adjacent properties.
- Rezone industrial zones along the East Algonquin Road Corridor to appropriate zoning districts such as B-1 or B-2 Business.
- Ensure industrial and business parks are well marked with gateway signs that direct trucks, business partners, and visitors to the right location.
- Explore opportunities to consolidate older industrial properties to facilitate comprehensive redevelopment that accommodates modern industrial buildings capable of attracting high-quality tenants.
- Encourage industrial building design to allow flexibility for future tenants including adequate clear height and ability to modify tenant space size.
- Ensure industrial buildings incorporate high-quality façades with attractive materials, windows, doors, and articulation to add visual interest.
- Collaborate with private developers to ensure future industrial redevelopment or renovations reflect similarly high design standards.

Consider

- Promote third places within industrial parks to provide employees with alternative experiences such as breweries, coffee shops, food halls, markets, shared workspaces, fitness centers, programmed green spaces, pocket parks, and community spaces.

GREENING INDUSTRIAL PROPERTIES

Industrial properties provide excellent opportunities to incorporate energy efficient components in building and site design. In locations where industrial uses border residential areas, native landscaping can be used to create a buffer between uses and stormwater best management practices can be used to filter any drainage from parking lots. Sustainable building design elements include solar rooftops, green roofs, and electric vehicle charging for fleet and employees.

The Village's Business Park (B-P) zoning district regulations provide good examples of these standards, including:

- Lots should be connected to open space amenities
- Entry points should include landscaped medians
- Vegetation such as mature trees, hedgerows, and wetlands should be preserved whenever possible and incorporated into the landscape design
- Sustainable, environmental designs such as green roofs, electric vehicle charging stations, solar panels, and permeable pavers are encouraged

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Continue to Enhance Makers Park

Makers Park is one of the Village's older industrial areas, home to several major companies including those in the tool, dye, and mold industries; plastics manufacturing; craft brewing; and reclaimed wood furniture. This small-scale industrial park of approximately 30 acres along Algonquin Road has gradually evolved into a hub for smaller start-up businesses. The park is mostly built out, aside from two vacant parcels adjacent to the floodplain on the eastern side. Makers Park has access to the Prairie Trail on the southeast side, providing a connection to the regional trail network and Old Town.

Artisan Manufacturing

Often known as artisan manufacturing, these businesses typically involve on-site production using hand tools and small-scale, light mechanical equipment. Municipalities such as Nashville, TN; Indianapolis, IN; and Somerville, MA have developed innovative solutions to support the arts and culture community. These cities have amended their zoning codes to establish clearer categories for arts and culture-related uses, such as small-batch textile production, and have removed special permit requirements for artisan and micro-businesses. These amendments specifically target industrial areas with small lots in need of reinvestment.

Branding

Effective branding is a crucial aspect of showcasing Makers Park's unique location and opportunities to potential businesses and the broader community. There are few resources that actively promote the Park, apart from the A+ Algonquin website.

Currently, the monument sign at the park's entrance does not accurately name the industrial area, calling it the Algonquin Industrial/Office Center. This sign, along with internal wayfinding signage, could be updated to align with the Makers Park brand established on the A+ Algonquin website. The Village could also collaborate with businesses and property owners to develop a consistent and cohesive branding strategy.

Additionally, there is the potential to integrate branding into wayfinding signage that directs cyclists from the Prairie Trail into the Village. Encouraging trail users to explore the amenities could aid in the area's success.

Connection to Old Town

Old Town offers a range of opportunities for new development, redevelopment, restoration, and adaptive reuse within a boutique urban setting. The area is vibrant and diverse, home to numerous businesses and amenities. With the Prairie Trail linking Old Town to Makers Park, there are new opportunities to foster stronger connections and increased activity between the two areas.

Old Town serves as the Village's cultural and artistic hub. If Makers Park evolves into a center for artist and artisan manufacturing, a physical connection between the two would be mutually beneficial. The co-location of two arts districts, along with the synergy between them, could encourage shared foot traffic and enhance visitor engagement.

Recommendations

The Village could use the following recommendations to enhance Makers Park.

Continue

- Market available space in Makers Park on the Village's website and social media channels as an affordable, creative, and distinctive place for businesses to establish themselves.
- Enforce property standards to maintain the high-quality appearance level of Makers Park.

Consider

- Work with property owners to update signage to properly name the area Makers Park.
- Identify opportunities to encourage start-ups and incubator spaces to locate to Makers Park.
- Encourage the expansion of Makers Park westward, as identified in the Future Land Use Plan, to increase available space within the industrial park.
- Encourage the two properties at the west end of Armstrong Street to redevelop with access from Armstrong Street instead of Algonquin Road, improving integration with the industrial park and reducing curb cuts on Algonquin Road.
- Review the zoning code to consider allowing artisan manufacturing as a separate industrial use which would provide more specific standards for retail collocated with production space and parking requirements.
- Encourage trail-oriented development along the Prairie Trail to encourage those visiting Old Town to also stop by Makers Park.
- Work with developers to create an experiential retail development at 800 Armstrong Street to bring enhanced energy and activity to the area.
- Expand the Crystal Creek riverwalk from Towne Park under the bypass and connect it to Makers Park.

BUSINESS DEVELOPMENT

Algonquin actively works to attract new businesses and support existing ones by marketing its commercial and industrial areas through various channels. In addition to the Village's A+ Algonquin program, organizations such as the Economic Development Commission, the Algonquin/Lake in the Hills Chamber of Commerce, the McHenry County Economic Development Corporation, Natural McHenry County, Why Kane County, and others collaborate to promote the Village and attract business investment.

Promote and Provide Economic Development Tools

The Village anticipates continued economic growth in key areas such as Old Town, East Algonquin Road, Randall Road, and Huntley Road. In collaboration with partner organizations, the Village remains committed to promoting and supporting economic development. To facilitate this growth, the Village should continue to update and manage the Capital Improvements Program and could employ the following tools:

- The Upper Illinois River Enterprise Zone
- Downtown Algonquin Tax Increment Financing (TIF) district

Additional information on funding sources related to economic growth can be found in "Chapter 10: Implementation."

In addition to these tools, the Village aims to foster an environment that supports new developments and ventures by providing a reasonable level of predictability in the review process and regulatory framework.

Recommendations

To properly spur economic and business development, the Village could utilize the following strategies.

Continue

- Use a variety of incentives to spur commercial reinvestment such as revolving loan funds, sales tax rebates, fee waiver incentives, sales tax sharing, and tax abatement.
- Educate and connect business owners with available small business programs and financing resources.
- Work with partner organizations such as the Algonquin/Lake in the Hills Chamber of Commerce to provide workshops, training, and one-on-one counseling to help small businesses grow and monitor their needs.
- Work with partner organizations to host annual meetings with members of the business community, establish regular communications through email blasts or newsletters, and work more closely with business and property owners looking to invest in or improve their properties.

Consider

- Create an economic development toolbox to assist staff and decision makers in evaluating, applying, and managing financing methods.

Encourage Workforce Development

The Village is served by two workforce development programs: Kane County Workforce Development and the McHenry County Workforce Network. The Kane County program, federally funded through the Workforce Innovation and Opportunity Act (WIOA), serves residents of Kane, Kendall, and DeKalb counties. The McHenry County Workforce Network offers a range of programs and services for employers and job seekers and is an affiliate of Illinois workNet, a one-stop shop for employment-related services in the county. Additional resources are also provided by Elgin Community College and McHenry Community College.

Algonquin has a growing industrial and business community. As employment opportunities within the Village continue to grow, the Village should support workforce development efforts that encourage residents to pursue training and employment programs that prepare them for jobs within the community.

The Village should continue to collaborate with both organizations to support employment growth and future workforce development. Promoting workforce development should focus on strengthening partnerships between schools and employers.

Recommendations

The Village could use the following recommendations to promote and encourage workforce development.

Continue

- Utilize the internship program with the Village to market public sector jobs to students.
- Examine the Village's economic assets and competitive advantages to determine achievable target industries for business recruitment and necessary infrastructure updates.

Consider

- Work with community development organizations to host focus groups with young professionals to understand their needs and how to encourage them to thrive in Algonquin.
- Support post-secondary and trade school programs within Kane County and McHenry County, and work with these higher education institutions to increase program offerings. Support can include marketing their programs and initiatives and openly communicating the needs of Algonquin's workforce.
- Partner with local high schools, community colleges, and major employers by fostering connections between these institutions to facilitate internships, apprenticeships, and employment opportunities.

PROMOTE A HEALTHY WORKFORCE

To attract and retain an enthusiastic and professional workforce, it is important to support the overall health and well-being of employees. Office and industrial development should include sidewalks, trails, and open space so employees can walk to work, exercise at lunch, or enjoy the outdoors on their breaks.

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CHAPTER 6

TRANSPORTATION AND MOBILITY

The "Transportation and Mobility" chapter provides recommendations to align the Future Land Use Plan with recent transportation plans. The chapter provides strategies to maintain effective and efficient mobility for drivers while further diversifying and enhancing alternative transportation options.

ROADWAY NETWORK

Since the late nineteenth century, Algonquin's street network has served as a vital artery, linking residents, visitors, and patrons to the economic, social, recreational, and cultural fabric that defines the Village today. This meticulously planned network ensures swift and convenient access to key regional routes, such as Randall Road and Algonquin Road/IL 62, enhancing the Village's appeal for business and investment while fostering diverse forms of development. The strategies and recommendations outlined within this section aim to further optimize this roadway network, facilitating balanced infrastructure that enhances economic opportunity. By increasing access to new development, recreational amenities, and social and cultural attractions, these measures contribute to the sustainable growth of the Village. Additionally, the recommendations address traffic flow and congestion challenges prevalent on busy corridors like Randall Road, ensuring smoother mobility for residents and visitors alike.

Identify Roadway Connections and Improvements

The roadway network in Algonquin serves as a crucial link for both regional and local accessibility. Notably, Randall Road stands out as a prominent commercial corridor within the Village, complemented by additional commercial hubs along Algonquin Road and IL Route 31. These routes not only facilitate connectivity to neighboring communities but also expose businesses to a significant volume of traffic, fostering a conducive environment for economic growth. The Mobility and Transportation map identifies potential roadway connections and enhancements, positioning the Village for continued growth. By expanding and connecting road networks, collaborating with private developers, engaging stakeholders, and pursuing grants for infrastructure funding, Algonquin can make significant strides in improving its transportation infrastructure.

Recommendations

To identify and improve existing roadway conditions, the Village could consider the following recommendations.

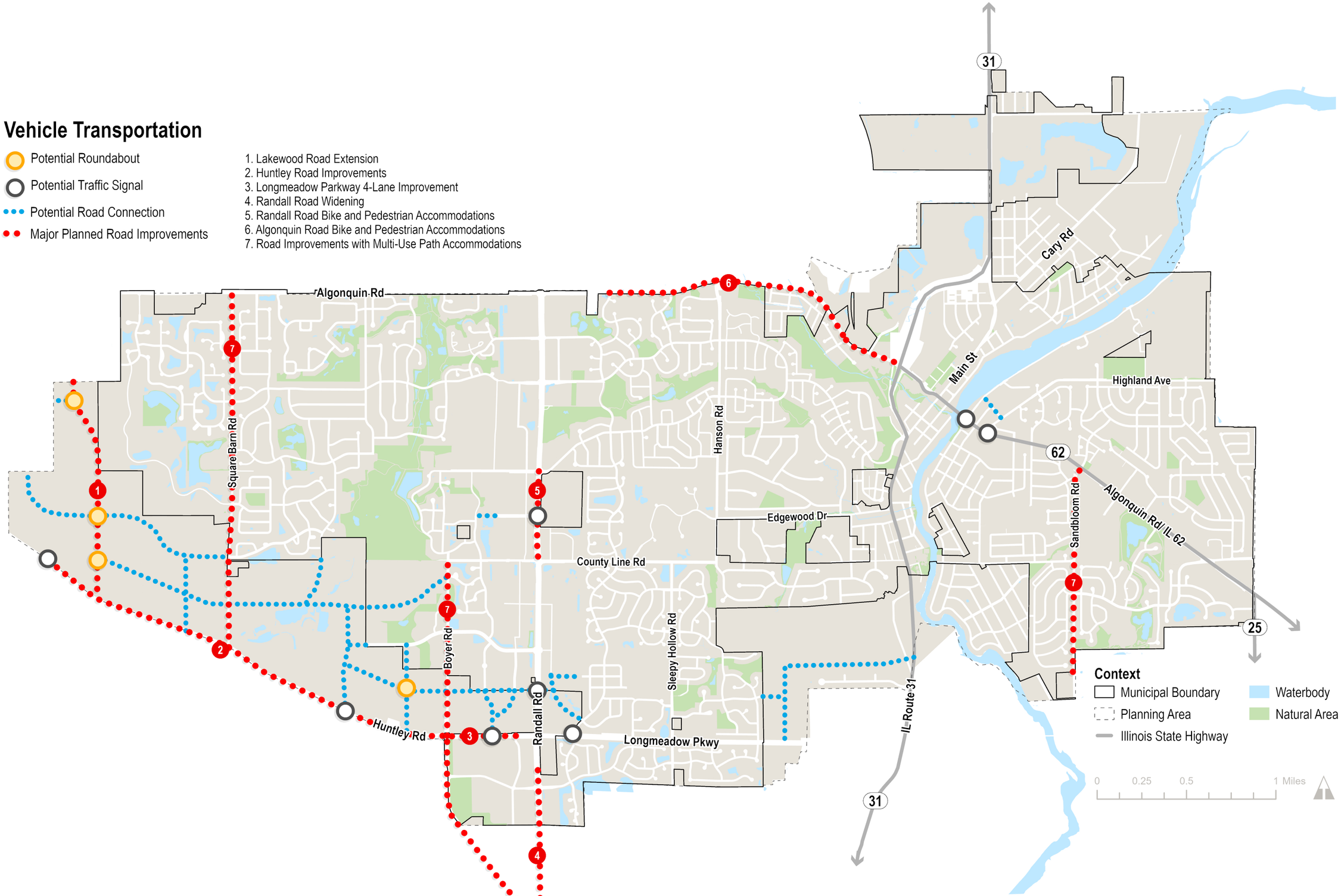
Continue

- Coordinate future development proposals with identified roadway improvements in the Comprehensive Plan to ensure alignment between future developments and street networks.
- Leverage private investments to help fund the construction or expansion of future roadway connections and improvements.
- Maintain communication with stakeholders, particularly key businesses, to understand their transportation needs for existing corridors such as Randall Road and Algonquin Road.
- Identify and pursue grant opportunities to aid in the funding for the design and construction of planned roadway connections and improvements.

Vehicle Transportation

- Potential Roundabout
- Potential Traffic Signal
- Potential Road Connection
- Major Planned Road Improvements

1. Lakewood Road Extension
2. Huntley Road Improvements
3. Longmeadow Parkway 4-Lane Improvement
4. Randall Road Widening
5. Randall Road Bike and Pedestrian Accommodations
6. Algonquin Road Bike and Pedestrian Accommodations
7. Road Improvements with Multi-Use Path Accommodations



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TRANSPORTATION FUNDING SOURCES

Many grant opportunities are tailored toward increasing bicycle and pedestrian accommodations that would need to be incorporated into roadway connections. This allows for combined objectives as the new roadway will provide vehicular access, as well as pedestrian and bicycle access above and beyond just sidewalks.

CMAP Funding Source Database. Chicago Metropolitan Agency for Planning (CMAP) maintains a webpage listing various funding sources for projects and programs aimed at enhancing walking and bicycling conditions, as well as improving overall travel safety. The webpage includes funding sources for infrastructure improvements, enforcement measures, policies, recommendations, education, and marketing. Federal funds are available through grants offered by the Illinois Department of Transportation (IDOT). These grants are intended to reduce motor vehicle, pedestrian, and bicycle-related accidents, fatalities, and injuries for all users of the road.

Illinois Transportation Enhancement Program Grants. The Illinois Transportation Enhancement Program (ITEP) provides funding for community-based projects that expand travel choices and enhance transportation experiences. Funding can be used for cultural, historic, aesthetic, and environmental improvements related to transportation infrastructure.

Surface Transportation Program. The Surface Transportation Program supports local funding for roadway improvements, including bicycle and pedestrian projects.

Manage Traffic Flow and Congestion

Implementing effective traffic management strategies involves addressing traffic flow and congestion issues identified throughout the public outreach process. Residents occasionally face long waits at intersections where collector streets meet secondary arterials, especially during rush hours, leading to large traffic inflows and outflows near commercial corridors and schools. Speeding on local roads was also raised during the community outreach process as a problem that requires attention.

To tackle these issues, the Village can collaborate with private developers to reduce traffic impacts, coordinate road improvements with various transportation agencies, and consider roundabouts. Furthermore, continuing to review and update the Traffic Calming Policy will help address these transportation problems. To improve transportation management, the Village could explore traffic calming solutions that consider high traffic volume, flow, and congestion.

Recommendations

To effectively manage traffic flow and congestion, the Village could consider the following recommendations.

Continue

- Maintain policy requiring new planned development and proposed subdivisions to conduct traffic impact studies.
- Coordinate local roadway improvements with the five-year Transportation Improvement Program (TIP) of both the McDOT and KDOT, as well as the IDOT six-year Multi-Year Improvement Program (MYP).
- Review and update the Traffic Calming Policy to ensure it stays current with best practices and procedures. This policy establishes a review process for objectively and consistently evaluating common neighborhood traffic issues, including excessive speeding, vehicle crashes, cut-through traffic, and pedestrian/bicycle safety.

Consider

- Work with developers to preserve necessary right-of-way for intersection improvement and roundabout construction at key intersections, ensuring 150 feet width for single-lane entry roundabouts.

Evaluate Parking Availability

Parking availability in Algonquin varies. Outreach participants cited concerns particularly in Old Town, where finding parking can be challenging. However, the Village has since provided additional public parking spaces in Old Town to help address these concerns.

In contrast, many businesses along Algonquin Road and Randall Road have additional parking capacity, which provides an opportunity to optimize the use of large, underused parking lots for alternative travel methods that reduce reliance on cars. An evaluation of current parking standards can find inefficiencies. Updates should be reflective of modern and local parking needs.

Landbanking Parking

Landbanking Parking refers to the practice of reserving land for the potential of future parking needs without developing it immediately as a parking lot. Instead, the space can be used for temporary purposes, such as green space, with the option of converting it into a parking if demand increases.

The Village should promote landbanking parking when the initial use can provide proof of reduction. This provides flexibility for adapting to future changes in land use and parking demand. Rather than basing parking requirements strictly on the initial use, this approach offers the Village flexibility as commercial areas evolve over time, shifting from traditional retail to more entertainment and destination sites. Landbanking should be considered only when the initial use can provide proof of reduction. Additionally, landbanking enables the preservation of green spaces while reserving land for potential future parking needs.

Recommendations

To manage parking assets and establish new parking policy that supports businesses and efficient land use, the Village could consider the following suggestions.

Consider

- Review and update the Village Parking Ordinance to better reflect modern best practices and desired site design standards, allowing real estate to achieve its highest and best use.
- Encourage developers to landbank parking, which provides the Village flexibility to adapt to future changes in land use and parking demand.

Keep Up with Transportation Trends

The shift toward electric vehicles (EVs) has begun and is expected to gain momentum, fueled by increased federal and state funding. Alongside EVs, the emergence of autonomous vehicles (AVs) and mobility-as-a-service (MaaS) platforms like ridesharing can impact Algonquin's transportation network and the movement patterns of residents, visitors, and patrons. Effectively responding to these trends and instituting forward-thinking policies are important for the Village. This approach ensures adequate readiness and adoption of these innovations, aligning with the preferences and needs of residents. By proactively embracing these trends, Algonquin can cultivate an efficient and equitable transportation network that offers diverse mobility options for all.

Recommendations

The recommendations listed below provide the Village with a playbook to evolve with the ever-changing landscape of transportation technologies.

Consider

- Develop an EV readiness plan that establishes an infrastructure framework incorporating both public right-of-way and private property.
- Coordinate with the industrial and commercial community to support the transition to autonomous trucking, such as upgrading local roadways with necessary sensors and communication networks or designation of specific loading and unloading zones optimized for autonomous vehicle access.

Address Existing Truck Routes

Truck traffic poses a multifaceted challenge for Algonquin. High volumes can harm the environment and disrupt residents' quality of life through noise pollution, yet they also reflect a thriving business environment and strong local economy. To manage this balance, Algonquin has established designated truck routes along primary and secondary arterial roads, redirecting heavy vehicles away from local streets unless their destination necessitates otherwise. However, the Village's influence over truck traffic on major routes like Randall Road and Algonquin Road is limited, as most truck routes fall outside its jurisdiction. Within its boundaries, roads such as County Line Road and Hanson Road, characterized by residential areas, could benefit from reassessment of truck route designations. Collaborating with major commercial or industrial developers to devise freight route plans presents an opportunity to further alleviate truck traffic concerns.

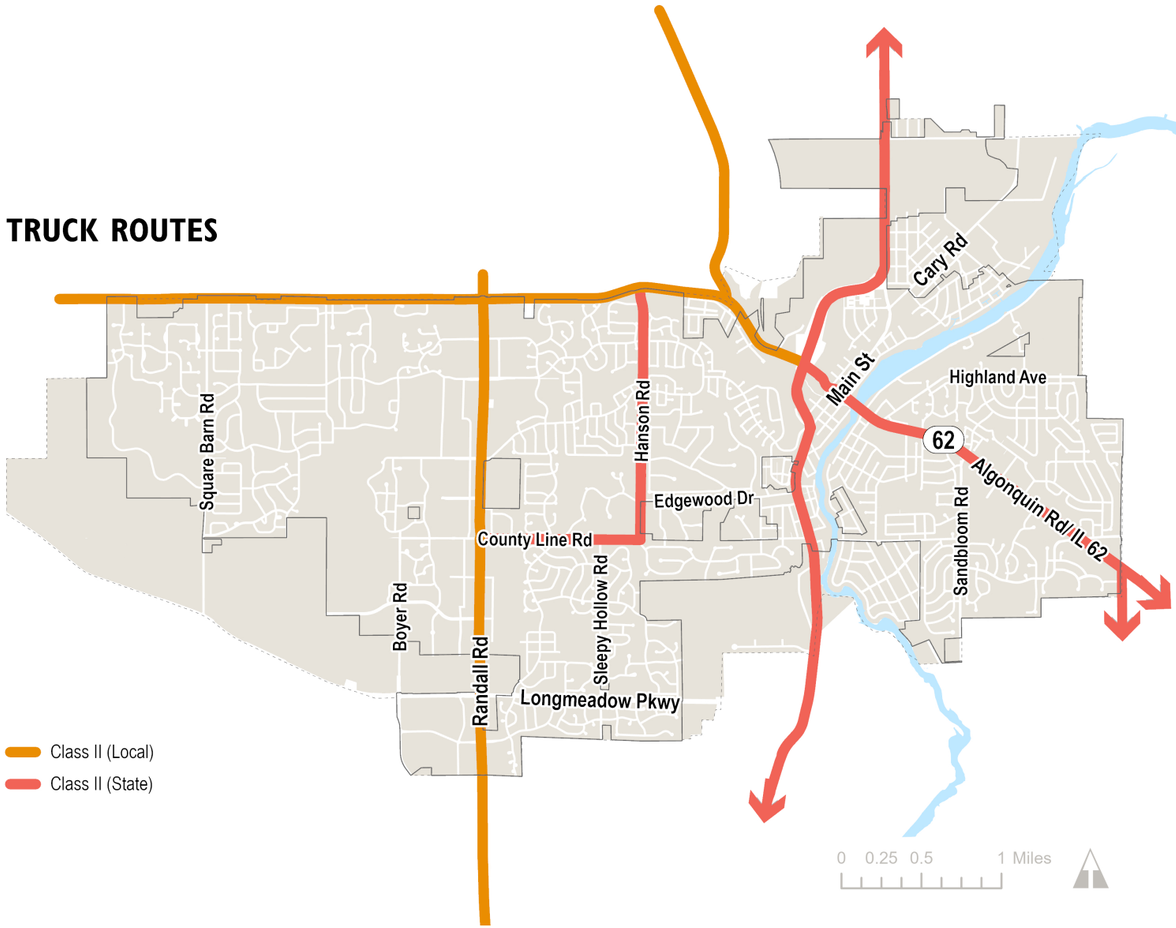
Recommendations

To address and manage truck traffic well and limit conflicts between trucks and residential areas, the Village could consider the following recommendations.

Consider

- Explore removing local truck routes along County Line Road and Hanson Road if truck traffic becomes an issue. The removal of these routes would likely have little impact to local businesses as the majority of land use that is served by these roadways is residential in nature.
- Coordinate with large industrial and commercial tenants and businesses to establish new truck route plans. The Village could provide a truck route map on the Village website.

TRUCK ROUTES



Feature	Examples	Purpose	Lane Width Requirement	Truck Size Allowed	Design Standards	Jurisdiction	Typical Use
Class I Route	Interstates, Tollways, Expressways	Carry the heaviest & longest trucks (cross-state or cross-country freight)	Typically 12 feet or more	Longest trucks, including large tractor-trailers (e.g., 53 ft trailers, double trailers)	Built to highest standards: stronger pavement, wider shoulders, gentler curves	Almost always state-maintained	Long-haul trucking routes across Illinois and beyond
Class II Route	State highways or designated local roads (major arterials)	Carry moderate truck traffic (regional deliveries, smaller trucking operations)	At least 11 feet	Large trucks allowed, but not the longest combinations (some length limits apply)	Good-quality roads but not as robust as Class I	Can be state or local (if a local agency applies and meets standards)	Regional truck access to communities, businesses, and industrial areas

TRANSPORTATION AND THE SHARED ECONOMY

The increasing prevalence of rideshare and mobile pick-up services can have an impact on development planning and design. In Algonquin, restaurants are integrating separate take-out doors and designated pick-up areas. This adaptation reflects the growing need for convenient, efficient services that improve customer experience and streamline traffic flow, thereby reducing congestion. As a municipality, it is important to plan for these changes, ensuring that new projects are designed to accommodate modern consumer behaviors.

UNIVERSITY PARK'S EV READINESS PLAN

As EVs become increasingly common, Algonquin should prioritize accommodating EV charging stations in longer-stay parking areas like schools, shopping centers, hotels, public institutions, and workplaces. The Village of University Park, IL maintains a model EV readiness webpage on their Village website that communicates the Village's progress and provides pertinent resources and information to residents and businesses. The webpage offers free technical assistance and training in critical areas to maximize the adoption of electric vehicles at the municipal, residential, and commercial levels.

DRIVING A CLEANER ILLINOIS

The Driving a Cleaner Illinois grant program was developed by the Illinois Environmental Protection Agency to assist in the distribution of funding for various types of mobile source electrification projects. A range of $125,000 to $480,000 is available to support the installation of DC Fast chargers.

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ALGONQUIN'S COMPLETE STREET POLICY

The Village of Algonquin adopted a Complete Streets Policy in 2014, which incorporated a new approach for the Village to integrate the needs of all ages, abilities, and travel modes in street design. This policy "[p]rovide[s] safe and comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets…"

To date, this policy has been successful. The Village has continually expanded its sidewalk and trail network. It also regularly reviews typical street repaving, reconstruction, and new street construction to ensure adequate pedestrian and bicyclist accommodations are provided in accordance with policy. The Village of Algonquin is an early adopter of Complete Streets Policy, as these policies came into being in the early 2000's.

RRFB SIGNALS

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian-activated warning device designed to enhance driver awareness of pedestrians. RRFB signals are installed at marked crosswalks to stop vehicle traffic and allow pedestrians and cyclists to cross more safely. The Village has installed RRFBs at key locations to enhance pedestrian safety. One example is at Bunker Hill Drive and Golden Eagle Drive intersection, near Jacobs High School. The RRFB sign at this location is intended to accomodate the heavy pedestrian traffic at this intersection.

BIKE AND PEDESTRIAN FACILITIES

Streets, sidewalks, and trails all serve to connect the people within Algonquin and to the broader region and state. Viewing transportation infrastructure as part of a larger ecosystem is essential, as it plays an important role in shaping Algonquin's economy. Strategic design and investment in bicycle and pedestrian infrastructure hold significant promise for the Village and its residents. Enhancing non-motorized accommodations can yield tangible benefits, including the new economic opportunities and advancements in wellness and safety. The following strategies and recommendations aim to support these accommodations, fostering a more vibrant community and enhancing the overall quality of life for residents.

Create Local Connections

Developing a sustainable and efficient transportation network in Algonquin requires promoting walkability and bikeability. By reducing car usage and promoting active transportation, the Village can improve citizen health, environmental sustainability, and transportation efficiency. Ensuring ample bicycle parking across various areas will reduce existing barriers to bicycle travel and enhance overall mobility. In community outreach workshops, participants emphasized the importance of integrating bike paths into upcoming road projects, particularly in Old Town, to enhance walkability and bikeability and to improve the Village's biking infrastructure. Enhancing active transportation options and implementing land use policies that prioritize walking and biking will enable Algonquin to achieve its vision of a greener, healthier, and more accessible community.

Recommendations

The following recommendations seek to connect residential areas to key destinations such as Old Town, schools, parks and open space, Prairie Trail, riverfront, commercial areas, and industrial areas.

Continue

- Ensure development proposals incorporate uses, such as pedestrian plazas, gathering spaces, and open space, that promote walkability and accessibility.
- Conduct feasibility analyses for dedicated on-street or shared-use bicycle facilities on key corridors lacking trails and seek grant funding according to the feasibility and funding estimates.

Consider

- Include funding in the Capital Improvement Plan and annual budget for low-cost tactical mobility enhancements such as curb bump-outs, shared bicycle markings, speed humps, and crosswalk striping in high-traffic areas near schools, parks, trails, institutions, and commercial corridors to improve pedestrian and bicycle mobility.

Ensure Accessibility

A safe, continuous, and accessible sidewalk network is paramount for facilitating seamless pedestrian movement throughout the Village, including for individuals with disabilities. Although sidewalks are present on at least one side of most streets, notable gaps persist along major routes such as Algonquin Road, IL Route 31 (Main Street), and Huntley Road. Additionally, some residential areas near Harrison Street, northeast of Downtown, lack sufficient sidewalk coverage.

To enhance pedestrian access, the Village installed crosswalks and pedestrian signals at key intersections. By improving connectivity and sidewalk accessibility, Algonquin holds the potential to not only stimulate economic growth but also to enhance overall quality of life and promote active, healthy living.

The recent Americans with Disabilities Act (ADA) Transition Plan will ensure ADA compliance in buildings, public parks, and institutions, signaling inclusivity to residents and businesses. This plan should be updated every five to 10-years to reflect changes in infrastructure, accommodate new requirements or standards, and address any new accessibility barriers that have been identified.

Recommendations

The following recommendations help ensure sidewalks provide good access and mobility in residential areas by filling sidewalk gaps, providing adequate width, and adhering to ADA standards.

Continue

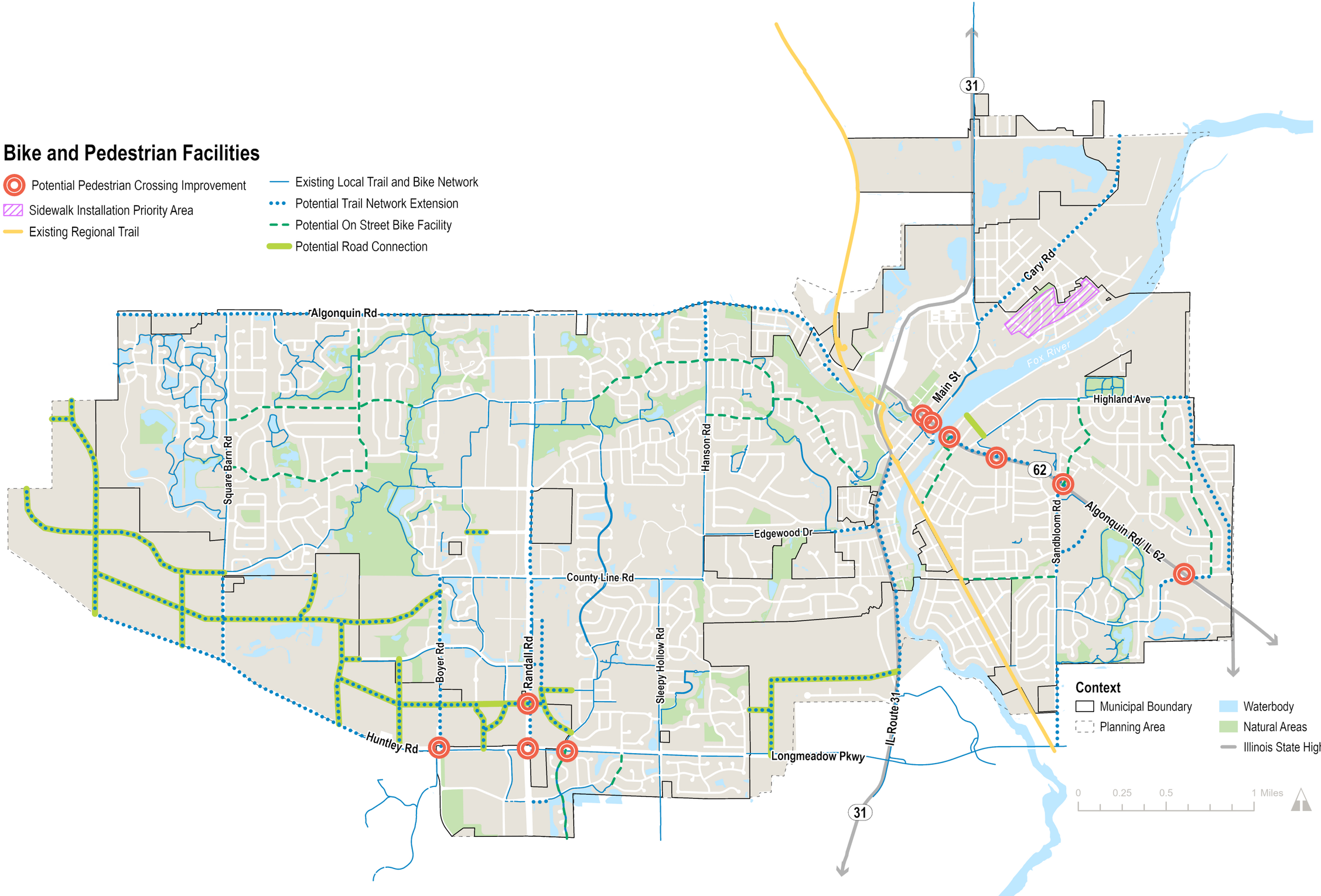
- Identify and address sidewalk gaps to improve pedestrian pathways, incorporating these plans into the annual budget for Public Works.
- Leverage new development, when possible, to ensure new sidewalks are installed to complete gaps and aid in the implementation of a complete sidewalk network.
- Develop and regularly maintain a bike gap study plan.

Consider

- Address accessibility issue identified in the Village's ADA Self-Assessment to develop safe and accessible pedestrian infrastructure, including crosswalks at key intersections, and prioritize resource allocation for improvements such as marked crosswalks, curb extensions/bump-outs, or pedestrian RRFBs/HAWK signals based on areas of need.
- Update the ADA Transition Plan every five to 10 years to reflect changes in infrastructure, accommodate new requirements, and address new accessibility barriers.

Bike and Pedestrian Facilities

- Potential Pedestrian Crossing Improvement
- Sidewalk Installation Priority Area
- Existing Regional Trail
- Existing Local Trail and Bike Network
- Potential Trail Network Extension
- Potential On Street Bike Facility
- Potential Road Connection



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ENSURING ACCESSIBLE DESIGN

Creating inclusive environments and services involves incorporating features like ramps, elevators, wide doorways, and wider entrances to ensure accessibility for people with disabilities. It also means considering design elements that aid people of all abilities in navigating the street environment, such as detectable surfaces, color contrast, and audible warnings, promoting safety and accessibility for everyone across the transportation network.

Take Advantage of the Regional Trail Network

Algonquin has an extensive network of non-motorized transportation routes, including bike paths, sidewalks, and trails, that link residents to both local and regional destinations. Central to this network are the regional Fox River and Prairie Trails, which not only improve connectivity within Algonquin but also extend to neighboring areas. Bicycle paths in the Village offer loops of various lengths that serve both leisure and commuting purposes. Feedback from outreach efforts revealed that residents value the existing parks and trails and believe the Village could extend the trail system to better connect with parks and open spaces. Developing and expanding regional trail networks will promote community connectivity and increase recreation opportunities.

Recommendations

The following recommendations explore strategies to increase usage throughout the regional trail network.

Continue

- Coordinate with adjacent municipalities to create connections to local and regional trail networks outside of the Village.

Consider

- Update the Bike Routes map on the Village's website biennially and distribute copies at regional trailheads like Towne Park along the Prairie Trail to promote Algonquin's bike routes.
- Collaborate with local and regional bicycle advocacy groups, like the McHenry County Bicycle Club, to organize and promote bicycling related events along the Prairie Trail and Fox River Trail, including "Bike the Fox" street closures and other activities.
- Partner with local School Districts to promote biking to school by providing educational materials on biking benefits and safe routes to school.

PUBLIC TRANSPORTATION

Public transportation often provides mobility options for those who need it most, including seniors, residents with disabilities, and residents who may not have access to a car or bicycle. Public transportation in Algonquin is provided through various opportunities, including nearby access to the Metra commuter train, Pace Suburban Bus, and paratransit shuttle service. Recently, IDOT and Metra announced that intercity passenger rail service will resume between Chicago and Rockford along the Milwaukee District West (MD-W) rail line with a new station opening in Huntley. Additionally, the Metra Union Pacific Northwest (UP-NW) rail line, with access to the City of Chicago, is located north of Algonquin and is accessible via nearby stations in Cary, Fox River Grove, and two stations Crystal Lake. This section outlines strategies and recommendations to increase transit accessibility within the Village.

Coordinate with Pace

Algonquin's transit options include limited Pace Suburban Bus service via Route 550 along Randall Road, complemented by paratransit options like Ride in Kane, MCRide, and the Algonquin Township Shuttle for eligible individuals. Given the significant portion of the population in the prime working age bracket of 25 to 54 years, these services are expected to be in high demand. A Pace suburban shuttle service specifically for Old Town would significantly enhance transportation accessibility.

Although transit options are available in most of Algonquin, the Chicago Metropolitan Agency for Planning (CMAP) notes a significant service gap affecting 89% of residents. ADA-eligible riders can access Pace subsidies for rides through Uber and UZURV, a specialized on-demand transportation service that offers accessible, door-to-door trips for individuals with disabilities. Riders may also qualify for the Rideshare Access Program (RAP), which provides subsidies of up to $30 per trip after a $2.00 fare, with up to eight trips allowed per day. Expanding and enhancing transit options would greatly benefit residents who rely on public transportation, especially given the community's diverse population and the increasing demand for paratransit services.

Recommendations

With the opening of a new Metra station in coordination with Pace Huntley along Metra's Milwaukee District West (MD-W) line, the following recommendations are crafted to explore new fixed-route transit options in Algonquin to capitalize on this new station and increase awareness of existing paratransit options already in place.

Continue

- Provide links and phone numbers on the Village website to paratransit providers Ride in Kane, MCRide, and the Algonquin Township Shuttle.
- Increase awareness of Pace's new Rideshare Access Program (RAP) for eligible RTA-certified ADA paratransit riders.

Consider

- Coordinate with Pace to examine the feasibility of an east-west fixed route via Algonquin Road, connecting Downtown Algonquin or the Town Center and Downtown Huntley.
- Use the planned extension of the Metra MD-W line to Rockford and the construction of the new Huntley station to enhance the viability of the east-west Pace line.

Connect Different Modes of Transportation

Almost 40,000 vehicles travel on Randall Road daily, making improved sidewalk infrastructure crucial for accessing public transit and promoting sustainable urban mobility. Providing adequate bike and pedestrian accommodations to public transportation can help to increase ridership and reduce dependency on automobiles.

The bike and pedestrian network in Algonquin is robust. However, there are a few notable gaps between the bike and pedestrian network and bus stops on Pace Route 550 along Randall Road. For example, the Pace Route 550 stops at County Line Road, Commons Drive, and Corporate Parkway at the southern end of the Village lack sidewalk or trail access, posing challenges for commuters accessing public transit. Although not in the Village's jurisdiction, providing better sidewalk infrastructure will not only promote increased transit use but also encourage the use of alternative transportation options, reducing the overall dependence on personal motor vehicles.

Recommendations

To enhance transit accessibility, the Village could improve access for bicyclists and pedestrians to public transportation.

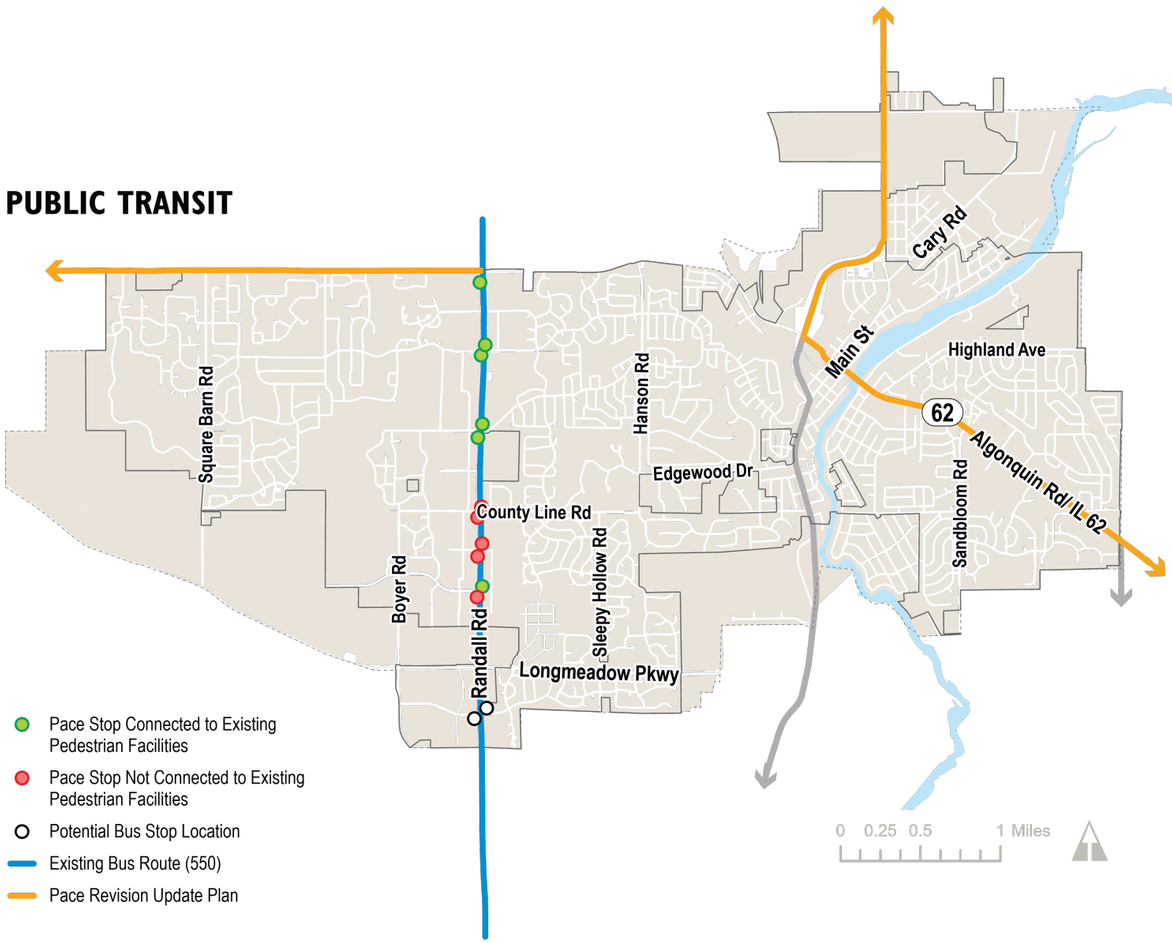
Continue

- Advocate for the installation of pedestrian and bike infrastructure connecting to bus stops to increase transit accessibility.
- Collaborate with local authorities and transportation agencies to prioritize infrastructure improvements.
- Require developers to, when feasible, install new Pace bus shelters and the associated sidewalk or trails that would connect them to existing infrastructure.

Consider

- Explore funding opportunities and partnerships with relevant organizations to implement bike and pedestrian accommodations, such as sidewalks, crosswalks, bike lanes, and pedestrian signals.

PUBLIC TRANSIT



MAKING CONNECTIONS

A multimodal transportation system provides a variety of transportation options. Public transportation is important for those who do not own a car. Safe connections and adequate public transportation routes ensure transit-dependent populations can reach jobs, education, and services.

A good example of this is the Village's ongoing partnership with Pace and the Kane and McHenry Divisions of Transportation. This coordinated effort has resulted in the recent installation of sidewalks, multi-use paths, and bus shelters in key areas along the Randall Road corridor. These accommodations improve pedestrian accessibility, encourage active transportation, and support public transit infrastructure.

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CHAPTER 7

COMMUNITY FACILITIES

The "Community Facilities" chapter provides an overview of the Village's community facilities, along with recommendations and policies related to municipal services and infrastructure. It identifies opportunities to continue to enhance community character, identity, parks, recreation, and public utilities. The chapter emphasizes a collaborative approach that promotes coordination and communication with agencies and service providers beyond the Village's direct control.

PUBLIC SERVICES

The Village is committed to providing high-quality, modern public services that enhance efficiency and safety for its residents. Algonquin offers a wide range of services, including roadway maintenance, parks and recreation, water and sewer utilities, and public safety. The Public Works Department, and its various divisions, ensures effective service delivery. As the Village continues to grow, maintaining service standards is essential so that expansion does not compromise community safety or quality of life. Through long-term planning and close coordination with service providers, the Village can support the efficient and equitable distribution of facilities and services.

Recommendations

To maintain the quality of government and administrative services within Algonquin, the Village could follow the recommendations below.

Continue

- Monitor the condition of municipal buildings, facilities, and equipment to identify necessary upgrades, replacements, renovations, and long-term maintenance projects.
- Conduct community surveys to collect feedback from residents regarding the status of community facilities.
- Update the Village website to provide a user-friendly interface that allows the public to easily access public service departments.
- Support the development of a new Huntley FPD Fire Station on the east side of Square Barn Road just south of Reserve Drive when development in the area occurs.
- Support Public Safety careers through programs like the Public Safety Cadet Program.
- Develop a Risk Management and Community Safety Plan to identify strategies and tactics to mitigate potential hazards.
- Communicate and cooperate with school districts, library districts, park districts, McHenry County, Kane County, and other agencies to provide accessible public facilities and space which serve the needs of Algonquin residents.

Consider

- Invest in modern technology for Village public service departments, such as upgraded communication systems.

ALGONQUIN FIX IT!

Algonquin Fix It! is a mobile reporting app the public can download and use to submit service requests. To submit a request, users can pin the location of an issue to a map and upload photos. Issues can range from animal control to traffic light to tree trimming.

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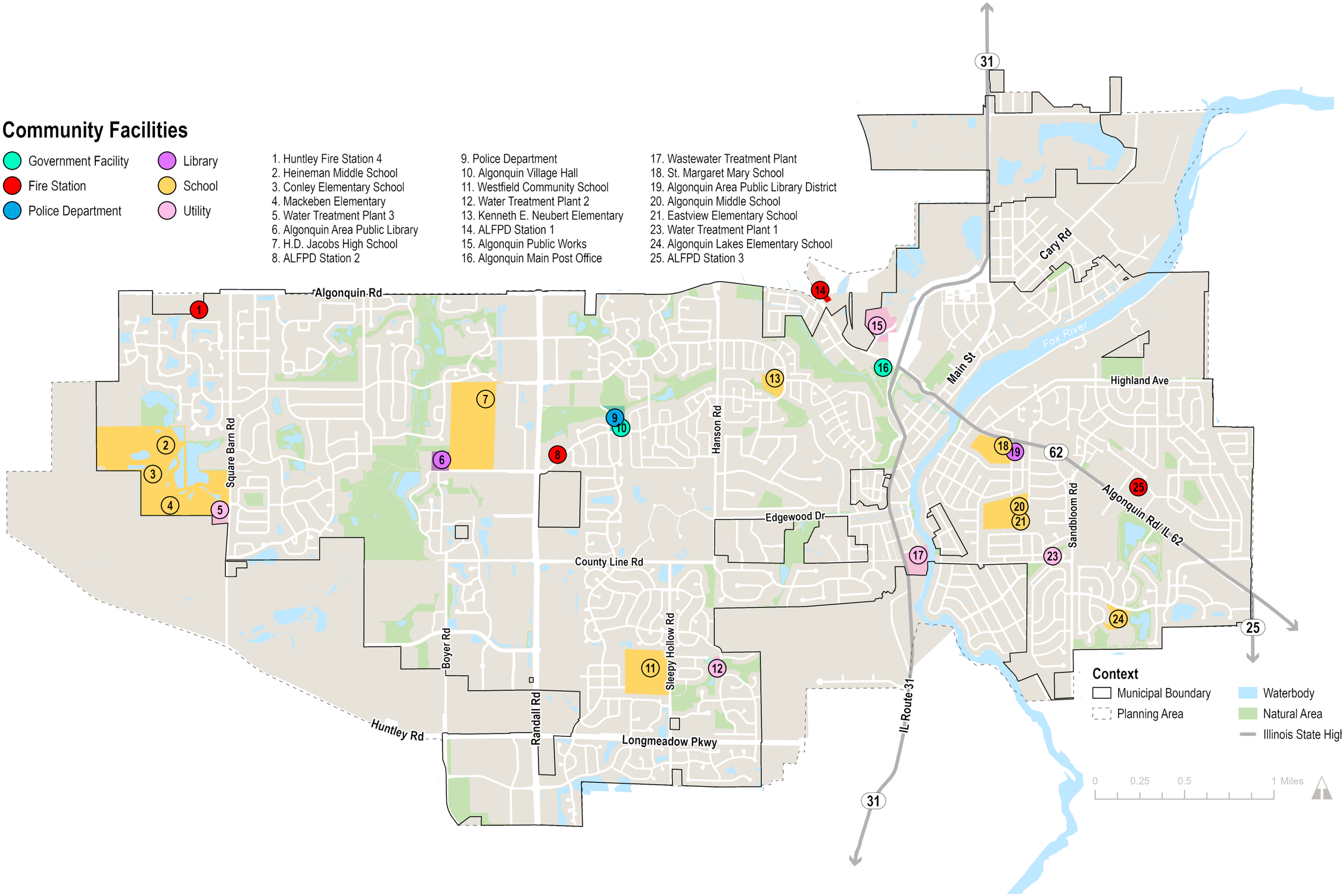
Community Facilities

- Government Facility
- Fire Station
- Police Department
- Library
- School
- Utility

1. Huntley Fire Station 4
2. Heineman Middle School
3. Conley Elementary School
4. Mackeben Elementary
5. Water Treatment Plant 3
6. Algonquin Area Public Library
7. H.D. Jacobs High School
8. ALFPD Station 2
9. Police Department
10. Algonquin Village Hall
11. Westfield Community School
12. Water Treatment Plant 2
13. Kenneth E. Neubert Elementary
14. ALFPD Station 1
15. Algonquin Public Works
16. Algonquin Main Post Office
17. Wastewater Treatment Plant
18. St. Margaret Mary School
19. Algonquin Area Public Library District
20. Algonquin Middle School
21. Eastview Elementary School
23. Water Treatment Plant 1
24. Algonquin Lakes Elementary School
25. ALFPD Station 3



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ALGONQUIN SCHOOL DISTRICTS

Community Unit School District 300. District 300, which is headquartered in Algonquin, serves more than 20,800 students and covers 118 square miles in northern Illinois, making it the sixth-largest school district in the state. There are 17 elementary schools, four middle schools, three high schools, one kindergarten through eighth grade school, one early childhood center, and one alternative school in the district.

Consolidated School District 158. District 158, situated in McHenry and Kane Counties educates over 8,400 students in Pre-Kindergarten through grade 12 from Huntley, western Lake in the Hills, Algonquin, and nearby areas. District 158 now includes five elementary schools, two middle schools, and one high school.

Coordinate New Development with School Capacity

Choices in housing are often influenced by the quality of local school districts. Algonquin is served by two districts: Community Unit School District 300 and Consolidated School District 158. As the Village continues to grow, it should continue to work closely with both Districts to plan for future expansion. The Village can support this effort by integrating school capacity considerations into residential development planning. Through continued coordination, new neighborhoods can be developed alongside high-quality educational facilities, helping to maintain a high quality of life and strong educational standards.

Recommendations

To increase the efficiency and effectiveness of feedback between Algonquin and the School Districts, the Village could consider the following recommendations.

Continue

- Collaborate with District 300 and District 158 to help ensure high-quality public education is provided to the community and the Districts can communicate their needs and their future plans to the Village.
- Coordinate with the School Districts to discuss the effects of anticipated increases in residential developments and provide support to as the Districts experience population growth.
- Require an analysis on potential population increases and fiscal impacts for all new subdivisions, which allow school district leadership and Village staff to determine the impact on school capacity.
- Evaluate pedestrian and bike network improvements near schools to ensure there are safe routes to schools.

CHARACTER AND IDENTITY

Algonquin, known as "The Gem of the Fox River Valley," *thrives* on its historic charm and strong sense of identity. The Village's commitment to preserving its natural and historical beauty is evident throughout the community. Old Town exemplifies this commitment, offering vibrant shopping and dining experiences that contribute to a close-knit, welcoming atmosphere. Whether supporting outdoor recreation, independent businesses, or community connections, Algonquin offers a unique and timeless appeal. With thoughtful enhancements to both public and private spaces, the Village can continue to strengthen its character and reinforce its residents' sense of belonging.

Promote Algonquin's Historic Assets

Old Town serves as a cherished historic hub, encompassing a compact yet vibrant district along Main Street. Its unique character stems from various elements including its layout, diverse land uses, walkability, historical significance, and proximity to the river corridor.

The Village celebrates its rich historical heritage, highlighted by structures and sites that have significantly shaped its identity and growth. The Old Town District includes over 300 structures and sites, nearly 40 of which are designated for their historical value. The Village promotes this heritage through events such as the Old Town Algonquin Walking Tour and Cemetery Walk. To attract visitors and honor Algonquin's culture, the Village could continue to showcase historic landmarks through engaging events that educate the public about the community's past.

Historic Commission

The Historic Commission, composed of seven members, preserves and promotes the Village's cultural, social, economic, and architectural heritage. In addition to conserving historically significant elements, the Commission fosters civic pride and public education. It also advises the Community Development Department on the Old Town District Preservation Code and related improvement plans.

Old Town District Preservation Code

The Old Town District Preservation Code supports the conservation of structures, sites, and neighborhoods with historic, architectural, or aesthetic significance. By establishing guidelines for renovation, rehabilitation, and adaptive reuse, the code helps maintain the District's character while regulating construction, demolition, and use. The code promotes civic pride, strengthens economic vitality, and addresses concerns related to property deterioration through strategic preservation. It also aids property and business owners by providing reference materials that align with the district's architectural style, thereby enhancing the area's overall appeal and benefiting the wider community.

Historic Properties

Of the many historical sites in Algonquin, several have received national, regional, or local recognition for their significance. The designated sites are highlighted in the following text.

Historic Algonquin Village Hall

The Village Hall was erected in Downtown Algonquin in 1906 and completed a year later, accommodating the local fire department, jail, council chambers, clerk's office, and Village records. From 1921 to 1996, the historic Algonquin Village Hall served multiple civic functions and was designated a McHenry County Landmark in 1993.

Philp Blacksmith Shop

With a history dating back to 1856 and an expansion in 1896, the Philp Blacksmith Shop combines historical architectural styles. In 1973, the Algonquin Founders' Committee designated the structure as a local landmark for its historical significance.

Congregational Church

The Congregational Church is a cornerstone of Algonquin's history. Established in 1850, it is the Village's oldest continuously operating organization and remains in use today. In recognition of its cultural and historical significance, the church was designated a historic site in 1972, with the designation celebrated in a ceremony attended by Governor Richard Ogilvie.

Christ Geister House

The Christ Geister House holds prestigious recognition as a National Historic Landmark listed by the National Park Service. Its construction, initiated in 1893 by local carpenter Amos Wilburn for Christian Geister, was declared at the time to be one of the finest homes in the Village. Recognized as the first building in Algonquin to be listed on the National Register of Historic Places, the Geister House is celebrated for its striking architectural elements, characterized by ornate, asymmetrical Queen Anne style features such as spindlework and turrets.

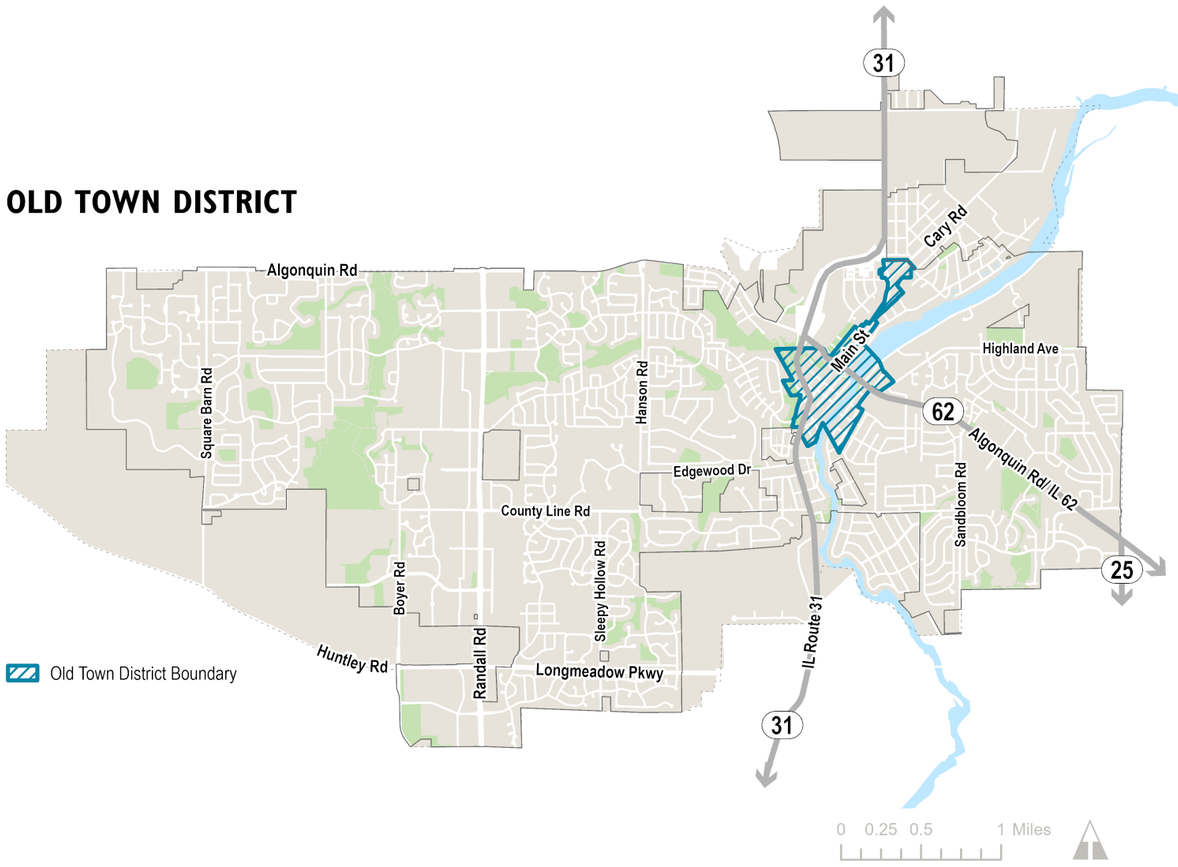
Recommendations

To preserve historical structures and capitalize on the heritage of the community, the Village could consider the following recommendations.

Consider

- Implement improvements to Historic Village Hall as detailed in the *2021 Park and Recreation Master Plan*.
- Modernize the historic district property survey by converting the static map into an easily accessible online map.
- Regularly review the Village's historic assets to classify or reclassify properties and to adjust the Old Town District Boundary as needed.

OLD TOWN DISTRICT



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ATTRACTION TO PLACE

An individual's attraction to a place is a strong determinant of whether they stay as a resident. Economically successful places put an emphasis on aesthetics, social offerings, and openness, fostering pride in the community, attracting new residents, and contributing to the overall health of the community.

Source: Knight Foundation & Gallup Report - Soul of the Community Project (2010)

Continue to Beautify the Village

The Village is committed to setting itself apart from neighboring municipalities and establishing a distinct identity within the region. To support this goal, the *2011 Beautification Plan* was adopted to reflect the aesthetic preferences of residents, businesses, and visitors. The plan focused on enhancing the Village's appearance by improving the six primary entry points and incorporating high-quality design elements along streetscapes to create inviting public spaces. To maintain a consistent standard of excellence, the Village could continue investing in the improvement and upkeep of entryways, streetscapes, and landscapes to strengthen Algonquin's visual appeal, identify, and attract future investment.

Recommendations

To promote the community's aesthetic appeal, the Village could consider the following recommendations.

Continue

- Improve and maintain gateways, rights-of-way, and streetscape designs throughout the Village.
- Prioritize low maintenance native plants and diverse tree species in landscape designs to encourage and promote the Village's commitment to the natural environment.
- Work with property owners to maintain compliance with the Village Code.
- Support volunteer days to organize a community clean up.
- Require high-quality landscaping throughout the site plan review process.

Increase Public Gathering Spaces

Providing spaces for social interaction and civic engagement plays an important role in building vibrant communities. As previously defined on page 26, third places offer opportunities for people to connect, share ideas, and form relationships outside the home and workplace. Creating and repurposing such spaces in Algonquin can encourage recreation and leisure, support mental well-being, and help strengthen community identity.

Recommendations

To achieve a more interconnected and thriving Algonquin community, the Village could consider the following recommendations.

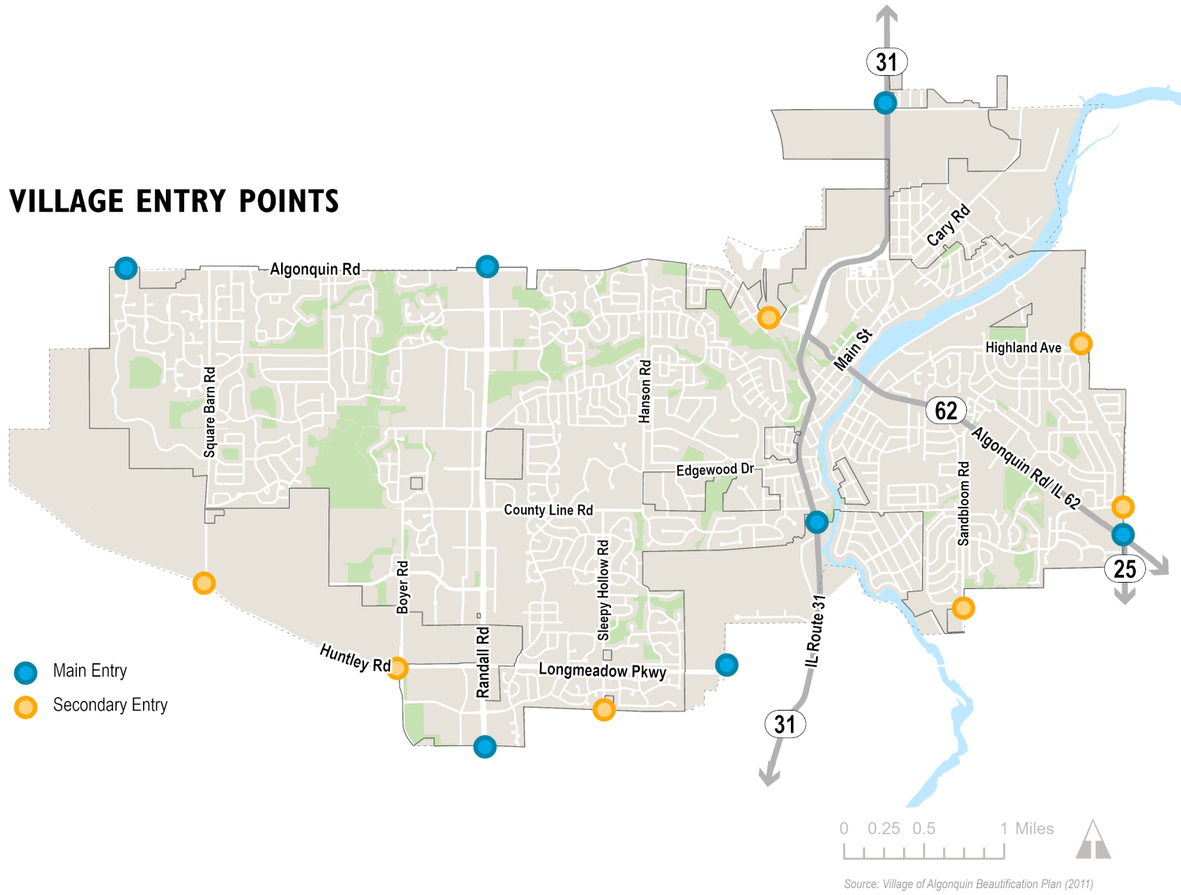
Continue

- Implement urban design strategies that prioritize walkability and public space accessibility.

Consider

- Identify underutilized areas for public space development.
- Foster partnerships with local businesses and organizations to activate public spaces through events and programming.
- Infuse cultural elements, such as local art, into public spaces, to celebrate community pride and ownership among residents.
- Identify innovative placemaking initiatives using short-term, low-cost solutions to test public space concepts before permanent implementation.

VILLAGE ENTRY POINTS



Source: Village of Algonquin Beautification Plan (2011)

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Continue to Incorporate Green Spaces into New Development

Green spaces include natural elements such as parks, prairies, creek corridors, and open areas. Using a context-sensitive design approach allows these green spaces to complement the surrounding landscape and architectural character, enhancing the overall atmosphere. These areas not only provide recreational opportunities and improve air quality but also contribute to environmental sustainability and support biodiversity. To foster sustainable neighborhoods for future generations, the Village should continue to prioritize the inclusion of green space in new commercial, industrial, and residential developments, creating healthier and more enjoyable living environments.

Recommendations

To encourage green space in new development, the Village could consider the following recommendations.

Continue

- Require the current park and recreation land dedication for residential developments.
- Identify and map natural areas that benefit from permanent protection in proximity to other everyday destinations.
- Encourage the incorporation of green space into non-residential development.

Activate the Riverfront

Main Street features a variety of locally owned restaurants and businesses, while the riverfront offers two welcoming parks. As development continues, the Village should continue to focus on maintaining and enhancing pedestrian access along the riverfront. This can include developing commercial activities as well as establishing designated natural areas.

Activating the riverfront could work to strengthen the connection between the community and the natural beauty of the Fox River. As outlined in "Chapter 5: Economic Development," future projects should be thoughtfully oriented toward the river, incorporating features such as public plazas, canoe and kayak access points, and outdoor dining areas. See "Chapter 9: Natural Areas" for additional details on riverfront recreation opportunities.

Recommendations

To capitalize on the natural elements of Algonquin, the Village could consider the following recommendations.

Continue

- Encourage a mix of uses along Old Town's western riverfront to establish a lively and active district.

Consider

- Require the dedication of a portion of land along the river to be maintained for public access as new development occurs.
- Require development along the riverfront within Old Town to be oriented toward the Fox River, incorporating plazas and outdoor dining.
- Identify additional locations for boardwalks or pedestrian bridges to provide public access to and across the Fox River.

Promote Art

Art can transform public spaces, engage communities, and promote cultural exchange. In Algonquin, public art enhances the visual appeal of the Village, supports economic development, and strengthens community spirit. The Village hosts several arts-related events including Art on the Fox, which annually showcases artwork in public locations. Art on the Fox is just one example of the public art featured in the community. The event highlights a wide range of styles and genres from both emerging and established artists. Along Main Street, residents and visitors can explore original artwork while enjoying live music, refreshments, and snacks.

The *Public Art Master Plan* was created to guide the development of flexible policies that support the creation of vibrant public spaces. Public art should be thoughtfully integrated to enrich the visual character that defines Algonquin's identity. To maximize its impact, the Village should continue collaborating with community organizations and neighborhood groups to identify potential sites for public art. They should also seek partnerships to support its funding, development, and installation.

Recommendations

To continue to support local artists and promote cultural exchange, the Village could consider the following recommendations.

Continue

- Support monuments, public art programs and events such as "Art on the Fox."
- Encourage a variety of art forms with varying scale, media, and styles throughout the Village.
- Collaborate with community organizations and neighborhood groups to identify potential sites for public art.

Consider

- Reestablish a public art program to help facilitate the installation of public art throughout the Village.
- Conduct an analysis of Village-owned properties and rights-of-way to identify locations for public art installations.
- Coordinate with local artists and students to create artistic designs for Village amenities such as wayfinding elements, bike racks, utility boxes, and street furniture.
- Review the current public art development fees to determine if adjustments should be made.

CHAPTER 15 PUBLIC ART

The Village of Algonquin's Municipal Code Chapter 15 Public Art encourages the placement of public art throughout the Village. The intent of the chapter is to:

- Enhance the Village's sense of place in the region by providing unique artwork throughout the community in a manner unlike any other place in the area.
- Strengthen community identity, spirit, and collective cultural experience through the placement of public art throughout the Village.
- Create a public art collection primarily with temporary artwork loans, developer donations, and gifts.
- Identify and develop stable funding mechanisms, including the creation of a public art reserve fund, to ensure that resources are available to create, preserve, and inventory public art works.

PUBLIC ART CONTRIBUTION REQUIREMENT

The Village Board of Algonquin requires all development to contribute to the public art program in one of three ways: by providing and maintaining their own artwork within the development, reserving a display site and paying a fee, or contributing to the Public Art Reserve Fund. These contributions ensure the integration of public art into private developments, enhancing community aesthetics and cultural vibrancy.

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PARKS AND RECREATION

Parks and recreational areas are key components of community identity and quality of life within Algonquin. They provide space for residents to spend leisure time, gather with friends and neighbors, or get active and enjoy the outdoors. They include both passive and active recreational spaces, which contribute to the Village's natural beauty.

The Village's Recreation Department manages 20 parks totaling approximately 750 acres, as well as the Algonquin Historic Village Hall and the Algonquin Swimming Pool and Splashpad. Four different park entities have jurisdiction within the Village of Algonquin: the Algonquin Recreation Department, Huntley Park District, Dundee Township Park District, and Barrington Hills Park District. Additionally, the Lake in the Hills Parks and Recreation Department provides park services to unincorporated properties on the northern edge of the Village's planning area.

Promote Algonquin's Recreational Amenities

Recreation destinations attract visitors by offering a range of leisure activities and natural attractions. These places provide opportunities for entertainment, relaxation, and enjoyment through hiking, biking, water sports, golfing, and fishing. Algonquin is home to a diverse array of natural areas and recreational amenities, presenting a strong opportunity to showcase appealing destinations. By effectively marketing these resources, the Village can attract tourists and potential residents from the greater Chicago region to explore Algonquin's natural landscapes, walking trails, and recreational offerings. Developing and promoting these amenities can position Algonquin as a premier destination for tourism and outdoor recreation, enhancing its regional appeal and supporting job creation.

Recommendations

To continue to promote the Village as a recreation destination, the Village could consider the following recommendations.

Continue

- Upgrade recreational facilities such as parks, sports fields, and playgrounds to meet the community's diverse needs and attract families looking for active leisure opportunities.

Consider

- Collaborate with Naturally McHenry County, the Downtown Algonquin Association, and the Algonquin/Lake in the Hills Chamber of Commerce to create marketing materials that boost Algonquin as a top destination for watersports, golfing, fishing, bicycling, and hiking.
- Provide access to natural trails adjacent to new waterfront access points for boats, canoes, and kayaks, promoting the Village as a river destination.
- Build relationships with the Park Districts and other recreational facilities to encourage joint programming and facilities usage.

Support the Recreation Department

The Recreation Department in Algonquin offers a wide range of sports and arts programs and community events for children, adults, and seniors. The broader Algonquin area is also served by several public and private recreation providers. In 2021, the Village adopted the *Parks and Recreation Master Plan*, reaffirming its commitment to providing equitable, high-quality recreational opportunities. As the community grows, the Village should continue to prioritize the maintenance and modernization of existing facilities while also addressing emerging recreational needs to ensure all residents have access to enriching experiences.

Recommendations

To enhance recreational services, the Village could consider the following recommendations.

Continue

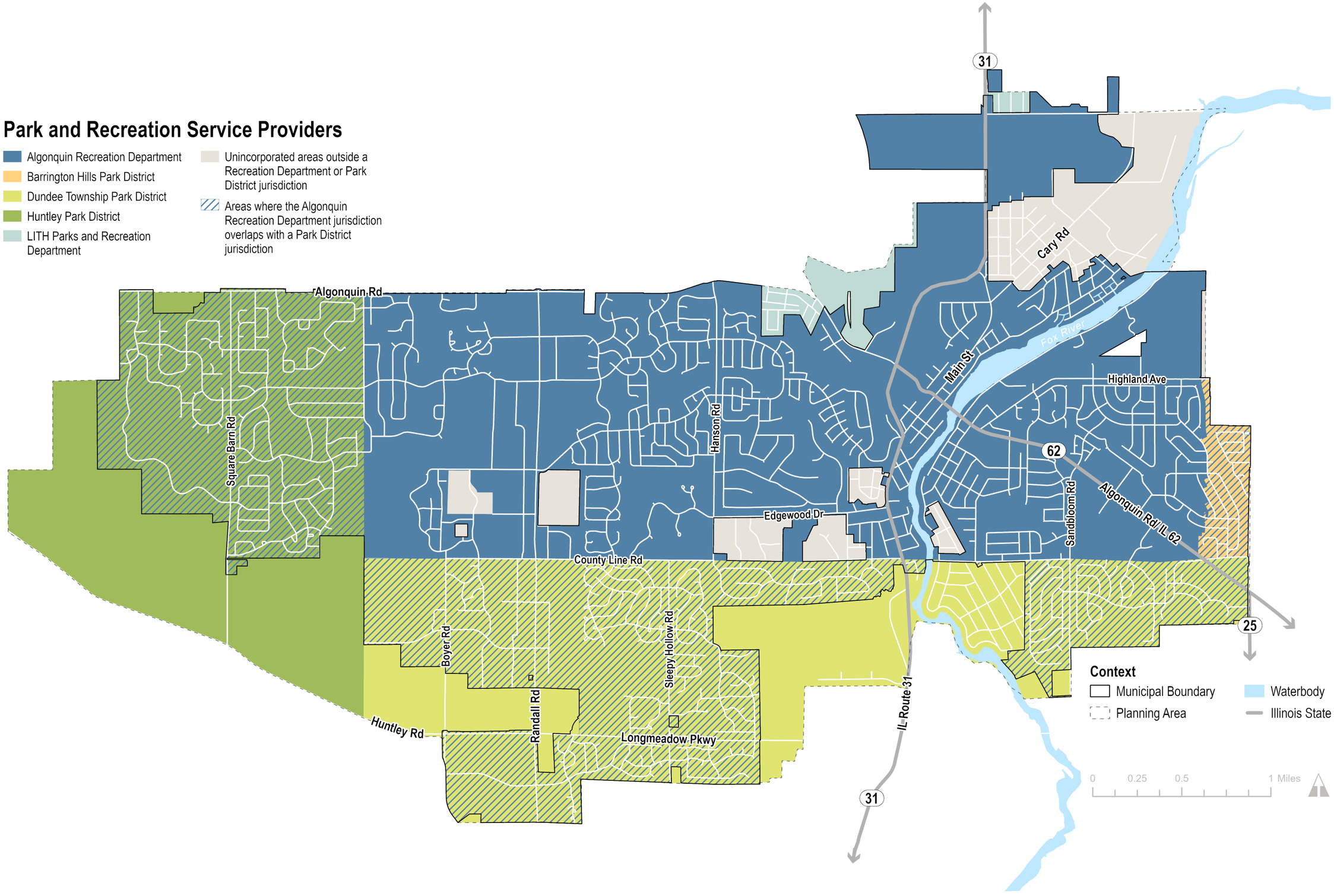
- Evaluate and update the Recreation Department's mission and goals.

Consider

- Implement short-term improvements for Lions Armstong Memorial Pool and splash pad per the Indoor Needs Assessment, including regular maintenance and repairs, code compliance updates, and low-cost amenity improvements and operation changes.
- Identify remaining needs for indoor spaces to support public use, programming, Village operations, and potential partnerships, taking into account intended square footage, projected growth, and long-term use.
- Complete long-term improvements identified in the *Parks and Recreation Master Plan* to enhance the function, quality, and overall condition of park facilities.
- Develop and adopt a Parks and Recreation Operations Standards document that outlines acceptable conditions for parks, natural areas, facilities, and amenities.

Park and Recreation Service Providers

- Algonquin Recreation Department
- Barrington Hills Park District
- Dundee Township Park District
- Huntley Park District
- LITH Parks and Recreation Department
- Unincorporated areas outside a Recreation Department or Park District jurisdiction
- Areas where the Algonquin Recreation Department jurisdiction overlaps with a Park District jurisdiction



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Provide Equitable Park Access

Algonquin residents value the existing park system and recognize the importance of improving access to parks. Park accessibility can be measured by factors such as the number of parks, total parkland, and proximity to residential areas. To ensure equitable access to recreational opportunities, the Village should continue working closely with developers to identify key locations for park space near new or existing neighborhoods. Development projects could incorporate both passive and active open space to serve a variety of community needs.

Recommendations

To provide equitable park access throughout Algonquin, the Village could consider the following recommendations.

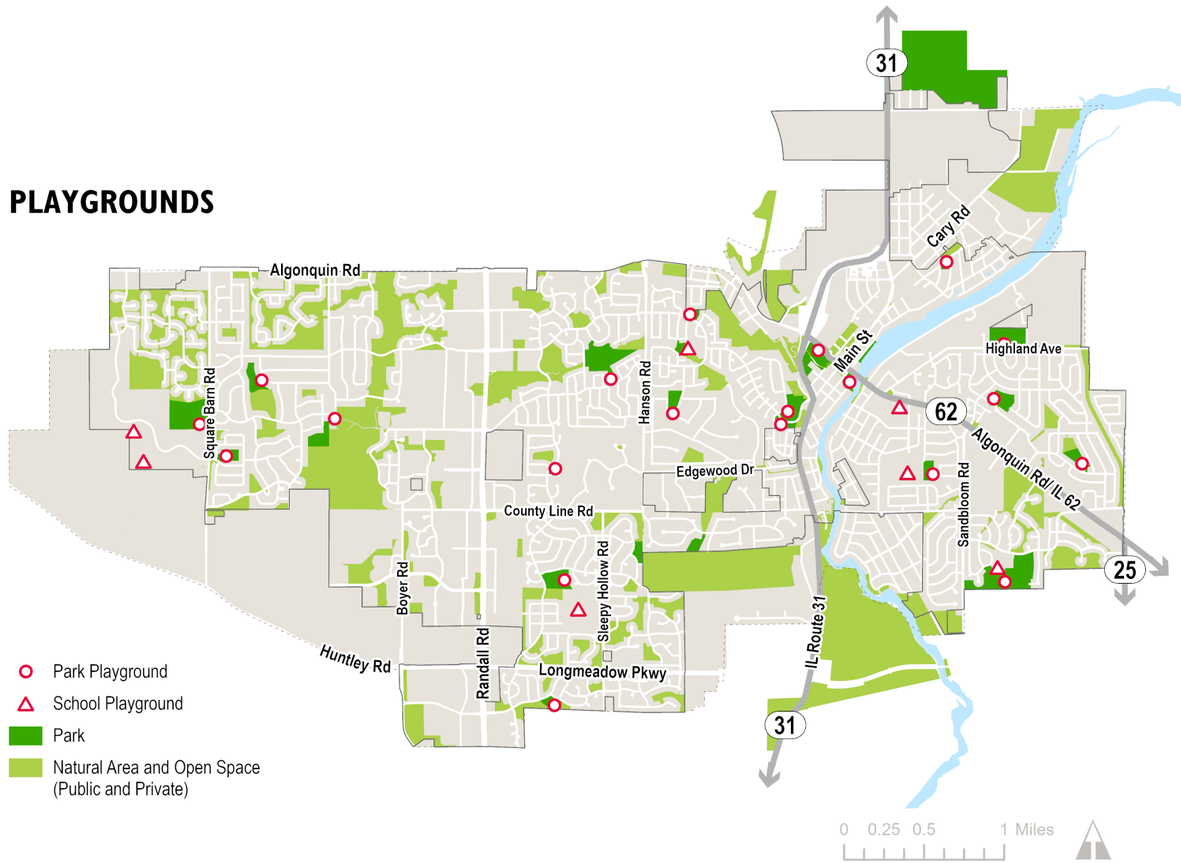
Continue

- Implement the *Park and Recreation Master Plan*.
- Integrate open space into future development patterns to enhance community access to recreational areas and preserve natural landscapes.
- Implement measures such as installing multi-use paths and high-visibility crosswalks to enhance pedestrian and bicycle infrastructure and improve connectivity between residential areas and parks.
- Require park and open space dedication in all new subdivision developments.

Consider

- Develop a clear plan for improving access to parks, using national standards, in areas currently underserved, identified through mapping and community feedback.
- Acquire land for public parks and open space when possible, placing special emphasis on preserving and enhancing the natural and scenic environment.
- Conduct a feasibility study for new park amenities as discussed in the *Parks and Recreation Master Plan*, which includes identifying potential new amenities, coordinating proposed amenities with community outreach results, identifying potential locations in existing parks or possible acquisition of properties, and determining criteria needed to construct new amenities.

PLAYGROUNDS



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Parks and Open Space

- Park
- Natural Area and Open Space (Public and Private)
- Golf Course
- Praire Trail
- Cemetery
- School Fields

1. Ratt Creek Riparian Corridor
2. Algonquin Lakes Park
3. Braewood Park
4. Broadsmore Park
5. Cornish Park
6. Gaslight Park
7. Hill Climb Park
8. High Hill Park
9. Holder Park
10. James B. Wood Park
11. Jaycees Field
12. Kelliher Park
13. Lawndale Park
14. Pioneer Park
15. Presidential Park
16. Riverfront Park
17. Snapper Field and Community Pool
18. Stoneybrook Park
19. Towne Park
20. Ted Spella Community Park Lower Lot
21. Tunbridge Park
22. Woods Creek Riparian Corridor and Trail
23. Willoughby Farms Park
24. Robert "Bob" Smith Park

A. Huntley Square Barn Campus
B. Jacobs High School
C. Neubert Elementary School
D. Westfield Community School
E. Algonquin Middle School & Eastview Elementary School
F. Algonquin Lakes Elementary School
G. St. Margaret Mary School

25. Randall Road Wetland Complex
26. Arbor Hills Nature Preserve
27. Falcon Ridge Nature Preserve
28. Golf Club of Illinois
29. Dixie Briggs Fromm Conservation Area
30. Brunner Family Forest Preserve
31. Algonquin Lakes Natural Area
32. Rotary Park
33. Fox Bluff Conservation Area
34. Silverstone Lake
35. Tedd Spella Community Park
36. Westview Crossing Park

NOTE: Dixie Briggs Fromm Conservation Area, Brunner Family Forest Preserve, Rotary Park, and Fox Bluff Conservation Area are not within the Village

Algonquin Rd
Square Barn Rd
Hanson Rd
Cary Rd
Fox River
Main St
Highland Ave
Edgewood Dr
County Line Rd
Sandbloom Rd
Algonquin Rd/IL 62
Boyer Rd
Sleepy Hollow Rd
Randall Rd
Longmeadow Pkwy
Huntley Rd
IL Route 31
62
25
31

Context

- Municipal Boundary
- Planning Area
- Waterbody
- Illinois State Highway

0 0.25 0.5 1 Miles

See Section 8: Natural Environment for more information on Protected Natural Areas

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SUSTAINABLE PARK DESIGN

Parks serve as vibrant outdoor retreats for residents looking to connect with nature, but traditional park design can sometimes lead to unsustainable practices. For instance, maintaining expansive green lawns requires frequent mowing, watering, and fertilizing—resulting in considerable water and energy use.

The Village already applies a range of best practices to promote sustainability across various projects. As parkland improvements continue, it is important to maintain a commitment to sustainable design that supports healthy parks and natural areas. Rather than introducing sweeping changes, gradually incorporating sustainable strategies will help ensure the long-term vitality and resilience of these valued community spaces.

- Use native landscaping and restore natural areas to reduce maintenance and water use.
- Use energy-efficient buildings to reduce energy consumption and costs.
- Incorporate recycling receptacles, composting, and onsite stormwater management.
- Consider wildlife and habitat creation to attract animals and insects which are beneficial to ecosystem and community health, such as the Village's pollinator habitats.
- Choose native, perennial, and pollinator-friendly plants.
- Utilize green infrastructure, such as deep-rooted native plants, cisterns, and permeable pavers.

Promote Recreation for All Ages

Algonquin has made significant progress in enhancing its recreational services through the adoption of the 2009 *Events and Recreation Evaluation Plan* and the 2021 *Parks and Recreation Master Plan*. These initiatives assess the effectiveness of current events and programs while measuring community interest and satisfaction. The Village should continue evaluating the need for amenities such as fitness centers, senior centers, indoor tracks, ice rinks, gymnasiums, nature or interpretive centers, and performing or visual arts centers by considering the availability of similar amenities in the region, potential grant opportunities, and budget limitations.

Recommendations

To encourage inclusive and active environments, the Village could consider the following recommendations.

Continue

- Update or replace non-compliant amenities.
- Follow the actions plan items provided by the Parks and Recreation Master Plan.
- Expand Village-offered recreation programs annually to address the needs of residents of all ages.
- Develop public park spaces which provide adequate facilities for the active recreation needs of Algonquin residents of all ages.
- Develop the Village's trail system, as running, jogging, and trail running were identified as the top forms of outdoor recreation among respondents to the *Parks and Recreation Master Plan* survey.
- Evaluate the need for new amenities that provide recreation opportunities for residents of all ages.

Consider

- Build relationships with the Park Districts and other recreational facilities to encourage joint programming and facilities usage.

Assess the Recreational Needs of the Community

Assessing community needs involves identifying the activities, facilities, and programs required to provide enjoyable and meaningful recreational experiences for all. The Village values its parks and services, recognizing their importance in enhancing residents' quality of life. Community outreach revealed that destination parks could further strengthen the Village's character by enhancing existing amenities and introducing new, tailored recreational spaces. When developing new spaces, the Village could incorporate public input and evaluate current parks and facilities to identify opportunities for expansion.

Recommendations

To ensure that the recreational needs of the community are met, the Village could consider the following recommendations.

Continue

- Expand park trail systems and connect recreation and community destinations to existing trail systems.
- Develop and regularly maintain a bike gap study plan.

Consider

- Address the demand for year-round sports and recreational activities by building a facility that can host a variety of sports and events.
- Promote water-based activities along the river to enhancing recreational opportunities and bringing attention to natural resources.
- Develop a scenic riverwalk to provide a peaceful and accessible area for walking, jogging, and cycling, enhancing the aesthetic appeal and usability of the riverfront.
- Promote seasonal recreational activities using existing natural features such as the Buffalo Park sledding hill.
- Work with local youth and adult sports organizations on cooperative programming and field maintenance.
- Conduct the Indoor Needs Master Plan as identified in the *Parks and Recreation Master Plan* to identify needed indoor space for public use, programming, Village operations, and partnership opportunities.
- Assess existing facilities for updated and expansions, including integrating new facilities for those with disabilities.

INFRASTRUCTURE

Infrastructure is essential to the high quality of life Algonquin residents enjoy. Village infrastructure includes the systems that are essential to everyday life, such as streets, water service, and sanitary sewer service lines. The provision of these services is vital to the health, safety, and welfare of the community, as well as sustaining a strong local economy. The Public Works Department oversees the maintenance of infrastructure throughout the Village. This section provides an overview of the systems within the community and recommendations to ensure capacity continues to meet demand as the Village grows.

Expand Infrastructure with Growth

The Village has adopted several plans relating to water and wastewater, including the 2006 *Water Conservation Plan*, the 2025 *Comprehensive Water Master Plan*, and the 2023 *Wastewater Facilities Plan*. The *Water Conservation Plan* and the *Comprehensive Water Plan Master Plan* are now more than 10 years old and should be reviewed and updated. An update to the *Water Conservation Plan* will help ensure the Village stays current on policies and strategies to conserve water in the future. Additionally, according to the 2025 *Comprehensive Water Master Plan,* the current water sources within Algonquin are sustainable through 2040. It is important to keep this plan up to date to guarantee the sustainability of these water sources remains viable at least 20 years into the future. In the interim, a water rate study could be conducted to ensure the Village is charging appropriately for the service.

According to the *Wastewater Facility Plan*, the Phase 7 expansion of the Algonquin Wastewater Treatment Facility (WWTF) is estimated to cost $53 million (in 2024 dollars) and would increase capacity to six million gallons per day (MGD), up from the current capacity of 5 MGD. This improvement is estimated to accommodate the growth outlined in the Future Land Use Map (page 15) of this Comprehensive Plan. The plan also notes sanitary sewer collection system upgrades in the northern and eastern portions of town that are anticipated in the next five to ten years for an estimated cost of $22 million (in 2024 dollars). The Illinois Environmental Protection Agency (IEPA) administers the Wastewater and Drinking Water Loan Program which could help provide financial assistance for these upcoming projects.

Private utility companies also provide infrastructure within the Village that residents use on a day-to-day basis, such as electricity, telecommunications, and natural gas. In general, the existing infrastructure throughout the Village is well maintained and provides enough capacity to meet demand.

Electricity is currently provided by ComEd throughout all of Algonquin, while telecommunications services are offered by multiple providers (AT&T, Xfinity), and natural gas is provided by Nicor.

Recommendations

To maintain capacity to accommodate new growth and ensure that new development does not outstrip the Village's ability to extend or expand capacity, the Village could consider the following recommendations.

Continue

- Ensure the planned 6 MGD expansion is adequate by cross-referencing development proposals with the Future Land Use Map.
- Engage with development applicants of large tracts of land (10+ acres) to understand water service and sanitary service demand.
- Plan for the improvements that are outlined in the new *Wastewater Facility Plan* completed in the fall of 2023.

Consider

- Coordinate with the utility companies to obtain infrastructure location data.
- Maintain a database of the current main points of contact for each utility company, as well as compile and maintain location data related to the location of utility infrastructure within the Village.
- Conduct water and wastewater rate studies to ensure the Village is charging an appropriate amount for the services.
- Explore updating the *Water Conservation Plan*.
- Increase communication between the Public Works Department and dry utility (electric, telecommunications, and natural gas) providers in Algonquin.
- Examine cybersecurity preparedness of Village controlled infrastructure systems (water/sanitary service).

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CHAPTER 8

NATURAL AREAS

The Natural Areas chapter outlines strategies to ensure these spaces remain well-used, valued community assets. It explores ways to enhance and promote environmentally based recreational opportunities, expand the Village's green infrastructure systems, and protect sensitive watersheds.

The Village of Algonquin has long been recognized for its dedication to preserving natural features and embracing sustainable practices, an effort that began in the 1990s. Over the years, the Village has earned multiple awards for its environmental leadership. In 2017, the Metropolitan Mayors Caucus presented Algonquin with a Certificate of Environmental Achievement, recognizing its comprehensive approach to environmental stewardship. The adoption of the Environmental Action Plan in 2010 marked a significant milestone in the Village's long-term sustainability efforts.

Today, sustainability remains a guiding principle in planning and development. Recent accomplishments include securing the EPA Clean Water Act Section 319 Grant in 2022 for the Ratt Creek Stream Restoration and the ComEd Green Region Grant in 2023 for the Wynnfield Detention Naturalization Project.

ENVIRONMENTALLY BASED RECREATION

Environmentally based recreation involves activities that encourage interaction with nature, aiming to enhance well-being and promote environmental awareness. These activities not only support physical health but contribute to the preservation of natural beauty. Algonquin's natural landscapes, such as its proximity to the Fox River and its abundant green spaces, create an ideal setting for these experiences.

Enhance Riverfront Recreation

In Algonquin, the Fox River is a significant natural asset. Currently, the riverfront features two parks and several Village-owned open spaces, providing valuable opportunities for residents and visitors to engage with the river. However, access to the Fox River could be further improved through thoughtful future development.

In 2016, the Village of Algonquin and the Village of Carpentersville collaborated to develop the *Fox River Corridor Plan*, which addresses the land uses that line the waterway in both communities, transportation connections, and the role the Fox River plays in creating the distinct identity of each downtown area. One of the Plan's key focuses is the accessibility of the important recreational features on and along the river, including park space, bicycling, paddling, fishing, and swimming. By expanding access to the Fox River and encouraging its recreational use, the Village can strengthen community connections and promote greater environmental stewardship.

Additionally, the *Fox River Corridor Plan* calls out two previous plan efforts that remain relevant. The first is the 2012 Open Space Lands Acquisition and Development (OSLAD) project. This project was developed by the Kane County Forest Preserve District and outlines a Site Development Plan for the Brunner Family Forest Preserve. The second is the *2015 Fox Bluff Conservation Master Plan*. This plan was developed by the McHenry County Conservation District and serves as a master plan for their largest properties in the corridor.

Both plans include significant new trails for hiking and observing nature, helping to connect these preserves to regional trails and open space. This topic is also discussed in "Chapter 5: Economic Development" and "Chapter 7: Community Facilities."

Recommendation

To leverage the potential of the Fox River, the Village could consider the following recommendations.

Continue

- Develop pathways and viewing areas along the Fox River to improve access.
- Enhance and link existing pathways and trails along the river to create a continuous network for walking, biking, and other non-motorized transportation.
- Support the implementation of the OSLAD project Site Development.
- Support the implementation of the 2015 *Fox Bluff Conservation Area Master Plan*.

Consider

- Support and promote businesses that provide the sales and rental services of kayaks, canoes, and paddle boards.
- Coordinate with the Village of Carpentersville to review and update the *Fox River Corridor Plan* as necessary.
- Activate Filip Beach, as noted in the *Fox River Corridor Plan*.
- Encourage the development of safe canoe and kayak launches at Filip Beach, Buffalo Park Forest Preserve, and Fox Bluff Conservation Area.
- Improve the canoe and kayak routes around the Algonquin dam with signage that mark locations for take-out point and provide directions to the downstream put-in.

Support Quarry Redevelopment

The Village of Algonquin has two quarries that play a significant role in supplying construction aggregate to regional facilities. The Holcim Quarry, located along IL Route 31 on the northeast side of the Village, and the Bakley Materials Square Barn Pit, situated along Huntley-Algonquin Road on the southwest side within Kane County, have long served as vital resources. While operations are expected to continue for the foreseeable future, it is important to consider potential future land uses.

While the Holcim Quarry is currently addressed in detail within the *Algonquin-Cary Subarea Plan,* the Bakley Materials Square Barn Pit does not have a long-term vision for its future once the quarry operation ceases. The Bakley Material property presents an opportunity for a future recreational use within the Village. A notable example of this within the region is the Three Oak Recreation Area in Crystal Lake. Vulcan Materials extracted sand and stone from the site, creating two lakes after reaching the water table. When mining ended in the late 1990s, the City of Crystal Lake took ownership and, after years of planning, opened the area as a public recreation space in 2010. The Village could consider conducting a preliminary study to establish a vision for the future of the Bakley Materials site along with a framework for its future reclamation.

Land Use Planning for the Quarries

The *Algonquin Comprehensive Plan* anticipates the Village's two quarries to still be in operation over the next 20 years. As such, the Future Land Use Plan does not call for a change in land use. Should any of the quarry properties become available, land use decisions should be guided by the *Algonquin-Cary Subarea Plan* and any other subsequently adopted plans that provide specific direction for the future of the sites.

This topic is also explored in "Chapter 5: Economic Development."

Algonquin-Cary Subarea Plan

The *Algonquin-Cary Subarea Plan*, adopted in 2021, provides a strategic framework for the development of the Holcim Quarry and surrounding properties. By aligning future land use decisions with this plan, the quarries can be transformed into dynamic spaces that integrate natural landscapes, recreational amenities, and thoughtful new development.

Recommendations

To ensure the protection of natural resources and the creation of dynamic landscapes, the Village could consider the following recommendations.

Continue

- Implement the recommended actions, programs, and policies found within the *Algonquin-Cary Subarea Plan*.
- Work with the Illinois Department of Natural Resources to develop a cooperative management agreement, which will facilitate habitat enhancement recommendations, ensuring these restored landscapes' sustained health and vitality.

Consider

- Conduct a study to establish a vision and framework for the reclamation of the Bakley Material Square Barn Pit property, similar to the *Algonquin-Cary Subarea Plan.*
- Coordinate with the Village of Cary to maximize the future use of the Holcim Quarry site and integrate the property into the larger community parks and recreation system.
- Align future planning decisions with the McHenry County Conservation District and Kane County Forest Preserve District to establish a cohesive recreational vision for the region.

NATURAL ENVIRONMENT AND RESOURCES

Algonquin offers a rich variety of natural landscapes, from expansive prairies and lush wetlands to woodlands and meandering streams, each providing critical habitat for a diverse range of plant and animal species. The Village has actively worked to protect and manage its 750 acres of natural areas, successfully restoring half of them using native plant species. In addition, Algonquin is surrounded by numerous nature preserves and open spaces managed by various organizations, all within a 20-minute drive, further enhancing the community's access to nature.

As Algonquin continues to grow and develop, it is essential that preservation efforts keep pace, ensuring that nature and community thrive together. To support this effort, the Village could continue to implement strategies that balance growth with conservation, protecting Algonquin's natural beauty and character while meeting the needs of its expanding population.

Continue Sustainability Efforts

Over the years, Algonquin has served as a model for sustainability by successfully balancing progress with environmental preservation. Through strong commitment from both the Village and its residents, initiatives have been instituted to protect natural habitats, promote recycling, advance energy efficiency, preserve green spaces, and maintain high community standards and services. The Village's efforts have not gone unnoticed, in 2017 the Village was awarded the Certificate of Environmental Achievement by the Metropolitan Mayors Caucus.

Recommendations

As the Village strives to enhance its sustainability over the coming decades, the following recommendations could be considered.

Continue

- Promote opportunities to use green infrastructure such as rain gardens, roofs, and permeable pavements within Village projects.
- Encourage conservation and low-impact design standards to promote sustainable development practices.

Consider

- Revise the 2010 *Environmental Action Plan* to reflect current sustainability opportunities and challenges.
- Ensure that the strategies outlined in the Plan are implemented to improve the community's sustainability on all levels.
- Develop and execute outreach programs to increase public awareness and participation in sustainability and resiliency efforts.

VILLAGE ENVIRONMENTAL PROTECTION ORDINANCES

The Village of Algonquin is at the forefront of environmental sustainability and protection, adopting multiple ordinances focused on the continued preservation of natural resources. These include:

- **Dark Skies:** The Lighting Plan within Chapter 26 Site Plan and Development River Requirement requires applicants to submit photometric plans using the Outdoor Lighting Code Handbook as prepared by the International Dark Sky Association.
- **Conservation Design Standard and Procedures:** Located in Chapter 21 Zoning Code, the purpose of this section is to demonstrate the Village's commitment to protecting its natural resources. The section provides standards for new developments to ensure they are constructed in a way that preserves and enhances natural features.
- **Preservation and Regulation of Natural Areas:** The purpose of the section in the Chapter 11 Parks and Playgrounds of the Village's municipal code is to preserve and protect the Village-managed natural areas. This includes protections for plants and wildlife within these areas.

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FOX RIVER ADVOCACY GROUPS

The Fox River has a number of associated advocacy groups dedicated to the preservation and enhancement of the natural feature. The *Fox River Ecosystem Partnership* (FREP) is a nonprofit organization that was formed in 1996 to address issues critical to preserving and enhancing the Fox River Watershed in Illinois. The *Fox River Study Group* (FRSG) was formed in 2001 as a collaborative approach to creating a healthier Fox River. The group has developed an effective water monitoring program for the Fox River and is using that data to guide communities toward the best solutions to improve water quality. *Friends of the Fox River* is a nonprofit organization made up of citizens and organizations whose goal is to protect, restore, and maintain the health of the Fox River through participation in the water quality monitoring program, river and stream cleanups, river habitat improvement projects, and water quality education events.

ALGONQUIN'S COMMITMENT TO SUSTAINABILITY

The Village of Algonquin has been recognized for its commitment to preserving natural features and implementing sustainable practices, a dedication that dates back to the 1990s. Throughout the years, the Village has received numerous awards highlighting its environmental leadership. The Metropolitan Mayors Caucus awarded the Village a Certificate of Environmental Achievement in 2017, acknowledging its comprehensive approach to environmental care. The adoption of the Environmental Action Plan in 2010 marked a significant step toward achieving long-term sustainability goals. The Village continues to focus on sustainability, incorporating it into all aspects of planning and development. Recent acknowledgements of its efforts include receiving the Environmental Protection Agency 319 Grant in 2022 for the Ratt Creek Stream Restoration and the ComEd Green Region Grant in 2023 for the Wynnfield Detention Naturalization Project.

VILLAGE TREE PRESERVATION

The Village has a comprehensive tree preservation ordinance and urban forestry management system in place to protect and enhance trees within the Village. The wooded bluffs along the river are one of the most iconic aspects of Algonquin. The Village requires all new developments to preserve existing trees where feasible and plant additional trees on site. All Village streets are lined with parkway trees.

Expand Inventory of Natural Areas

With 750 acres of natural landscapes, half of which have been restored to pristine conditions, Algonquin is surrounded by abundant green space. In addition to their ecological and recreational benefits, these prairies, wetlands, and deciduous forests support a diverse array of plant and animal species. To further enhance biodiversity and recreational opportunities, the Village could continue to expand its conservation efforts to include additional open spaces, prairies, wetlands, and forests.

Recommendations

To safeguard and enhance the natural beauty of Algonquin, the Village could consider the following recommendations.

Continue

- Develop conservation corridors with interconnected parks located along creeks and other existing natural features.
- Protect environmentally sensitive areas and conserve natural resources sensitive aquifer recharge areas, woodlands, floodplains, wetlands, and steep slopes.
- Enforce Village regulations such as Chapter 21.11 Conservation Design Standards and Procedures, Chapter 21.13 Watershed Protection Overlay District, and Chapter 11.08 Preservation and Regulation of Natural Areas to ensure the preservation and continued restoration and maintenance of the Village's natural resources.
- Implement the Natural Area Improvement Project, as identified in the 2021 *Park and Recreation Master Plan*, which identifies and prioritizes natural areas for implementation in the next 10 years, develops a plan for natural restoration, and outlines water quality improvements for tributaries to the Fox River within the Village.
- Contribute to the *Fox River Corridor Plan* updates and implement recommended projects within the Village.
- Collaborate with McHenry County, Kane County, and neighboring communities to expand protected areas.

Maintain Natural Areas

Natural areas are regions of land or water that remain largely undisturbed by human development and are protected for their natural beauty, ecological diversity, and cultural significance. Algonquin is home to a distinctive natural environment that includes prairies, wetlands, forests, and streams. Both the local government and the community have shown a strong commitment to preserving these spaces, which are highly valued by residents. Public feedback has highlighted support for passive recreation, environmental education, and scientific research within these areas, along with a desire to see more natural spaces added. As Algonquin continues to grow, the Village should continue to prioritize the preservation of key natural features.

Recommendations

To preserve the natural beauty and biodiversity of Algonquin as it develops, the Village could consider the following recommendations.

Continue

- Evaluate and document managed and unmanaged natural area conditions to plan for future maintenance needs.
- Maintain all restored natural areas to promote the growth of native plant species while reducing the competition from introduced species.

Consider

- Evaluate the potential of transferring privately owned, high-quality, high maintenance, or geographically significant properties to public agencies specializing in natural area management, such as McHenry County Conservation District, Kane County Forest Preserve, or the Village of Algonquin.

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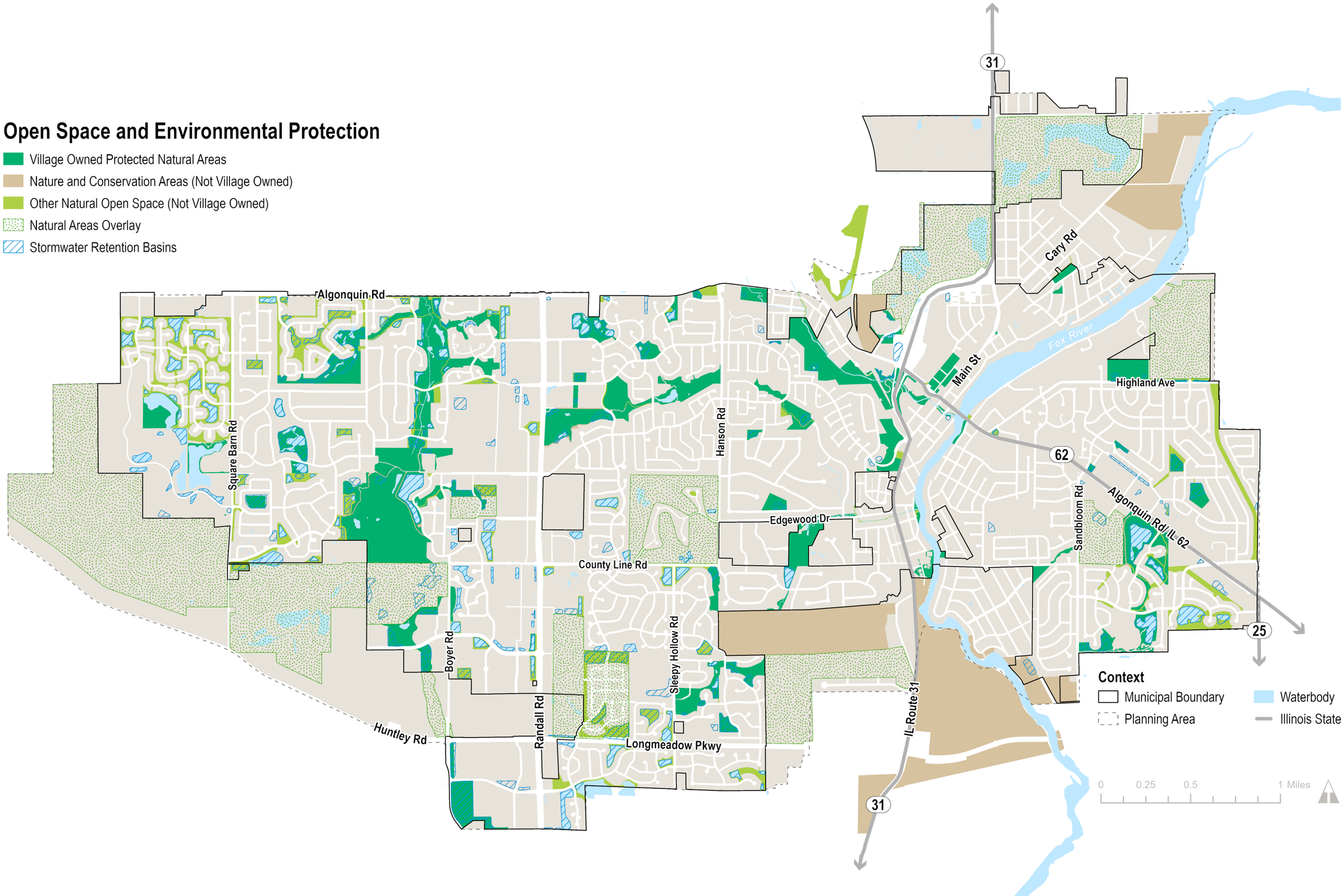
Open Space and Environmental Protection

- Village Owned Protected Natural Areas
- Nature and Conservation Areas (Not Village Owned)
- Other Natural Open Space (Not Village Owned)
- Natural Areas Overlay
- Stormwater Retention Basins



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FEDERAL FUNDING

The Illinois Environmental Protection Agency (IEPA) recently announced annual grant funding opportunities through its Nonpoint Source Pollution Control Financial Assistance Program, commonly referred to as 319 Grant Funding. These grants support both the updating of watershed-based plans and the implementation of related projects. In addition, the IEPA's Green Infrastructure Grant Opportunities (GIGO) program provides funding for the construction of green infrastructure.

WATERSHED PROTECTION OVERLAY DISTRICT

The Village has a Watershed Protection Overlay District which was created to promote public safety, enjoyment, and general welfare by preserving, protecting, and enhancing the natural areas associated within each watershed.

FLOODPLAINS

Floodplains are important environmental features that impact development in the Village. Floodplains are lowland areas adjacent to lakes, wetlands, and rivers that become inundated with water during flood events. The 100-year floodplain is the standard term for areas that have a 1 percent chance of flooding in any given year. The floodplain overlay is the baseline for many communities when defining developable areas. Additionally, the 500-year floodplain indicates areas that have a 0.02 percent chance of flooding in any given year.

Maintain Quality of the Fox River

The Fox River is a valuable natural asset, offering scenic open spaces, recreational opportunities, and important ecological benefits. It supports diverse wildlife, including deer, turtles, and various bird species, while also contributing to environmental health by filtering pollutants, recharging groundwater, and managing stormwater to reduce flooding. To preserve and enhance these vital resources, it is essential for the local community and partnering organizations to work together in protecting the river.

Recommendations

Considering the importance of the Fox River and the challenges it faces, the Village could consider the following recommendations.

Continue

- Monitor riverfront projects upstream that may impact the Fox River conditions in Algonquin.
- Monitor and align with Illinois Department of Natural Resources assessments regarding the future of the dam at Cornish Park.
- Support the work of governmental agencies and non-profit organizations such as the Fox River Study Group (FRSG), Fox River Ecosystem Partnership (FREP), and Friends of the Fox River (FFR) to implement Fox River improvement efforts.
- Support a coordinated program with the FRSG to identify sites along the Fox River suffering from erosion and prioritize repairs.
- Implement a program to educate property owners in riparian areas on the benefits of native vegetation, filter strips, bank restoration, phosphate-free home and garden products.

Consider

- Work with groups such as the FRSG and FREP to identify priority restoration areas.

Protect Watershed

A watershed serves as a natural channel for rainfall and snowmelt, directing water to creeks, streams, and rivers, ultimately flowing through reservoirs. This essential system not only provides a vital source of fresh water for various purposes, such as drinking and agriculture, but also plays a role in managing stormwater, mitigating flood risks, and supporting the local ecosystem.

Within its municipal boundaries, Algonquin is primarily part of four watersheds: Crystal Creek, Woods Creek, Jelkes Creek–Fox River, and Spring Creek, all of which are components of the Upper Fox River Basin.

Within the Woods Creek watershed, the Village manages 220 acres of natural areas along the creek's corridor, as well as numerous sites within the Jelkes Creek–Fox River watershed. The Village also monitors water quality in key areas, including near the Algonquin Dam in Old Town.

The Village maintains over 400 acres of restored natural areas and 225 acres of manicured parks. Algonquin has successfully implemented recommendations from various plans, including individual watershed plans and the 2010 *Environmental Action Plan*.

Notable efforts include the adoption of zoning overlay districts (Section 21.13 of the Zoning Ordinance) along watershed boundaries to ensure appropriate conservation measures and promote development that aligns with conservation design principles. Successful examples of these initiatives include the Spella Wetland Restoration, Surrey Lane Prairie Restoration, and Dixie Creek Streambank Stabilization.

Despite these ongoing efforts, flooding remains a concern, particularly along the Fox River, with the most recent incidents occurring in 2019. The preservation of wetlands, restoration of prairies, and stabilization of streambanks could help reduce flooding by enhancing the landscape's ability to absorb, slow, and manage stormwater.

Adopted Watershed Plans

The 2021 *Crystal Creek Watershed Plan*, 2013 *Woods Creek Watershed Plan* (currently being updated), 2012 *Jelkes Creek–Fox River Watershed Plan* (currently being updated), and 2012 *Spring Creek Watershed Plan* each have outlined goals and objectives for improving water quality, reducing flooding, protecting groundwater, and utilizing green infrastructure. Algonquin has been active in implementing recommendations from the plans, such as instituting zoning overlay districts (Section 21.13 of the Zoning Ordinance) along the watershed boundaries that ensure appropriate measures are taken to preserve the watersheds and ensure development conforms to conservation design standards.

Many high-priority projects identified in the Woods Creek and Jelkes Creek–Fox River Watershed Plans—such as detention basin retrofits and maintenance, wetland restoration, streambank and channel restoration, and protection of key green infrastructure areas—fall within the Village of Algonquin's jurisdiction. Keeping these plans current helps prioritize the most critical projects and ensures eligibility for funding opportunities.

Recommendations

The following recommendations underscore the importance of continuing these practices moving forward, maintaining a high level of regional collaboration, as well as considerations to keep the plans up to date.

Continue

- Pursue grant opportunities to help fund the projects/recommendations listed in the watershed plans and update the watershed plans themselves.
- Active participation in the Fox River Ecosystem Partnership, Fox River Study Group, and Friends of the Fox River.
- Support and implement sustainable development practices that minimize environmental impact, including green infrastructure and low-impact development techniques.

Floodplains and Wetlands

- Wetlands
- Waterbody
- 100-year Floodplain
- 500-year Floodplain
- Stormwater Retention Basins

Algonquin Rd
Square Barn Rd
Hanson Rd
Cary Rd
Main St
Highland Ave
Edgewood Dr
County Line Rd
Sandbloom Rd
Algonquin Rd/ IL 62
Boyer Rd
Sleepy Hollow Rd
Randall Rd
Huntley Rd
Longmeadow Pkwy
IL Route 31
31
62
25

Context

- Municipal Boundary
- Planning Area
- Natural Areas
- Waterbody
- Illinois State Highway

0 0.25 0.5 1 Miles

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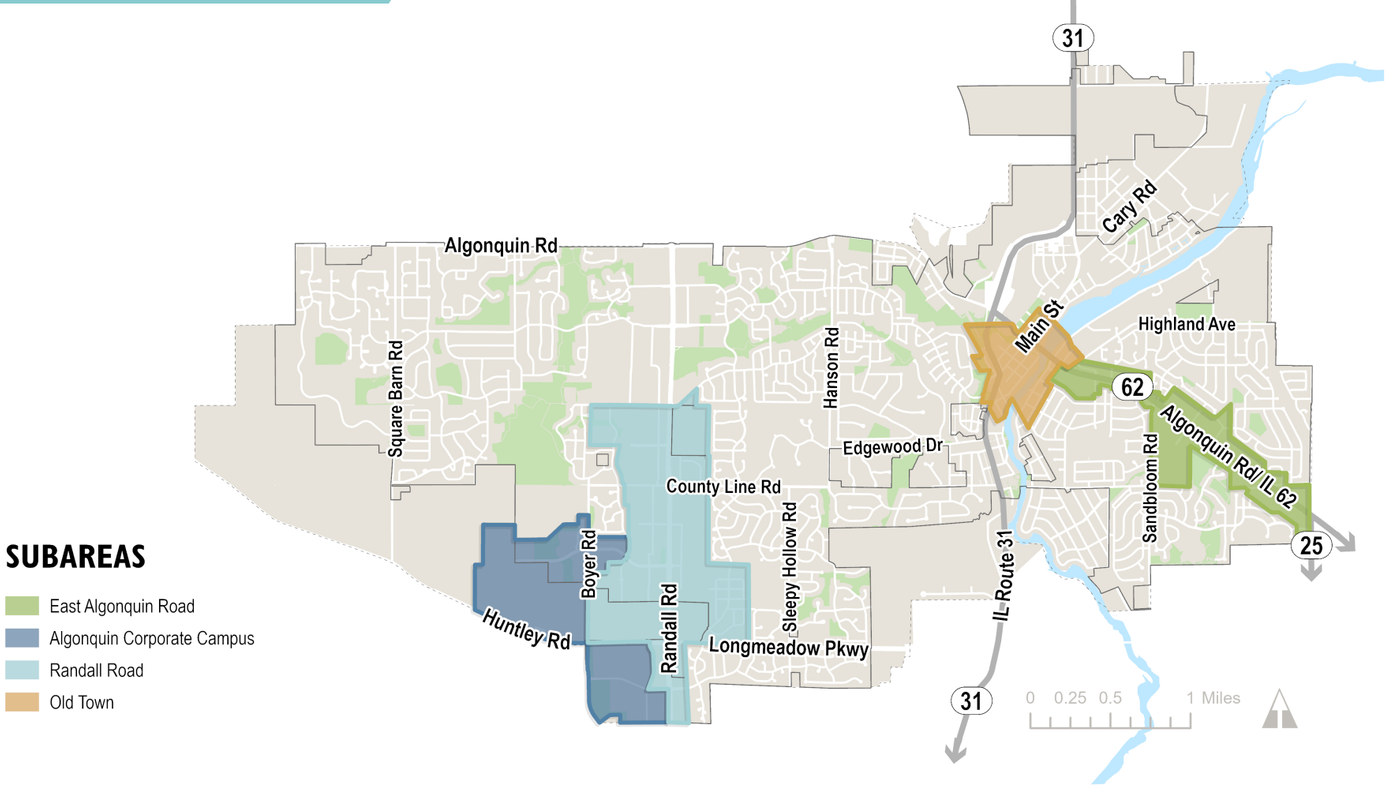
CHAPTER 9

SUBAREAS

Building on the core components of the Algonquin Comprehensive Plan, subarea frameworks have been developed for the Algonquin Corporate Campus, East Algonquin Road Corridor, Randall Road Corridor, and Old Town. These frameworks identify key improvements related to land use, development, access, mobility, and urban design in each area. They offer more detailed recommendations than the general Comprehensive Plan, guiding targeted improvements, reinvestment, and redevelopment, including site-specific applications of the recommendations outlined in the Plan.



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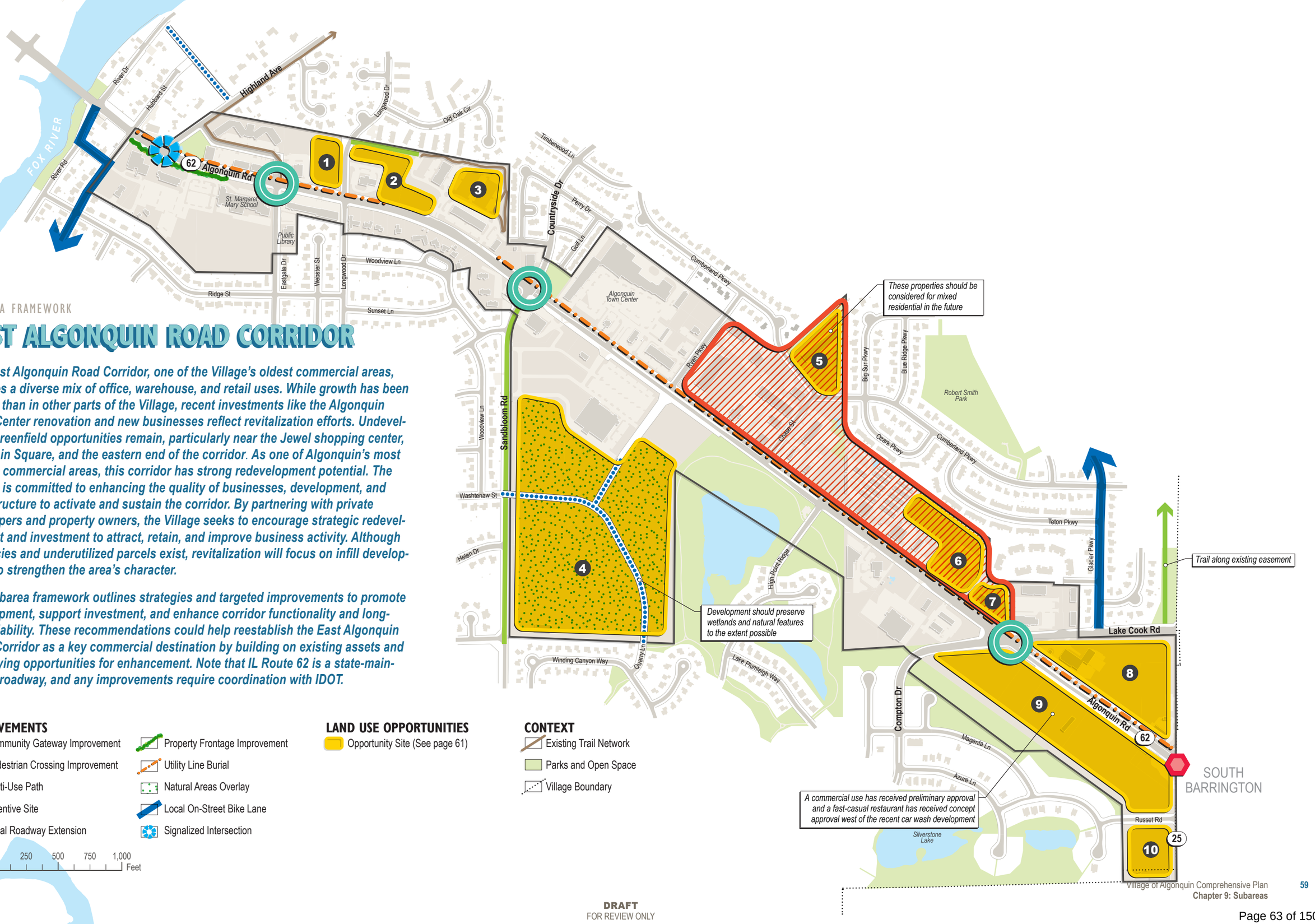
SUBAREA FRAMEWORK

EAST ALGONQUIN ROAD CORRIDOR

The East Algonquin Road Corridor, one of the Village's oldest commercial areas, features a diverse mix of office, warehouse, and retail uses. While growth has been slower than in other parts of the Village, recent investments like the Algonquin Town Center renovation and new businesses reflect revitalization efforts. Undeveloped greenfield opportunities remain, particularly near the Jewel shopping center, Fountain Square, and the eastern end of the corridor. As one of Algonquin's most critical commercial areas, this corridor has strong redevelopment potential. The Village is committed to enhancing the quality of businesses, development, and infrastructure to activate and sustain the corridor. By partnering with private developers and property owners, the Village seeks to encourage strategic redevelopment and investment to attract, retain, and improve business activity. Although vacancies and underutilized parcels exist, revitalization will focus on infill development to strengthen the area's character.

The subarea framework outlines strategies and targeted improvements to promote development, support investment, and enhance corridor functionality and long-term viability. These recommendations could help reestablish the East Algonquin Road Corridor as a key commercial destination by building on existing assets and identifying opportunities for enhancement. Note that IL Route 62 is a state-maintained roadway, and any improvements require coordination with IDOT.



IMPROVEMENTS

- Community Gateway Improvement
- Pedestrian Crossing Improvement
- Multi-Use Path
- Incentive Site
- Local Roadway Extension
- Property Frontage Improvement
- Utility Line Burial
- Natural Areas Overlay
- Local On-Street Bike Lane
- Signalized Intersection

N 0 250 500 750 1,000 Feet

LAND USE OPPORTUNITIES

- Opportunity Site (See page 61)

CONTEXT

- Existing Trail Network
- Parks and Open Space
- Village Boundary

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IMPROVEMENTS FRAMEWORK

EAST ALGONQUIN ROAD/IL ROUTE 62 CORRIDOR PLAN

The Village should consider adopting a dedicated Algonquin Road Corridor Plan that identifies specific recommendations to improve and beautify the corridor. For more details see "Chapter 4: Housing and Neighborhoods." The plan should touch on the following:

- **Housing.** Identify strategies to facilitate the development of higher-density housing options, such as multi-family and mixed-use development.
- **Commercial Uses.** Conduct a market feasibility study to understand what types of commercial uses would be appropriate along the corridor.
- **Reinvestment Strategies.** Evaluate the feasibility of establishing a TIF District or other programs to facilitate private investment and reinvestment.
- **Design Guidelines.** Establish design guidelines that outline the Village's desired development characteristics along the corridor.

Community Gateway Improvement

A community gateway is a prominent element that marks the entry into the community, designed with hard materials, landscaping, and lighting to reflect the community's character. A welcome gateway sign currently exists along Algonquin Road and IL Route 25 which indicates an entrance into the community. This sign should be improved to provide a more noteworthy entrance to the Village.

Pedestrian Crossing Improvement

Pedestrian crossing improvements can include highly visible crosswalks, pedestrian-activated beacons to alert drivers, and pedestrian refuge islands to shorten crossing distances. The intersection at Algonquin Road and Eastgate Drive should be improved to facilitate safe pedestrian movement. This is particularly important given the intersection's proximity to community facilities such as the library, public pool, and schools. The intersection at Countryside Drive/Sandbloom Road and Algonquin Road has also been identified as an intersection that needs improved pedestrian facilities. An improved crossing could help connect residents north of Algonquin Road to amenities on the south side of the road such as the trail, commercial area, and community facilities. Finally, the intersection at Compton Drive/Lake Cook Road and Algonquin Road has been identified by the community as a dangerous intersection. Additional pedestrian crossing elements should be added to the intersection to help increase pedestrian safety.

Multi-Use Path

Multi-use paths, separate from vehicular traffic and situated within or outside the right-of-way, combine pedestrian walkways and bicycle paths. There are three opportunities for new multi-use paths: along the rear of the Fountain Square development, along Sandbloom Drive, and along the existing easement just west of Haegers Bend Road. These new paths will connect to the surrounding network, providing new links into the subarea. The Village should work with developers to build these new multi-use paths.

Local Roadway Extension

Local road extensions involve adding new road segments or connecting existing roads to provide access to neighborhoods and enhance connectivity. Wesley Lane, a private road within the Fountain Square development, should be extended west to connect to Longwood Drive to provide cross-access within the development. Additionally, a connection should be made from Ryan Parkway to Washtenaw Street and Quarry Lane as a part of the mixed-residential development.

Strategic Reinvestment Site

The properties along Algonquin Road from Ryan Parkway southeast to Lake Cook Road can benefit from strategic investments to spur developer interest to revitalize this portion of the corridor. It currently contains a variety of uses—from auto repair shops to office spaces— and vacant properties. Funding mechanisms for the site improvements or redevelopment can be explored particularly where multiple vacant storefronts currently exist. A more specific intervention would be to create a TIF (tax-increment financing) District. TIFs can be used to help developers by providing funding for infrastructure improvements. The Village should conduct a study to determine if the area meets the criteria to establish a TIF District.

Property Frontage Improvement

To improve the character and feel of the subarea, frontages along Algonquin Road should be improved. Improving landscaping, buffering, and the overall pedestrian realm is important to create a more pedestrian-friendly environment. Some areas of the existing sidewalk are hidden and difficult to navigate due to the grade change. The Village could work with IDOT and property owners along the corridor to improve the property frontage.

Utility Line Burial

Burying power lines and cables increase system reliability, reduce weather-related outages, and enhance visual appeal by eliminating overhead wires. Per Village Code Section 26.06(3), utility line burial is required to minimize visual clutter and maintain the high standards seen throughout the Village. Opportunities to bury utility lines should be reviewed as new developments or major right-of-way projects are undertaken.

Natural Areas Overlay

The natural areas overlay encourages the protection of environmentally sensitive lands, such as wetlands, within developments. It promotes conservation, encourages green infrastructure, and requires buffers around environmentally sensitive areas. Within the subarea, new development should utilize conservation design to preserve the existing ecological diversity found in this area.

Local On-Street Bike Route

On-street bicycle routes provide designated space for bicyclists within roadways, improving access, promoting active transportation, and enhancing safety. Within the subarea, two potential opportunities exist, one at each end. The western on-street bike route could begin at South River Road, transition to South Hubbard Street via Jackson Street, and continue south. The eastern route could run along Glacier Parkway as a painted bike lane, extending the length of the parkway to connect with the trail along Highland Avenue.

Screening of Adjacent Land Use

Screening of adjacent land uses involves using landscaping, berms, fences, trees, and hedges to create visual barriers that minimize non-residential impacts on residential areas. In accordance with the Village Code, redevelopments and new developments along Algonquin Road could continue to include appropriate screening and buffering to minimize impacts on residential areas to the south, building off the existing grade change that separates the homes from commercial uses along Algonquin Road.

LAND USE OPPORTUNITIES

1. Longwood Drive

The 2.2-acre site at the northwest corner of Algonquin Road and Longwood Drive is currently undeveloped. When the property develops, the site is appropriate for commercial uses such as dining, retail, service, or professional offices. The site could be accessed from Longwood Drive to limit curb cuts on Algonquin Road. The developer should work with adjacent property owners to establish a shared access point and cross-access between properties to connect west to Eastgate Court. In addition, this site has a large recapture for the original construction of Longwood Drive. The developer will likely need to work with the owner of the recapture to negotiate a reduced recapture fee.

2. Fountain Square Frontage

This 3.5-acre development opportunity includes three vacant sites along Algonquin Road and Longwood Drive, offering prime locations for professional office and commercial development. Located between MSU Federal Credit Union, Algonquin Bank, and the Fountain Square commercial center, this area is ideal for businesses seeking visibility and accessibility. Development should feature high-quality architecture and be limited to two stories to remain compatible with the surrounding context. Development opportunities include traditional office spaces, infill development, and coworking concepts that meet modern business needs. This redevelopment can enhance the corridor by introducing pedestrian-friendly office and commercial spaces that strengthen the area's economic vitality. Note that sites within Fountain Square must provide their own stormwater management as it was not included in the original development.

3. Fountain Square

The 3.8-acre site located behind the small commercial center, accessible via Wesley Lane, is available for development. Both multi-family and office uses should be considered, with designs that are compatible with the adjacent residential and commercial areas. Opportunity sites within Fountain Square must provide their own stormwater management as it was not included in the original development.

4. Sandbloom Road Property

The 47-acre vacant property south of Algonquin Road, facing Sandbloom Road, is well-suited for mixed-residential development. Future development should reflect the surrounding neighborhood context, offering a range of housing options from a single-family detached subdivision to a mixed-residential layout that transitions from townhomes in the north to single-family homes in the south. Given its proximity to nearby retail centers, senior housing would serve as a suitable transitional use. Development should include local road connections between Sandbloom Road, Ryan Parkway, and Quarry Lane. It should also prioritize preserving natural features by integrating sensitive land as green infrastructure and applying conservation design principles.

5. Chase Street and Cumberland Parkway

The 4-acre site, which contains a light industrial building, is well-suited for redevelopment given the surrounding residential and office contexts. Located along Cumberland Parkway and well buffered by landscaping, it presents an opportunity for residential development, particularly townhomes facing the parkway to enhance pedestrian accessibility. Parking should be strategically placed behind the building to minimize visual impact. To ensure compatibility with the surrounding built environment, the design should use high-quality materials and adhere to zoning ordinance height restrictions. Incorporating green space and amenities such as outdoor seating areas or a community garden can further enhance the livability and attractiveness of the development.

6. Algonquin Road Mixed-Residential

The 7-acre site, accessible from Algonquin Road and currently overgrown with shrubs, presents a promising development opportunity. Bordered by residential and commercial areas, it is well-suited for mixed-residential use. Redevelopment should include a variety of housing types, from duplexes to multi-family units, to provide diverse living options. The mature trees along the west, north, and east edges should be preserved to create a natural buffer between neighboring uses. While access is currently limited to Algonquin Road, the site should incorporate multiple entry points to improve traffic circulation.

7. Algonquin Road and Compton Drive

The 1.7-acre site, which includes a remediated former gas station and partially vacant land, offers redevelopment potential due to its strategic location near various amenities. It is well suited for commercial use. Ideally, the redevelopment of Sites 6 and 7 would be coordinated under a single plan to improve site access and enable cross-access between uses.

8. Algonquin Road and Lake Cook Road

This triangular 13-acre site is bound by Algonquin Road, Elgin Road, and Lake Cook Road. It includes a gas station on the eastern side, a cluster of commercial establishments to the northwest, and vacant land in the center. Due to the existing improvements, short-term redevelopment is unlikely; however, the site is appropriate for a mix of commercial and residential uses. As the eastern gateway to the Village, it should reflect high-quality design.

The western corner at Algonquin Road and Lake Cook Road is suitable for a coordinated redevelopment that could include commercial uses such as a small grocery store, dine-in restaurant, coffee shop, personal services, or office space. The development should complement the character of the County Line Square commercial area to the north. The eastern portion of the site could accommodate residential development, like duplexes, townhomes, or multi-family housing, with a scale and character compatible with adjacent neighborhoods. Site access should be positioned at the center of the block, away from existing intersections.

9. Algonquin Road Commercial

This 21-acre site, bordering the residential neighborhood along Compton Drive and containing an existing car wash, presents an opportunity for commercial development. The Village recently approved a preliminary design for a gas station at the site's southeast corner, which will include a frontage road connecting Russet Road to Compton Drive. While a range of commercial uses may be appropriate, new self-storage facilities would be excluded as they are not permitted within the zoning district. New commercial development should feature quality materials, site landscaping, and provide cross-access to adjacent commercial properties.

10. IL Route 25 and Russet Road

This 4-acre vacant, densely-wooded site along Algonquin Road, on the eastern edge of the Village, is near both commercial and residential developments. Although access is limited, the site is suitable for multi-family or senior housing that complements nearby residential uses. Development should minimize curb cuts to improve safety and traffic flow. Thoughtful landscaping and adequate parking will enhance functionality and visual appeal.

DEVELOPMENT INCENTIVES

Funding mechanisms such as TIFs, sales tax rebates, and fee waivers could be explored to help encourage development within the corridor.

Sales tax rebates are offered as a percentage of the annual sales tax revenue generated by the establishment and are often tied to benchmarks like sales volume increases. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation. This tool is typically used by municipalities to incentivize a business to locate to a specific site.

Fee waivers involve reducing or waiving impact, permitting, development, or other fees that are developers typically incur. This can be a way to incentivize developers to invest in the corridor.

TIFs can be used to assist developers offset the extraordinary cost of development by providing funding for infrastructure improvements, streetscaping, land assembly, and other qualifying public improvements. TIF utilizes future increases in property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the TIF fund captures incremental growth in property tax over the base year that the TIF was established and reinvests those funds within the district. Local officials may then issue bonds or undertake other financial obligations based on the growth in new revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although the State Legislature can authorize an extension to a maximum of 35 years for the life of the TIF.

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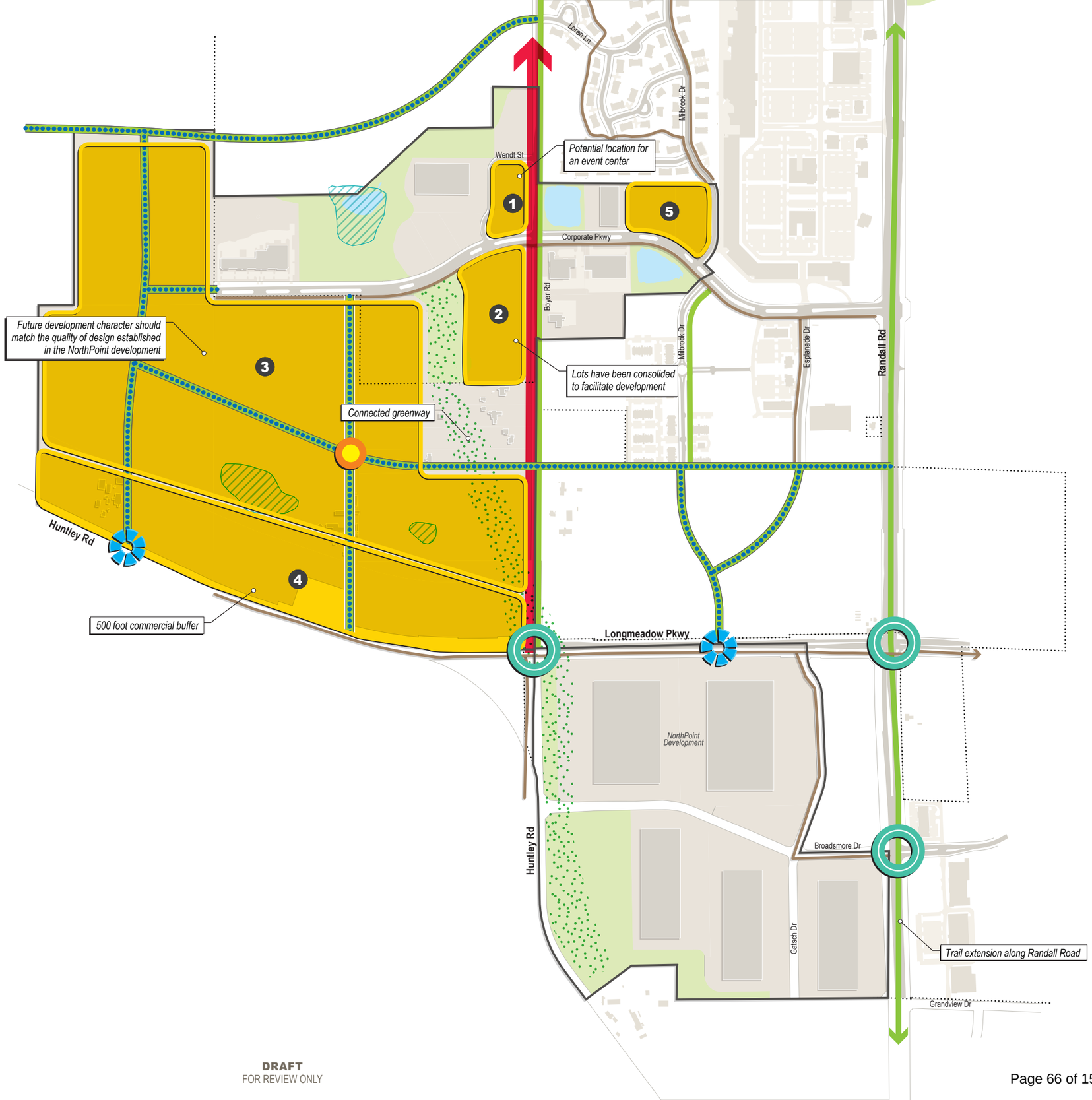
SUBAREA FRAMEWORK

ALGONQUIN CORPORATE CAMPUS

The Algonquin Corporate Campus, established on Corporate Parkway three decades ago, has seen significant growth with the development of NorthPoint now underway at Randall Road and Longmeadow Parkway. Upon completion of Phase 1, the Village is poised to become a thriving hub for logistics and industrial activities, offering various employment opportunities for residents. Its convenient location to I-90 presents easy access to O'Hare International Airport with excellent opportunities for business growth.

While NorthPoint is adding 1.69 million square feet of industrial space to the Algonquin Corporate Campus, there remains ample potential for additional commercial and industrial development within the subarea. Algonquin's Corporate Campus features a well-maintained, modern industrial park with room for expansion. Situated along the established Randall Road corridor and Longmeadow Parkway with a recently-opened bridge across the Fox River, the area promises exceptional growth prospects. The NorthPoint Development exemplifies the high standard of development envisioned for this area. The recommendations that follow seek to capitalize on the significant potential that this area offers to the Village not only as an employment destination, but also as a model for the coexistence of natural areas and industrial properties.



IMPROVEMENTS

- Pedestrian Crossing Improvement
- Signalized Intersection
- Multi-Use Path
- Local Roadway Extension
- Natural Areas Overlay
- Roundabout
- Boyer Road Reconstruction

LAND USE OPPORTUNITIES

- Opportunity Site (See page 64)

CONTEXT

- Existing Trail Network
- Parks and Open Space
- Wetlands
- Village Boundary

N 0 250 500 750 1,000 Feet

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IMPROVEMENTS FRAMEWORK

Pedestrian Crossing Improvement

Pedestrian crossing improvements can include highly visible crosswalks, pedestrian-activated beacons to alert drivers, and pedestrian refuge islands to shorten crossing distances. As the trail system in the Village expands, it is important that crossings are safe and comfortable for pedestrians. The intersection at Huntley Road and Boyer Road and the intersection at Broadsmore Drive and Randall Road should include design elements to increase pedestrian safety. These design elements should be coordinated with the Kane County Department of Transportation, which has jurisdiction over Randall Road and Huntley Road.

Signalized Intersection

A signalized intersection typically enhances safety by reducing collisions and improving traffic flow. It also ensures orderly traffic management and enhances pedestrian safety, especially in high-traffic areas. As the Algonquin Corporate Campus subarea continues to develop and roads are constructed, additional signalized intersections could be considered to ensure efficient traffic flow.

Multi-Use Path

Multi-use paths, separate from vehicular traffic and situated within or outside the right-of-way, combine pedestrian walkways and bicycle paths. These provide safe and convenient means for physical activity, commuting, or accessing recreational areas. When feasible, the Village could make efforts to install multi-use paths along existing arterial and collector roadways where they do not currently exist. Additionally, the Village could ensure that multi-use paths are constructed along new roadways within the subarea.

Natural Areas Overlay

The natural areas overlay encourages the protection of environmentally sensitive lands, such as wetlands, within developments. It promotes conservation, encourages green infrastructure, and requires green buffers. The greenway on the north and south side of Corporate Parkway should be extended south to connect with the natural area on the west side of the NorthPoint property. The proposed greenway connection should include a trail connection, if feasible.

Roundabout

A roundabout improves traffic flow and safety by reducing speeds and conflict points between vehicles. It facilitates smoother, continuous traffic movement. A roundabout may be appropriate at the intersection of the new east-west road and the new north-south road west of Boyer Road. Additionally, the center of the roundabout presents an opportunity for landscaping and branding elements related to the Algonquin Corporate Campus. A signalized intersection could also be appropriate at the intersection of Corporate Parkway and Boyer Road.

Local Roadway Extension

Local road extensions involve adding new road segments or connecting existing roads by providing access to neighborhoods and enhancing connectivity. Local road extensions and connections identified within the subarea are intended to enhance traffic flow and improve mobility moving north-south and east-west. The roadway extensions identified within the Algonquin Corporate Campus subarea are general in nature. Exact locations of new roadways will be determined as development occurs. Local road extensions and connections should support truck traffic.

Boyer Road Reconstruction

The Village has secured Federal Funds for the reconstruction of Boyer Road between County Line Road and Longmeadow Parkway. The road will be brought up to standard and will include buried utilities and a multi-use path.

Screening of Adjacent Land Use

Screening land uses involves using landscaping, berms, fences, trees, and hedges to create visual barriers that minimize impacts industrial uses may have on adjacent land uses. New uses within the Algonquin Corporate Campus should include appropriate screening and buffering to minimize impacts, particularly on residential areas.

Utilities that Support Manufacturing

To properly support additional industrial and manufacturing within the area, the Village needs to work with utility providers to ensure adequate services are provided. This includes water, electricity, natural gas, sewage, telecommunications, and broadband.

Annexation

Annexations are key to development in the southwestern portion of the subarea. Illinois Municipal Code states that any territory outside the corporate limits of any municipality but is contiguous to a municipality may be annexed. To ensure development adheres to the Future Land Use Plan and Village of Algonquin requirements, unincorporated areas should be annexed in cooperation with landowners.

Corporate Campus Water Tower

Land near Boyer Road should be set aside for a water tower in the next 10 years. The water tower will likely require about one acre of land.

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LAND USE OPPORTUNITIES

1. Wendt Street and Corporate Parkway

The 3.5-acre property at Wendt Street and Corporate Parkway is currently a vacant lot within the Algonquin Corporate Campus development. An event center, brewery, or distillery would be an appropriate use for this location. The development should match the character of future commercial developments, and it should include sufficient parking and a pedestrian connection to the proposed multi-use path along Boyer Road.

2. Boyer Road and Corporate Parkway

Historically, this 11-arce site has struggled to attract industrial development interest due to the inadequate size of the lots, ranging in size from 0.4 acres to 1.8 acres. Wendt Street, south of Corporate Parkway, was vacated to facilitate the recent lot consolidation of the properties to accommodate industrial development.

This site is a prime development location for future light industrial uses that mirror the character of similar industrial sites in the subarea. To the extent possible, buildings should be sited in way that loading docks and service areas are not visible from Boyer Road. In addition, the site's frontage along Boyer Road and Corporate Parkway should feature a sidewalk or multi-use path with landscaping similar to existing pedestrian infrastructure. Proper landscape buffering should be installed along the site's western and southern edges.

3. Industrial/Corporate Campus

This 120-acre site represents the largest opportunity for new development within the Algonquin Corporate Campus. This area would be appropriate for a variety of uses including professional offices, incubator space, logistics, warehousing, research, and distribution. Development should create a "campus-style" development that integrates parks and open space and promotes pedestrian connectivity throughout the site and surrounding areas.

4. Huntley Road

This 37-acre site makes up the first 500 feet of frontage along Huntley Road between Boyer Road and the western edge of the subarea. It currently contains several active agricultural fields and a few residential properties. As the subarea develops, this site should accommodate corridor commercial uses with a physical character similar to uses found along Randall Road. Entry points to the site should be efficiently placed, and cross-access and shared parking should be encouraged between individual businesses. Landscaping should border the site and parking areas to enhance overall appearance and manage water runoff.

5. Milbrook Drive

This 5.7-acre site is a vacant lot located along Millbrook Drive and Corporate Parkway, positioned just west of Algonquin Commons and directly south of Canterbury Place, a single-family attached residential development. It should be developed in a similar manner to surrounding businesses. Light industrial and flex office spaces should continue to create the industrial "campus-style" as found in the other opportunity sites to the west.

The Algonquin Corporate Center broke ground in 2023 and is anticipated to generate more then $25 million in wages, as well as $1.1 million in payroll taxes.

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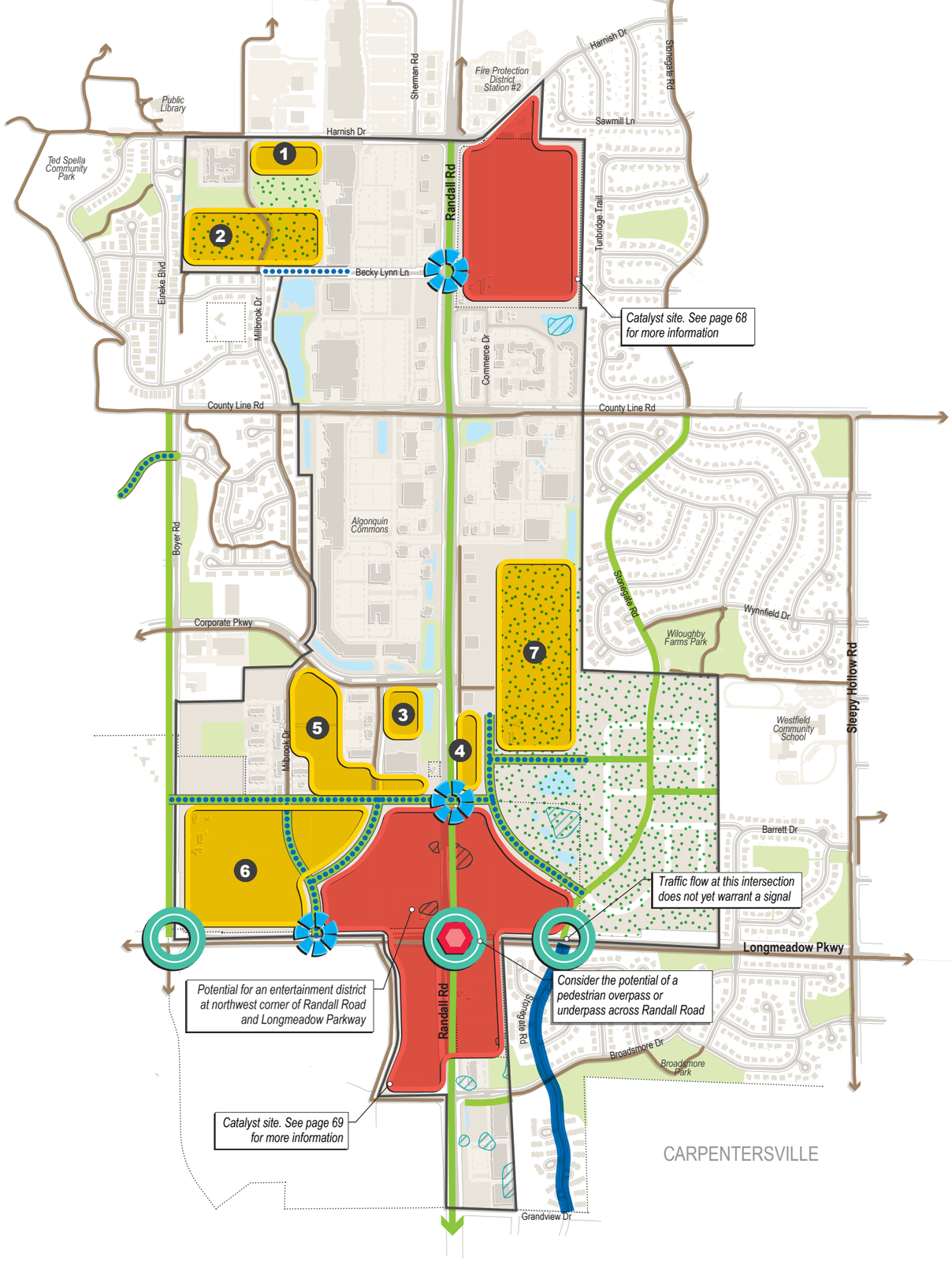
SUBAREA FRAMEWORK

RANDALL ROAD CORRIDOR

Randall Road functions as an auto-oriented district for shopping, dining, and entertainment, serving as a vital corridor for Algonquin and the northwest suburbs. With direct access to Interstate 90, it plays a key role as a north-south thoroughfare for the Village and surrounding communities. Recent improvements have doubled its width in most areas to accommodate over 50,000 vehicles daily.

In response to the rise of online retail, there is a growing need to reimagine deep-setback retail centers as smaller, more amenity-rich destinations. The corridor has successfully attracted national retailers and is known for its high-quality design standards and attention to detail. However, adapting to evolving retail trends presents an opportunity to transform Randall Road from a traditional commercial strip into a lively destination.

This subarea framework outlines strategies to maintain Randall Road's status as a regional hub for commerce and entertainment. The following recommendations aim to strengthen the corridor by addressing emerging trends and proposing creative alternatives to ensure its long-term success and sustainability.



IMPROVEMENTS

- Community Gateway Improvement
- Pedestrian Crossing Improvement
- Signalized Intersection
- Multi-Use Path
- Local Roadway Extension
- Natural Areas Overlay
- Local On-Street Bike Lane

LAND USE OPPORTUNITIES

- Opportunity Site (See page 67)
- Catalyst Site (See page 68 and 69)

CONTEXT

- Existing Trail Network
- Parks and Open Space
- Wetlands
- Village Boundary

N 0 250 500 750 1,000 Feet

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IMPROVEMENTS FRAMEWORK

Community Gateway Improvement

A community gateway is a prominent feature that should mark the entrance to the Randall Road commercial area, using signage, landscaping, and lighting to reflect Algonquin's character. While a welcome sign currently exists at Randall Road and Grandview Drive, it should be enhanced to create a more distinctive entry point. A new or improved gateway near the intersection of Longmeadow Parkway and Randall Road would serve as a highly visible landmark, welcoming both residents and visitors along one of the Village's most traveled corridors. The design should align with Village branding and strengthen community identity.

Pedestrian Crossing Improvement

Pedestrian crossing improvements can include highly visible crosswalks, pedestrian-activated beacons to alert drivers, and pedestrian refuge islands to shorten crossing distances. Three pedestrian crossing improvements should be constructed within the subarea at various intersections: Longmeadow Parkway and Boyer Road, Longmeadow Parkway and Randall Road, and Longmeadow Parkway and Stonegate Road. All three intersections should incorporate crosswalks, pedestrian countdowns, and ADA improvements. Comments received during public outreach mentioned the potential for a pedestrian bridge or underpass along Longmeadow at Randall Road to facilitate connections across the busy street. A bridge could serve as a Village or district branding opportunity.

Signalized Intersection

A signalized intersection uses traffic lights to manage vehicle and pedestrian movements, enhancing safety by reducing collisions and improving traffic flow. Installing a signalized intersection ensures orderly traffic management, particularly in high-traffic areas like Randall Road.

The subarea includes three potential signal locations: Randall Road at Becky Lynn Lane, a new intersection between Boyer Road and Randall Road along Longmeadow Parkway, and a future intersection on Randall Road between Longmeadow Parkway and Corporate Parkway. The feasibility of each signal depends on traffic volumes meeting the thresholds required to justify installation.

The Village and developers should collaborate with KDOT and MCDOT to assess whether these intersections warrant signalization. Any new signalized intersections should also include pedestrian crossing facilities.

Multi-Use Path

Multi-use path, which are separate from vehicular traffic and located within or outside the right-of-way, combine pedestrian walkways and bicycle paths. These paths offer safe and convenient means for physical activity, commuting, and accessing commercial or recreational destinations.

When feasible, the Village could encourage developers to install multi-use paths along existing arterial and collector roads where they are currently lacking, such as Boyer Road and Randall Road. The Village could also ensure that multi-use paths are incorporated into the design of new roadways within the subarea.

Kane County has a planned multi-use path extension along the east side of Randall Road. This planned trail should be extended north to connect with the trail in the Enclave development. Additionally, a multi-use path was constructed by the developer on the north side of Longmeadow Parkway between Stonegate Road and Barrett Drive.

Local Roadway Extension

Local road extensions involve adding new road segments or connecting existing roads by providing access to neighborhoods and enhancing connectivity. Local road extensions and connections identified within the subarea are intended to enhance traffic flow and improve mobility moving north-south and east-west. The roadway extensions identified within the Randall Road subarea are general in nature. Exact locations of new roadways will be determined as development occurs. Locations of new roads should minimize impacts to existing wetlands.

Natural Areas Overlay

The natural areas overlay encourages the protection of environmentally sensitive lands, such as wetlands, within developments. It promotes conservation, preserves green infrastructure, and creates green buffers. All new residential developments on the east side of Randall Road should preserve existing wetlands and other environmentally sensitive areas to maintain the natural character of the area.

LAND USE OPPORTUNITIES

1. Harnish Drive

This currently vacant 4.5-acre site near the intersection of Harnish Drive and Millbrook Drive is adjacent to the Oaks at Algonquin senior living facility. The site should be developed as a mixed-residential area to complement existing senior living facilities. The development of this site should take advantage of the natural area to the south by including benches, gazebos, or seating areas. To maintain a consistent appearance, new development should be aligned with the height and material choice of the neighboring senior living residences.

2. Millbrook Drive and Becky Lynn Lane

The 18-acre site on Millbrook Drive, surrounded by single-family homes, was pre-approved for apartments at the time of annexation. Future development may include single-family detached homes, townhouses, duplexes, or multi-family residences. The architectural style and overall character should complement the surrounding residential areas and the nearby senior living facility. The site should incorporate landscaping, sidewalks, and multi-use paths, while also taking advantage of the adjacent natural areas. Located within the new natural areas overlay, the site should be developed in a way that preserves its natural features to the greatest extent possible.

3. Corporate Parkway

This currently underdeveloped 3-acre site contains several parcels consisting of vacant open space alongside parking lots. Development of this site should include commercial development to complement existing development to the west. Potential development could include a hotel, restaurants, and other commercial uses.

4. Randall Road Frontage

The 5-acre site on the east side of Randall Road is suited for future corridor commercial development, as similar uses currently exist. Restaurants, national and local retail outlets, service providers, and multi-tenant shopping centers are appropriate for this location as they align with the existing character of the corridor. New development should connect to the existing multi-use path, feature high-quality architecture, and incorporate landscape buffers to enhance aesthetics. The site should capitalize on the area's high traffic volume and include at least one access point to both Frontage Road and 1801 S Randall Road. Cross-access connectivity is required.

5. Millbrook Drive

The 19-acre vacant property around the Algonquin Square Apartments should be planned for mixed-use development. Townhomes and mixed-use buildings should be built to complement the existing apartments and mixed-use development to the east. The new structures should be designed with high-quality architecture to create an attractive, inviting area to live and work. The development should also incorporate multi-use paths, green spaces, and communal amenities such as a community garden, rooftop programming, and outdoor seating areas.

6. Boyer Road

The 42-acre vacant site, located along Boyer Road and the north side of Longmeadow Parkway, presents an opportunity to complement the proposed entertainment district to the east. Two planned roads will enhance mobility through the site. Potential uses may include hotels and experiential retail spaces designed to attract national businesses. New development should be context-sensitive to create a cohesive and visually appealing environment. Any future development on this site will require annexation.

7. Enclave Adjacent

The currently vacant 48-acre site, situated between the Enclave commercial development and a townhome residential area, is an ideal candidate for a mixed-residential development. The site falls under the new natural area overlay, which promotes the protection wetlands and natural habitats within developments. The proposed development should be designed in accordance with conservation design principles, prioritizing the protection of natural areas. A range of housing options utilizing high-quality materials could be developed to complement the surrounding environment. Development that aligns with the character of the nearby commercial corridor is also supported.

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CATALYST SITE: NORTH RANDALL ROAD

The 49-acre North Randall Road catalyst site visualization promotes the development of the Randall Road corridor in a manner that is in line with the existing high-quality commercial character. Development of the site is envisioned to provide a commercial frontage with a mix of retail, service, and restaurant uses while the remainder of the site provides a mix of residential housing types. However, MCDOT approval of access along Randall Road is a major driver as multiple access points will allow higher-density development on the site. The Fire Protection District will need two points of access to the site.

Key Design Principles

1 Screening and Buffering

Screening and buffering should be implemented between residential development and adjacent uses. This can include the use of landscaping, fencing, and berming where appropriate.

2 Harnish Drive Access

Given the potential restricted site access from Randall Road, the development of this site would benefit from an additional access point from Harnish Drive. The office uses could be reconfigured to include a connection from the southern portion of the site to Harnish Drive.

3 New Park Space

As noted in "Chapter 4: Housing and Neighborhoods," new residential subdivisions should include parks and open space amenities where possible.

Architectural Detail

4 New buildings should incorporate high-quality, attractive building materials on all façades visible from the public right-of-way and adhere to Village design regulations. Additionally, architectural design should establish a common theme that is complementary to the overall character of the community.

5 Zoning Alignment

This catalyst site property is currently unincorporated. When development occurs, the property should be incorporated into the Village and zoned appropriately to allow for a mix of single-family and townhomes.

6 Third Places

As noted in "Chapter 5: Economic Vitality," third places should be integrated into shopping centers to create spaces for patrons to gather. r.

7 Parking Lot Circulation

Commerce Drive should be extended north to serve as a frontage roadway along Randall Road. Parking lots should be accessed from this frontage roadway. Additionally, cross-access should be provided between adjacent parking lots. Internal roadways should be a mix of public and private roads.

8 Density Transition

The residential portion of the site should provide a mix of housing types. Higher-density housing types such as duplexes and townhomes could be located adjacent to the commercial frontage to serve as a transition to lower-density housing types such as single-family detached homes.

9 Sidewalk and Trail Network

All new roadways should incorporate pedestrian facilities such as sidewalks, crosswalks, lighting, and street trees. Pedestrian facilities along Randall Road should include a multi-use path.

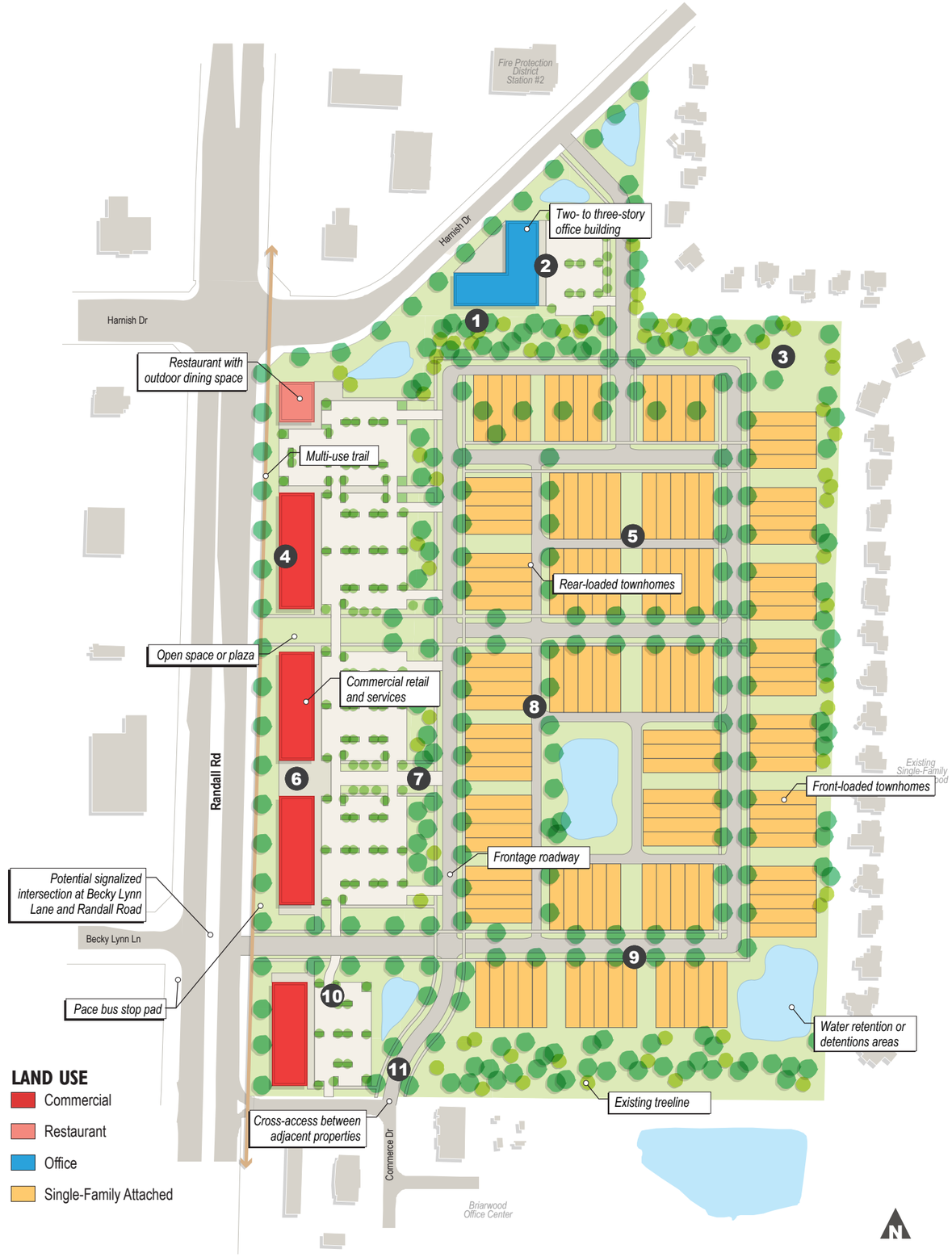
10 Onsite Landscaping

Onsite landscaping should be utilized to enhance the overall character. Planter beds, lawns, trees, shrubs, and other landscape features can help to create an inviting space. Native plantings should be utilized to the extent possible.

11 Site Access

If feasible, the intersection of Randall Road and Becky Lynn Lane should be improved as a signalized intersection to provide primary access to the site. Secondary access should be provided from Commerce Drive and Harnish Drive.

Ideally, the development of the site would include multiple access points. However, all access points may not be feasible, particularly the signalized intersection at Becky Lynn Lane and the northern access point on Harnish Drive. If access remains limited, the Village could consider less dense residential options.



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CATALYST SITE: SOUTH RANDALL ROAD

The South Randall Road catalyst site contains four quadrants: the 32-acre northwest section, the 20-acre northeast section, the 7.6-acre southeast section, and the 14-acre southwest section. The visualization promotes a retail and entertainment destination that draws both local and regional visitors. The catalyst site is envisioned as an attractive, pedestrian-friendly, amenity-rich environment that accommodates a mix of uses. Development and redevelopment of this site is dependent on annexations.

Key Design Principles

1 Third Places

As noted in "Chapter 5: Economic Vitality," third places should be integrated into shopping centers to create spaces for patrons to gather.

2 Architectural Detail

New buildings should incorporate high-quality, attractive building materials on all façades visible from the public right-of-way and adhere to Village design regulations. Additionally, architectural design should establish a common theme that is complementary to the overall character of the community.

3 Onsite Landscaping

Onsite landscaping should be utilized to enhance overall character. Planter beds, lawns, trees, shrubs, and other landscape features can help to create an inviting space. Native plantings should be utilized to the extent possible.

4 Entertainment Destination

Restaurants and retail options that offer new and unique experiences should be encouraged to provide entertainment and draw visitors from surrounding communities. A variety of shops in a commercial development creates a destination for visitors and provides amenities to Algonquin's residents and employees of nearby businesses.

5 New Park Space

As noted in "Chapter 4: Housing and Neighborhoods," new residential subdivisions should include parks and open space amenities where possible.

6 Sidewalk and Trail Network

All new roadways should incorporate pedestrian facilities such as sidewalks, crosswalks, lighting, and street trees. Pedestrian facilities along Randall Road and Longmeadow Parkway should include a multi-use path.

7 Parking Lot Circulation

Cross-access between properties should be implemented to reduce dependence on primary roadways for trips between adjacent sites. Shared driveways and parking areas should be encouraged. Cross-access should accommodate both pedestrians and vehicles whenever possible. Shared parking easements should be provided to encourage the use of multiple establishments.

8 Site Access

Site access from Randall Road and Longmeadow Parkway should be limited. Site access from less trafficked streets, such as Gaitsch Drive or the potential new roadway connections, should be prioritized. Connections will likely be accomplished through a mix of public and private roadways.

Site Plan Alternative: Smaller Scale Commercial

Should a large-scale entertainment use not come to fruition in this location of the Village, the northwest corner of Randall Road and Longmeadow Parkway should serve as a lifestyle center, similar to the Algonquin Commons development. Multi-family and mixed-use buildings may also be appropriate at this location. The development should be an attractive, pedestrian-friendly, amenity-rich environment that accommodates a mix of uses.

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SUBAREA FRAMEWORK

OLD TOWN

Often referred to as the heart of the Village, Old Town comprises civic, retail, residential, and recreational uses, forming a key part of the Village's identity. Old Town is the Village's historic downtown, home to nearly forty culturally significant structures and landmarks. Building on the historic charm of the existing buildings, the traditional street grid, the painted ladies, and the location on the river, Old Town will continue to serve as the center of activity in the community.

The Village has consistently supported Old Town's success through plans like 2000 the Downtown Revitalization Plan, the 2013 Downtown Planning Study, and the 2016 Downtown Streetscape Master Plan. These efforts have spurred significant public and private investment in Old Town Algonquin. Despite continuous improvements, there are still concerns about utilizing vacant sites and enhancing the riverfront, urban design, and mobility infrastructure. The subarea framework provides recommendations for desirable development, improved vehicle and pedestrian connectivity, and additional green space in the Village's historic core.

IMPROVEMENTS

- Old Town Gateway
- Pedestrian Crossing Improvement
- Signalized Intersection
- Adaptive Reuse/Building Preservation
- Utility Screening
- Pedestrian Environment Improvement
- Natural Riverfront Preservation
- Recreation Improvement
- Parking Lot Landscaping
- Parking Lot Screening
- Single-Family Conversion

LAND USE OPPORTUNITIES

- Opportunity Site (See page 72)
- Catalyst Site (See page 73)

CONTEXT

- Existing Trail Network
- Parks and Open Space

0 250 500 750 1,000 Feet

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IMPROVEMENTS FRAMEWORK

Old Town Gateway

Local gateways welcome residents and visitors with signage that reflects neighborhood identity, enhances navigation, and fosters a sense of community. Several gateway signs currently exist in the area, the newest being the monument sign at the intersection of Huntington Drive, IL Route 31, and Main Street. This sign is well-designed and attractively landscaped.

The Village should maintain existing signage locations and, when possible, update Old Town signage to match the style and quality of the new monument sign. Additionally, the Village should explore opportunities for new signage in key locations, such as along Algonquin Road between IL Route 31 and Main Street.

Pedestrian Crossing Improvements

The intersections of Algonquin Road with Main Street and Harrison Street should be enhanced with highly visible, decorative crosswalks. These improvements would increase pedestrian safety and visibility while strengthening the connection between Old Town areas north and south of Algonquin Road. Crosswalks should match the style of the mid-block crossings along Main Street between Washington Street and Algonquin Road. Implementation will require IDOT approval.

Signalized Intersection

A signalized intersection uses traffic lights to control vehicle and pedestrian movements, enhancing safety by reducing collisions, improving traffic flow, and facilitating pedestrian crossings. Installing signals ensures orderly traffic management and enhances pedestrian safety, especially in high-traffic areas. Vehicle speeds increase into Old Town from the hill on Algonquin Road, necessitating traffic calming measures. Currently, there is potential for a traffic signal at River Drive and Algonquin Road or Highland Road and Algonquin Road. Installing a traffic signal would slow cars going over the bridge and would create a more pedestrian-friendly environment. The Village will be required to coordinate with IDOT to implement these improvements at Algonquin Road is under IDOT's jurisdiction.

Utility Screening

Screening involves the strategic placement of vegetation, structures, or other elements to visually conceal or shield specific areas from public view. The utility use located east of Cornish Park should be properly screened, ideally with landscaping that blends more seamlessly with the park's natural surroundings.

Pedestrian Environment Improvement

Currently, there is a fenced sidewalk on the south side of the bridge, while the north side of the bridge is exposed to traffic. The Village could implement enhanced pedestrian facilities and beautification elements on the Algonquin Road bridge to make it comfortable for all users.

Adaptive Reuse and Building Preservation

Adaptive reuse harnesses the existing infrastructure and building's structure, character, and history as a foundation for transforming a space into something new and innovative. Two notable historic buildings that should be preserved through adaptive reuse are the Historic Village Hall and the St. John's Lutheran Church. The Historic Village Hall is a current example of adaptive reuse serving as a community space. The Village could partner with St. John's Lutheran Church on the development of a community-oriented facility at their property.

Additionally, the Village should preserve and maintain the numerous historic painted ladies homes. The Village could review its historic assets, reevaluate properties, and adjust historic district boundaries as necessary ensure that significant architectural structures are protected. Subtle modifications and reconstruction should be allowed.

Natural Riverfront Preservation

As an active fishing location that offers views of Old Town, this tranquil portion of the riverfront should be preserved as a natural area for public access. Efforts should be taken to ensure that erosion and flood risks are mitigated.

Recreation Improvement

As one of the Village's key environmental features, the riverfront should be fully utilized. Outreach comments highlighted the need for improved riverfront amenities. Proposed enhancements include adding a kayak launch at Cornish Park and exploring the installation of public boat docks near Riverfront Park, which may require a dedicated study. Additionally, maintaining emergency boat access is essential for maintaining safety.

Parking Lot Landscaping

Parking lot landscaping involves strategically placing green spaces, vegetation, trees, and other landscaping elements within parking areas to improve their visual appeal and environmental sustainability. Though some parking lots present redevelopment opportunities, in the short term both interior and exterior landscaping should be installed to beautify, create a sense of place, and reduce the impervious footprint within Old Town.

Parking Lot Screening

Parking lot screening involves using barriers, such as hedges, fences, walls, or landscaping features, to visually separate parking areas from surrounding areas. Screening is important to establish a more consistent streetwall in the absence of buildings. Parking lots should be screened from public view along sidewalks and roadways to improve the character of Old Town and create a more comfortable pedestrian environment.

Single-Family Conversion

Various single-family homes have been converted to office or commercial uses over time. These unique buildings add to the character and history of Old Town, and they should be preserved. However, access management must be prioritized to eliminate excessive curb cuts and front-loaded parking. Shared parking should be located at the rear of the building with access from a secondary street. For example, for buildings fronting Main Street, access to a rear parking lot should be located off Madison Street or Harrison Street.

FLOODING MITIGATION

The Village recently received approval from Federal Emergency Management Agency (FEMA) to remove a portion of the bank on the north side of Crystal Lake Outlet from the floodplain. This was possible due to specific infrastructure improvements which aided the agency's decision to remove the area from the floodplain. These efforts should be considered in other places throughout the Village located in a floodplain, as they can spur potential development in previously unviable areas.

CONTEXT SENSITIVE DEVELOPMENT

Development and redevelopment within Old Town should fit within the surrounding context ensuring that new projects do not feel out of scale. Building heights within Old Town should align with current structures. Buildings south of Algonquin Road, in the traditional downtown, should not exceed three stories in order to preserve the character of Old Town. Buildings north of Algonquin Road should be four to five stories. ReNew on Main should serve as a minimum example for building heights, especially for Opportunity Sites 1-3. Increased heights north of Algonquin Road can offer developers more flexibility to create market-viable developments.

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LAND USE OPPORTUNITIES

1. Block Between Front Street and Edward Street

This 3.5-acre site in northern Old Town occupies an entire block bound by Front Street, North Main Street, Edward Street, and North Harrison Street. It currently contains a mix of commercial and residential uses with associated parking lots. While redevelopment would require property assemblage, the site is well suited for mixed-use development, similar in character to the mixed-use structure one block west.

Given its location, all site edges should feature wide sidewalks with space for streetscape amenities such as outdoor seating and street trees. The building should form a consistent streetwall along Main Street, while the Harrison Street frontage should capitalize on river views with plazas, third places, and other gathering areas. The southern boundary should support pedestrian connections to Riverfront Park.

Residential components may include apartments or condominiums, while ground-floor commercial uses should prioritize retail or restaurants with opportunities for outdoor dining along the river. A parking garage or public lot should be incorporated to meet parking needs.

2. West Algonquin Road and North Main Street

This 0.6-acre site lies between North Main Street and the forested hill overlooking Old Town. It currently contains a gas station with a car wash and multiple access points on both West Algonquin Road and North Main Street. The site is well suited for mixed-use redevelopment, incorporating either offices or one- to two-bedroom residential units above ground-floor retail. A parking garage or public lot should be incorporated to meet parking needs.

New buildings should front both West Algonquin Road and North Main Street, with wide sidewalks to accommodate streetscape amenities. Lot access should be limited to the rear of the building via Main Street, at the far eastern edge of the site. Development should include a plaza with gateway features such as public art, signage, and benches.

Topographic challenges due to surrounding grade changes should be carefully considered in the design.

3. Algonquin Road and North Harrison Street

This 1.5-acre site is bound by Algonquin Road, North Harrison Street, Riverfront Park, and the Fox River. With picturesque riverfront views, the site currently contains a restaurant, two parking lots, private boat docks, and public boat docks. If redevelopment of the site occurs, a mixed-use structure that has a comparable size and character to the mixed-use structure just across North Harrison Street would be appropriate. Residential uses should consist of apartments or condominiums, and commercial uses should include retail, restaurants, or offices. Alternatively, any new development could contain a banquet hall or event space to maintain the location as a community gathering space. The structure should directly front both Algonquin Road and North Harrison Street, and the site should have ample sidewalk space for streetscape amenities. The site should connect to Riverfront Park and the public dock on the Fox River, maximizing its riverfront location and views while ensuring continued public access to the river.

4. North River Road

This 1.3-acre site along North River Road currently contains an empty field and the remnants of driveways on a sloping hill. The site is prime for redevelopment and presents an opportunity to use the grade change as a design element. The design could be repurposed with a restaurant or commercial business that enhances the existing building or accommodate mixed-residential uses that align with the character of the surrounding neighborhoods. Residential uses could be single-family attached or multi-family. No dwelling units should be located on the north side of River Road.

5. South Main Street and Washington Street

This 0.2-acre site, owned by the Village of Algonquin, is in the middle of Old Town and contains the former Algonquin State Bank. This site should be redeveloped with uses that complement the traditional downtown development characteristics found throughout Old Town. The structure should incorporate façade elements of other commercial structures along South Main Street.

6. Legion Drive

This largely vacant 2-acre site, between Legion Drive and IL Route 31, is on a forest hillside overlooking Old Town and includes two single-family homes. This site should be redeveloped with a multi-family use that could include a senior living component. The site's development should include landscaping and permeable pavements to slow runoff toward Old Town. Development should also include quality pedestrian connections linking the site with the Prairie Trail and South Main Street.

7. South Main Street and IL Route 31

This 0.5-acre site, located at the southeast corner of the intersection of South Main Street and Huntington Drive, currently comprises a vacant commercial structure and a surface parking lot. Given the site's location between the core of Old Town and the Prairie Trail, it is a prime development opportunity for retail, restaurant, service, and/or entertainment uses. Any new structure on the site should directly front South Main Street and contain parking in the rear. New development should capitalize on the proximity to the Prairie Trail by providing connections and outdoor seating/open space areas.

8. South Harrison Street

This 0.9-acre site spans both sides of South Harrison Street and currently contains light industrial uses. Due to the site's proximity to an entry point of the Prairie Trail, gateway elements should be utilized to better demarcate the trail location. Given the location next to a residential neighborhood, it should be redeveloped with mixed-residential uses such as single-family attached or low-intensity multi-family. These uses should match the character of surrounding residential uses.

9. IL Route 31 and Huntington Drive

Situated between Huntington Drive and IL Route 31, this 1.2-acre triangular site is primed for redevelopment with a mixed-use development limited to four stories. Residential options could include apartments or condominiums, complemented by ground-floor retail, restaurants, or service-oriented businesses. The site's position at a major intersection restricts vehicle entry points but offers excellent access to the surrounding area. Sidewalks or multi-use paths should be incorporated, along with streetscape amenities, to foster a pedestrian-friendly environment linked to the Prairie Trail.

10. Prairie Trail Trailhead

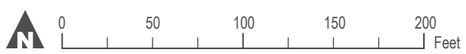
Located on South Main Street along the Prairie Trail, this 1-acre site currently includes a vacant non-conforming gas station and self-storage structures. It presents an opportunity to be transformed into a high-quality trailhead for Prairie Trail users. Plans should consider amenities such as public restrooms, a pavilion, public parking, and recreational features like picnic tables, a small playground, or workout equipment. Additionally, trail-oriented commercial development, such as a small food stand, ice cream shop, or coffee/juice bar, could enhance the space and cater to visitors.

CATALYST SITE: MAIN AND ALGONQUIN

The Main and Algonquin catalyst site visualization showcases the potential to develop multiple two-story, mixed-use buildings with retail, restaurant, and office uses. This would serve as an eastern gateway into Old Town, which reinforces the need for a high-quality, architecturally pleasing buildings whose character and design are context sensitive to the Old Town area. Site improvements include extending the riverwalk along the south side of the site to connect Main Street and Harrison Street. The sidewalks should be wide and enhanced with streetscaping, similar to the existing streetscape along Main Street. Because of its strategic location in Old Town and along the creek, the development should provide opportunities for gathering such as plazas, outdoor dining, and patio spaces.

LAND USES

1. Two-story commercial with retail on the ground floor and service or office space above
2. Two-story commercial with retail on the ground floor and restaurant above
3. Ground floor retail with second floor outdoor dining/patio space for adjacent restaurant above



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CHAPTER 10

IMPLEMENTATION

The Algonquin Comprehensive Plan provides policies and recommendations for actions the Village should take over the next 20 years. For the vision of Algonquin to be realized, the Village must be proactive and have the support and participation of local leaders, other public agencies, various neighborhood groups and organizations, the local business community, property owners, developers, and residents. The Village should be the leader in promoting cooperation and collaboration with these partners to implement the Plan.

The "Implementation" chapter presents a framework the Village can use to initiate and undertake key recommendations included in the Comprehensive Plan. The actions identified in this section establish "next steps" to be taken in community planning and investment.

REGULAR USE OF THE COMPREHENSIVE PLAN

The Village Board, staff, and other boards, commission and external agencies should use the Comprehensive Plan as an official policy guide for planning decisions. The Plan should serve as a primary reference in guiding policy formation, evaluating projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. Referring to the Comprehensive Plan will ensure future planning efforts and decisions align with the community's long-term vision and goals. Service providers and partner organizations should also be encouraged to use the Comprehensive Plan when considering new development, facilities, infrastructure updates, and programming within Algonquin.

To promote regular use of the Plan, the Village should:

- Post the Comprehensive Plan document on the Village website and make the hard copy available at the Village Hall and the area libraries for easy public access.
- Educate the public on how the Plan connects to development projects and other proposals occurring within the Village.
- Align annual departmental budget requests with Plan goals.
- Guide the Village Board, Planning and Zoning Commission, and other boards and commissions in the administration, interpretation, and continuous application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- Maintain a list of possible amendments, issues, or needs which may be the subject of change, addition, or deletion from the Plan.
- Coordinate with and assist the Village Board and commissions in the Plan amendment process, as necessary.

REVIEWING AND UPDATING THE PLAN

The Comprehensive Plan is not a static document and must be able to evolve and change over time. For example, if community attitudes change, or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The Village should undertake a complete review and update of the Plan every five years, and intermittent evaluations every two to three years to identify smaller changes. The Village should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews should coincide with the preparation of the Village's budget and the Capital Improvement Program (CIP) so recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

REVIEW OF ZONING AND DEVELOPMENT CONTROLS

The Village's development regulations are the most direct tool in implementing Comprehensive Plan recommendations. They guide the nature and design of development throughout the Village. All development controls should be consistent with and complement the Comprehensive Plan. The Village may have existing ordinances that contradict new or revised policies or prohibit desired improvements. The Village should review all development regulations and amend them as necessary to ensure they align with the recommendations of the Comprehensive Plan.

UPDATE RELATED PLANS

In addition to the *Algonquin Comprehensive Plan*, the Village has engaged in numerous other planning efforts in the past. The resulting plans, studies, and reports are essential to guiding growth and development and addressing specific issues within Algonquin. Key recommendations from past plans have been appropriately incorporated within the Comprehensive Plan to provide a coordinated approach inclusive of previous planning within the community.

Following the adoption of the *Algonquin Comprehensive Plan*, the Village should review existing plans to identify those which remain relevant and applicable and those which should be updated or replaced. Those plans which remain relevant should be maintained as resources for Village staff until such time as they are updated. Plan updates should reflect modern trends and demographics, account for market realities, and align with the goals, objectives, and vision of the Comprehensive Plan.

Additionally, the Village could consider adopting new plans as recommended by the Comprehensive Plan, such as a detailed housing study.

Plan Title	Year Adopted or Updated	Update Priority
Old Town District Preservation Code	1998	Medium
Downtown Revitalization Plan	2000	Low
Public Art Master Plan	2005	Low
Water Conservation Plan	2006	Low
Parks, Trails, and Open Space Plan	2008	Medium
Events and Recreation Evaluation Plan	2009	Low
Environmental Action Plan	2010	Low
Beautification Plan	2011	Low
Spring Creek Watershed-Based Plan	2012	Medium
Jelke / Fox River Watershed Plan	2025	Low
Comprehensive Water Master Plan	2025	Low
Existing and Future Land Use in Woods Creek Watershed	2012	Low
Woods Creek Watershed-Based Plan	2025	Low
Downtown Planning Study	2013	High
Market Reconnaissance of the East Algonquin Road Corridor	2015	High
Fox River Corridor Plan	2016	Low
Downtown Streetscape Master Plan	2016	Low
Algonquin-Lake in the Hills Fire Protection Strategic Plan	2019	Low
Algonquin-Cary Subarea Plan	2021	Low
Parks and Recreation Master Plan	2021	Low
Crystal Creek Watershed-Based Plan	*2021*	Low
Wastewater Facilities Plan	*2023*	Low
Parks and Recreation Indoor Needs Assessment	Recommended	Low
Risk Management and Community Safety	Recommended	Low
Village-wide ADA Analysis and Transition Plan	Recommended	In Progress
Housing Study	Recommended	Medium
EV Readiness Plan	Recommended	High
Feasibility Study for New Park Amenities	Recommended	Low
Water Rate, Wastewater Rate, and Tap-On Fee Study	Recommended	Medium
Reclamation and Recreation Feasibility Study of Square Barn Pit Quarry	Recommended	Medium
Impacts of Converting Quarries to Industrial Zones Feasibility Study	Recommended	Low
East Algonquin Road Design Guidelines	Recommended	Medium

COOPERATION AND PARTNERSHIPS

Implementation requires a coordinated effort between local service providers and community organizations. The Village of Algonquin should assume the leadership role in implementation, but it will need to maintain partnerships to facilitate regular communication and cooperation with the various local groups. Partnerships will help identify opportunities to work collaboratively toward mutual interests and create an organized approach to implementation.

Algonquin already has a wide variety of partnerships that should be maintained in the future. The Village should identify possibilities for new partnerships with organizations and agencies to aid in implementing the Comprehensive Plan. This should include neighboring municipalities and townships, regional and state agencies, school districts, neighborhood groups, the local business community, and other groups interested in Algonquin.

The Village should continue to partner with or explore new opportunities with at least the following groups:

Local

- Algonquin Area Park Districts
- Algonquin Area Public Libraries
- Algonquin Committee of the Whole
- Algonquin Economic Development Commission
- Algonquin Electrical Commission
- Algonquin Historic Commission
- Algonquin Planning and Zoning Commission
- Algonquin/Lake in the Hills Chamber of Commerce
- Business and Property Owners
- Community Organizations
- Developers
- Neighboring Municipalities
- School District 300
- School District 158
- Village Board
- Village of Algonquin Staff

Regional

- Chicago Metropolitan Agency of Planning
- Elgin Community College
- Fox River Ecosystem Partnership (FREP)
- Fox River Study Group (FRSG)
- Friends of the Fox River (FFR)
- Kane County
- Kane Kendall Council of Mayors
- Kane County Development and Community Services Department
- Kane County Division of Transportation
- Kane County Workforce Development
- McHenry County
- McHenry County Bicycle Club
- McHenry County College
- McHenry County Conservation District
- McHenry County Division of Transportation
- McHenry County Economic Development Corporation
- McHenry County Housing Authority
- McHenry County Workforce Network
- Metro West Council of Governments
- Naturally McHenry County
- Pace Suburban Bus
- Utility and Service Providers

State and Federal

- Army Corps of Engineers
- Federal Emergency Management Agency (FEMA)
- Illinois Department of Commerce and Economic Opportunity
- Illinois Department of Natural Resources
- Illinois Department of Transportation
- Illinois Environmental Protection Agency
- Illinois Office of Tourism
- US Department of Agriculture (USDA)
- US Department of Housing and Urban Development (HUD)

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ENABLE REGIONAL COOPERATION

Regional cooperation is a component of the Village's success. Efforts toward accomplishing recommendations found within the Comprehensive Plan can be shared with nearby communities to address issues holistically and from a regional perspective. Close communication and partnerships with adjacent and nearby municipalities, inter-jurisdictional groups, and other organizations are vital in addressing shared issues, challenges, and opportunities. The Village should continue its efforts to establish potential partnerships and foster greater regional cooperation.

- Establish a schedule of meetings with partner organizations to review emerging trends and issues, share long-term goals, and identify opportunities for partnership and cooperation. Key groups should include the Village's adjacent and nearby municipalities, Kane County, McHenry County, IDOT, and other organizations and associations.
- Seek active involvement in regional projects that will affect the community.
- Partner with Kane County, McHenry County, IDOT, and other municipalities to address the movement and distribution of traffic through the area, accounting for how roadways function from a regional perspective instead of individual segments in the Village.
- Encourage greater participation by local business members in Algonquin/Lake in the Hills Chamber of Commerce and other economic development organizations to strengthen Algonquin's regional economic presence and ensure the Village's economic goals are met.

MAINTAIN PUBLIC COMMUNICATION

The Comprehensive Plan community outreach program was designed to solicit feedback on issues and opportunities from residents and stakeholders. Public engagement included a community workshop, a series of public webinar sessions, stakeholder interviews, focus group discussions, an online questionnaire, an interactive mapping tool, and other methods to engage with residents, businesses, property owners, local officials, and community stakeholders. In addition to supporting the planning process, these outreach efforts helped foster stewardship for the Comprehensive Plan and communicate the importance of planning within Algonquin.

To sustain this core value of public engagement, the Village should continue to communicate with the public via online updates, announcements of major project achievements, and newsletters including information about planning and development efforts.

The Village should maintain a way for residents and stakeholders to offer feedback and ask questions about planning initiatives and ongoing projects. In the future, the Village should consider hosting additional workshops and engagement opportunities where residents could review the Plan and offer feedback about changing issues, opportunities, trends, and community preferences.

TARGETING LAND ACQUISITION TO FACILITATE DEVELOPMENT OPPORTUNITIES

Depending on financial capacity, the Village may wish to strategically acquire sites to further the development goals of the Comprehensive Plan. Through site acquisition, the Village can maintain control over future use and timing of development. Ultimately, the Village would need to go through a developer solicitation process to relinquish properties for redevelopment. A subsequent development agreement would be predicated on policy decisions related to use/type of development, fiscal/economic impacts, ability to attract additional development, and/or return on investment.

While municipal ownership affords the best control over development, it is understood that the capacity for the Village to purchase and maintain multiple properties may be fiscally constrained. A viable alternative is to work with property owners to help them develop their properties or facilitate arrangements with buyers and/or developers. The Village can play an active role by assisting developers throughout the development process and helping to reduce financial and site-related challenges.

While site acquisition can be an extremely effective means of controlling and facilitating development, it must be done strategically. The Village should adhere to a policy governing land acquisition. The following represents general guidance for site acquisition in the Village.

- Catalytic development sites are well-positioned to spur other development or anchor an area. These sites are typically well located, but currently underutilized or devoid of development and/or currently impacted by inadequate infrastructure.
- Sites that complete or enhance a larger development area can improve access, increase visibility, and offer greater options and flexibility for the overall site. For example, a parcel near or adjacent to a commercial development could provide the opportunity for outlots and an additional entry point.
- Sites that provide a buffer to existing uses offer development potential for a use that is more intensive or may negatively impact a nearby or adjacent use. Acquiring surrounding property can afford the opportunity to create a buffer through landscaping, sound walls, open space, or other mechanisms.
- Sites that can be leveraged as a part of a land exchange or relocation include those that are well suited for a public facility or related use, such as a new police or fire station, but are not currently under municipal ownership. The Village could acquire a site that may be more attractive from a development perspective and negotiate a land swap to secure the desired property. An additional example would involve securing multiple sites to help relocate a use better suited for another location elsewhere in the Village.
- Sites that represent key pieces of a site assemblage are appropriate targets for land acquisition. Development opportunities are often lost due to the inability to assemble the necessary parcels or acreage. Whether in a coordinated effort with a developer or as a proactive approach, the Village should consider these opportunities on a case-by-case basis.
- Blighted sites or uses that have a detrimental impact on an area could be considered for acquisition. Site development is not always the final objective of acquisition. In some cases, the removal of a particular use can enhance the desirability of a larger area. Even if allowed under current zoning or operating as a legal non-conforming use, an existing business or use can detract from the potential of adjacent or nearby properties. The existing use may include a viable business that the Village would like to retain but would be better suited for another location. The Village can work to relocate those businesses including the potential for land exchanges.

POTENTIAL FUNDING SOURCES

The following is a review of potential funding sources that the Village can pursue to support the implementation of the Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the Village should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. These programs are organized by funding category, which include:

- Economic Development
- Housing and Neighborhoods
- Transportation and Infrastructure
- Parks and Recreation
- Energy Efficiency and Resiliency

Economic Development

Public-Private Financing Tools and Tax Incentives

Tax Increment Financing

Tax Increment Financing (TIF) is a tool used by local governments to boost investment in areas that have difficulty attracting development or jump-starting less economically active community areas. Local governments can use this tool to incentivize new development and improve needy areas.

Algonquin has two TIF districts: the Downtown TIF District, established in 2014, and Longmeadow and Randall TIF District, established in 2021. The Village Board designated these TIF district to promote the revitalization of underutilized properties and to improve the Old Town area.

Special Service Area Program

The Special Service Area (SSA) program allows for creating designated areas within a community to fund services and projects through a property tax levy specific to that area. SSA provides targeted improvements, such as landscaping, infrastructure enhancements, and maintenance services, that benefit the properties within the SSA.

Algonquin currently has several Special Service Areas (SSAs) in place including Riverside Square, Coves III Subdivision, Spectrum Senior Living, NorthPoint Resubdivision (Lots 2 to 6 ; Outlot C), and NorthPoint Resubdivision (Lot 1; Outlot D).

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool like tax abatement. The Village can use PILOT to reduce the property tax burden of a business for a predetermined period. In this instance, the Village and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. PILOT can also reduce the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity located on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by compensating the Village for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Sales Tax Rebate

A sales tax rebate is a tool typically used by municipalities to incentivize a business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks. As sales volume increases, so does the proportion of the rebate. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Business Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional 1% retailer's occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

BDD designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired according to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment.
- Borrow funds as it may be deemed necessary for 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 contracts with any public or private agency or person.
- Sell, lease, exchange, or improve any real property acquired as part of a BDD or redevelopment plan.
- Expend such public funds as may be necessary for the planning, execution, and implementation of the BDD plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for business district development and redevelopment.

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas or emerging business and industrial parks in the community. Given the limited amount of funds that a BDD can generate compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

Tax Abatement

Property tax abatements are typically used as an incentive to attract business and revitalize the local economy, and they can be applied to address a wide range of community issues. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed $4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value. Municipalities can also petition the County to lower a property's assessment in some circumstances. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts, not just the district making the request.

New Market Tax Credits

The New Market Tax Credit Program is an initiative of the Community Development Financial Institutions Fund, a department of the U.S. Treasury, in support of its mission to expand the capacity of financial institutions to provide capital, credit, and financial services in underserved markets. Taxpayers will receive a Federal Tax Credit for making qualified equity investments. The program provides access to loans lower than the market rate, subordinated debt, and enhanced equity arrangements.

Economic Development for Growing Economy (EDGE) Tax Credit Program

The Illinois EDGE program gives annual corporate tax credits to businesses that create new employment opportunities, capital investment, and improve the standard of living for their community members. The tax credit is equal to 50% of the income tax withholdings of the new business, or it becomes 75% if the project is in an "underserved area" that meets one of the following criteria:

- Poverty rate of at least 20%.
- 75% or more of the children in the area are eligible to participate in the federal free lunch or reduced-price meal program for a period of at least two consecutive calendar years preceding the date of the application.
- At least 20% of the households in the area receive assistance under the Supplemental Nutrition Assistance Program (SNAP) for a period of at least two consecutive calendar years preceding the date of the application.
- The average unemployment rate is more than 120% of the national unemployment average for a period of at least two consecutive calendar years preceding the date of the application.

Illinois Angel Investment Credit Program

The Illinois Angel Investment Credit Program encourages investment into early-stage, innovative businesses within the State of Illinois by offering tax credits to qualifying investors. The credits equal 25% of the claimant's investment made directly in a new business. The tax credit may not exceed the taxpayer's Illinois income tax liability for the taxable year, but the credit may be carried forward for up to five years following the excess credit year. Tax credits are allocated on a quarterly basis throughout the year and are awarded on a first-come, first-serve basis. These investments provide businesses with critical funds to support their growth and success.

Local Sources

Business Assistance Program

A business assistance grant program can be utilized to attract targeted retail businesses and assist existing businesses located within a particular area. As with a façade improvement program, business assistance funds are typically offered in the form of a matching grant that pays for a defined percentage of eligible expenditures. The expenditures are typically limited to build-out costs, signage, moving expenses, and physical improvements to the property necessary to accommodate a new business or the expansion of an existing business.

Priority can be given to businesses that complement the Village's vision. The size of the grant available can also be tied to the overall impact the proposed project could have on the area. For example, the grant could be varied based on the anticipated sales tax to be generated by the project. Grant money could be used to lessen the cost burden of relocating or expanding in Algonquin. A business assistance program would likely have the most influence in attracting small and medium-sized retail tenants and restaurants.

Revolving Loan Fund

The McHenry County Revolving Loan Fund (MCRLF) is an economic development program designed to support business growth and job creation within McHenry County. It provides an affordable financing option for businesses located in or planning to relocate to McHenry County, serving as a secondary financing source alongside or in place of traditional commercial or Small Business Administration loans. The fund is particularly aimed at higher-risk businesses. Any new or expanding business located in or relocating to McHenry County, and in good standing with the State of Illinois, is eligible.

Restaurant Assistance Program

A restaurant assistance program is similar to a business assistance program but specifically targeted at restaurants seeking to locate within a community. As with any grant program, the Village can define the types of businesses that qualify for funding. For example, the assistance program could be limited to full-service restaurants only by specifying a minimum threshold for the percentage of gross income derived from sales made for on-site consumption.

Such funds could assist with renovating an existing space to accommodate restaurant use or in the construction of a new restaurant. Funds are typically limited to improvements to a property (i.e., kitchen equipment is ineligible). Funds are offered as a matching grant with a requirement that the business remains open for a minimum number of years. A lien is typically placed on the subject property which is then reduced by a proportionate amount for every year of operation and forgiven after completion of a minimum period of operation. This program should be utilized to enhance Algonquin as a dining destination, rather than to create competition for existing restaurants.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are most successful when owned by private entities such as developers or groups of entrepreneurs who jointly rent space and share common services. In addition to job creation and generating activity, the goal is to facilitate growth and expansion of startup businesses within an area.

On Site and Façade Improvement Programs

An **On-Site Improvement Program** assists property owners in upgrading their existing parking lots and installing onsite landscaping. The program would apply to such things as improvements to surface parking areas, privately-owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a Façade Improvement Program.

A **Façade Improvement Program** encourages projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. By implementing a Façade Improvement Program, current property owners have the opportunity to improve their outdated or failing structures without having to relocate.

State Sources

Illinois Enterprise Zone Program

The Illinois Enterprise Zone Program aims to drive economic growth and community revitalization in economically distressed areas across the state by offering a range of state and local tax incentives, regulatory relief, and improved government services. Businesses located or expanding within an Illinois enterprise zone may qualify for various incentives, including exemptions on retailers' occupation tax for building materials, expanded state sales tax exemptions for certain purchases, and exemptions on utility taxes. Additionally, businesses may benefit from Enterprise Zone Construction Jobs Credits, allowing eligible project owners to deduct received tax credits from their taxable income. To access these incentives, businesses must meet specific criteria and be certified by the Illinois Department of Commerce. Each enterprise zone provides local incentives overseen by a designated local zone administrator, aimed at further promoting business development projects and fostering economic growth within their respective zones.

Land Banking

Land banking, a relatively new concept in Illinois but proven successful in other states, is emerging as a vital tool to combat blight efficiently. The Illinois Housing Development Authority has allocated grant funding to the Region 1 Planning Council to establish the Northern Illinois Land Bank Authority, signaling the state's growing interest in this approach. One of the primary benefits of land banks is their capacity to provide clear titles to potential buyers, particularly for properties burdened with back taxes that hinder private market transactions. Using a judicial deed process, land banks can acquire abandoned properties, rectify title issues, and facilitate sales to qualified buyers, thereby revitalizing distressed areas, and fostering community development.

Federal Sources

Small Business Innovation Research (SBIR) and Small Business Technology Transfer (STTR)

Small Business Innovation Research (SBIR) and Small Business Technology Transfer (STTR) are federal grants that provide funding for small businesses to undertake research and development (R&D) on technologies of interest to federal agencies. The projects provide funding to explore the potential of high-tech products and encourage their commercialization.

Housing and Neighborhoods

State Sources

Illinois Housing Development Authority

The Illinois Housing Development Authority (IHDA) has a number of programs, loans, grants, and technical assistance aimed at municipalities, local governments, developers, and community/housing organizations to help facilitate housing development, affordable housing, and community revitalization.

Multifamily Financing Programs. IHDA's multifamily financing programs provide loans and bond financing to support the construction, rehabilitation, and preservation of affordable rental housing. These programs are designed for developers, nonprofits, and municipalities, helping projects secure the permanent or construction financing needed to move forward. By lowering financing costs, IHDA makes affordable and mixed-income developments more financially viable.

First Mortgage Loan Program. Through its First Mortgage Loan Program, IHDA offers low-interest permanent financing or construction-to-permanent financing for multifamily housing projects. Developers can use these funds for new construction or the rehabilitation of existing properties, ensuring projects meet affordability requirements while maintaining financial feasibility.

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Strong Communities Program. The Strong Communities Program provides grant funding to local governments, land banks, and nonprofit partners to address blight and vacancy. Funds can be used to acquire, rehabilitate, demolish, or maintain abandoned residential properties, helping communities return these sites to productive use and stabilize neighborhoods.

Low-Income Housing Tax Credit (LIHTC) and Bond Financing. As Illinois's administrator of the federal LIHTC program, IHDA awards tax credits that developers can sell to investors in exchange for equity. Often paired with bond financing, this tool helps fill financing gaps and incentivizes the creation and preservation of affordable rental housing throughout the state.

Federal Sources

Administration for Community Living

The Administration for Community Living offers over one billion dollars in two types of grants: discretionary and mandatory. Discretionary grants provide flexibility to the applicant, allowing them control over the objectives and project goals. Mandatory grants are ongoing programs which require no application or competition. The Administration for Community Living does not provide grants to individuals.

Transportation and Infrastructure

Local Sources

The Illinois Motor Fuel Tax (MFT) Fund

The Village receives revenue from the Illinois Motor Fuel Tax (MFT) Fund that can be applied to road projects. Per IDOT, these funds are derived from a tax on the privilege of operating motor vehicles on public highways and of operating recreational watercraft on Illinois waters based on motor fuel consumption. Each month, a warrant is issued to each municipal treasurer in the amount of the municipality's share of MFT Fund collected for the preceding month. Monthly distributions are posted on IDOT's website.

State Sources

Surface Transportation Block Grant Program (STBGP)

Surface Transportation Block Grant Program (STBGP) funds are administered by IDOT and allocated to coordinating regional councils to be used for roadway and roadway-related items. STBGP funds may be used for a variety of projects, including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signage improvements; and green infrastructure funding. Projects must be identified in the Statewide Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Urban STBGP funds are programmed and awarded to communities by the CMAP and McHenry County Council of Mayors (MCCOM). Projects require a 20% match, paid by the state and/or locally. Generally, these funds may not be used on local roads or rural minor collector projects. Exceptions include bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian, and bicycle projects; SRTS projects; boulevard/roadway projects largely in the right-of-way of divided highways; and inspection/evaluation of bridges, tunnels, and other highway assets.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a sub-program of the STBGP that provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths, sidewalk infill programs, and SRTS projects. Bicycle projects must be principally for transportation rather than recreation.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation administers the ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs.

ITEP funds may provide the opportunity to implement several of the recommendations in this Plan, including:

- Expanded bicycle trails, especially along Randall Road and Algonquin Road and for connections to other regional bicycle systems
- Streetscaping within identified subareas and along commercial corridors
- Intersection enhancements that would improve bicycle and pedestrian safety, particularly along Algonquin Road and Randall Road

Illinois Bicycle Path Program

The Illinois Bicycle Path Grant Program provides financial assistance to local governments for developing, maintaining, and acquiring land for bicycle paths. Administered by the Illinois Department of Natural Resources (IDNR), the program aims to enhance public outdoor recreational opportunities and promote the use of bicycles for transportation and recreation. In 2023, the McHenry County Conservation District Prairie Trail Renovation Project was awarded $200,000.

Federal Sources

Infrastructure Investment and Jobs Act (IIJA)

The Bipartisan Infrastructure Law (BIL), enacted on November 15, 2021, allocates $1.2 trillion for infrastructure improvement, with $550 billion allocated for new initiatives. This legislation targets a broad spectrum of infrastructure needs, including energy, power, broadband internet access, and water systems. It aims to facilitate significant advancements in local infrastructure across the United States. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.

Safe Routes to School (SRTS) Program

The Safe Routes to School (SRTS) program provides funding for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school. SRTS projects are funded at 100%with no local match required, with a funding limit of $250,000 for infrastructure projects and $100,000 for non-infrastructure projects. Eligible applications include:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian and bicycle-crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking systems
- Traffic diversion improvements in the vicinity of schools
- Education programs and activities to increase rates of walking and biking to school

Transportation Energy Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) authorizes federal funding to improve transportation infrastructure, enhance economic growth, and protect the environment. Eligible projects improve air and water quality, restore wetlands and natural habitats, or rejuvenate urban areas through transportation redevelopment, increased transit, or sustainable alternatives to urban sprawl.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) program is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The variety of transportation projects funded through the CMAQ program encourage alternatives to driving alone, improve traffic flow, and help urban areas meet air quality goals through transit improvements, traffic flow improvements, bicycle facility projects, or direct emissions reduction projects.

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Parks and Recreation

State Sources

Park and Recreational Facilities Construction (PARC) Program

The Park and Recreational Facilities Construction (PARC) program is a state-financed program with grant funds offered to eligible local governments for park and recreation unit construction projects and land acquisition. Funded project amounts range from $25,000 to $2.5 million.

Park and Recreation Facilities Construction Program (PARC)

PARC provides grants to Illinois local governments for constructing or renovating park and recreational facilities and acquiring land for these purposes. These grants cover projects like building new facilities, expanding existing ones, and acquiring land for public recreation, prioritizing indoor recreation facilities renovations or constructions. Eligible applicants, excluding school districts, must meet pre-award requirements under the Grant Accountability and Transparency Act. PARC covers up to 75% of project costs, increasing to 90% for disadvantaged communities.

Illinois Department of Natural Resources (IDNR)

IDNR administers several grant-in-aid programs to help municipalities and other local agencies provide public outdoor recreational areas and facilities. The programs operate on a cost-reimbursement basis to a government or not-for-profit organization. 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 Land Acquisition and Development, Boat Access Area Development, and the Illinois Trails Grant Program.

Open Space Lands Acquisition and Development (OSLAD) Program. The OSLAD Program is a state-financed grant program that provides funding assistance to local government agencies for the acquisition and/or development of land for public parks and open space. The Village of Algonquin was awarded a $600,000 OSLAD grant from the State of Illinois to assist in the redevelopment of Towne Park.

Boat Access Area Development (BAAD) Program. The BAAD program provides financial assistance for the acquisition, construction, expansion, and rehabilitation of public boat and cove access areas for lakes and rivers in Illinois. The program provides up to 100%of the approved project construction costs and 90%of approved land acquisition costs. Grant awards are limited to a $200,000 maximum for motorized launch sites and $80,000 maximum for non-motorized launch sites.

Illinois Trails Grant Programs. The Illinois Trails Grant Programs offer five financial assistance grants for the acquisition, development, and occasional maintenance of trails for public recreation uses. IDNR administers these reimbursable grants under a 50% state, 50% local cost share. There is a $200,000 maximum per project with $1 million in grant funds available each year. Only off-road paths and trails with a hard paved or aggregate surface are eligible. The grants can fund land acquisition for securing a linear corridor or right-of-way to be used for bicycle path development.

Clean Vessel Act. The IDNR offers competitive grants to private marinas, boatyards, and yacht clubs for up to 75% of the construction cost of pumpouts and dump station construction. Pumpouts prevent pollution through the proper disposal of sewage from recreational boats. These grants are federally funded through the Clean Vessel Act Grant Program (CVA).

Federal Sources

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally-funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21 (Moving Ahead for Progress in the 21st Century Act). The applicant requires a minimum 20% match. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

Land and Water Conservation Fund (LWCF)

The Illinois Land and Water Conservation Fund (LWCF) program, similar to the Open Space Land Acquisition and Development (OSLAD) program, provides grants to municipalities, counties, and school districts for outdoor recreation projects. Projects require a 50%match.

US Economic Development Administration Travel, Tourism, and Outdoor Recreation Program (US EDA TTOR)

The US EDA TTOR Program offers $240 million in competitive grants to help communities that have been hit hardest by challenges facing the tourism industry due to the COVID-19 pandemic. The funds are used to invest in infrastructure, workforce, or other projects to support the recovery of the industry. Examples include the construction of multi-use paths, campgrounds, hiking and biking trails; investment in local businesses; and preservation of landmarks and recreation areas. These grants are funded through the American Rescue Program.

Other Sources

ComEd Green Region Program

Openlands is a nonprofit conservation organization that has partnered with ComEd to administer the ComEd Green Region Program. Recognizing that open space is a crucial element of the quality of life, the ComEd program awards grants for municipal efforts to plan for, protect, and improve open land in ComEd's service area of northern Illinois. The grants, of up to $10,000 each, support existing open space projects that focus on conservation, preservation, and improvements to local parks and recreation resources. Grant recipients can use Green Region grants in combination with other funding sources to cover a portion of the expenses associated with developing and/or supporting their open space program.

Energy Efficiency and Resiliency

State Sources

Illinois Clean Energy Foundation

The Illinois Clean Energy Foundation provides financial support for clean energy projects in Illinois. The Foundation was established with a $225 million endowment from Commonwealth Edison. The Foundation offers grants under the Energy Program and the Natural Areas Program.

Illinois Environmental Protection Agency (IEPA) Grants

The IEPA provides financial assistance for certain land, air, and water-related projects. These grants offer funding to keep drinking water safe and improve the water quality of Illinois' lakes, streams, and wetlands.

Green Infrastructure Grant Opportunities (GIGO) Program

The GIGO program funds green infrastructure projects and best management practices that prevent, eliminate, or reduce water quality issues by decreasing stormwater runoff. The state-financed program offers $75,000 to $2.5 million grants. The program matches 75%of costs, with 25%to be provided by the applicant.

Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program

The Section 319(h) Nonpoint Source Pollution Control Financial Assistance program aims to protect water quality in Illinois through the control of nonpoint source pollution. The program includes providing funding to groups to implement projects that utilize cost-effective best management practices on a watershed scale. Projects may include detention basins and filter strips or erosion control ordinances and setback zones. Technical assistance and information/education programs are also eligible. The IEPA funds approximately 15 projects per year, with the average annual funding being $3.5 million. Typically, funds are approximately 60%of total project costs, and the applicant provides the remainder as a match.

Equitable Energy Future Grant Program

The Illinois Equitable Energy Future Grant Program offers upfront funding of up to $1 million to support the advancement of energy efficiency and renewable energy projects, businesses, community organizations, and job creation, with a particular focus on historically disadvantaged populations. This initiative aims to provide essential financial support and seed capital to facilitate the development of renewable energy and energy efficiency initiatives in these communities. Grant funds can be utilized for a variety of purposes, including:

- Planning and project development, including costs for professional services such as architecture, design, engineering, auditing, consulting, and developer services
- Project application, deposit, and approval
- Purchasing and leasing of land
- Permitting and zoning
- Interconnection application costs and fees, studies, and expenses
- Equipment and supplies
- Community outreach, marketing, and engagement
- Staff and operations expenses

Connect Illinois Broadband Grant Program

The Connect Illinois Broadband Grant Program, initiated in August 2019, is a statewide effort aimed at expanding and reinforcing broadband infrastructure to enhance various sectors including health information technology, telemedicine, distance learning, and public safety. This comprehensive initiative is part of the broader Rebuild Illinois capital investment plan and involves the establishment of a Broadband Advisory Council and Broadband Office to oversee its implementation. A key component of Connect Illinois is ensuring all public K-12 students have access to high-speed broadband at no cost. Additionally, the program includes a $400 million grant program to support broadband deployment across the state and a $20 million capital program for the Illinois Century Network, which provides high-speed broadband services to educational institutions. Through these measures, Connect Illinois aims to bridge the digital divide, improve connectivity, and promote equitable access to essential broadband services for residents and organizations throughout Illinois.

Weatherization Assistance Program

The Illinois Weatherization Assistance Program (IHWAP) is designed to alleviate the energy burden on low-income households by implementing energy efficiency measures in their homes. By upgrading insulation, repairing heating systems, and maintaining HVAC systems, the program aims to reduce energy costs for qualifying households. Funded by the Department of Energy, IHWAP provides up to $16,000 per eligible home for energy-related weatherization and repair work and an additional $3,500 for health and safety-related measures. Through these efforts, the program improves low-income families' living conditions and contributes to energy conservation and environmental sustainability.

C-PACE Commercial Property Assessed Clean Energy

C-PACE is an innovative financing tool that provides low-cost, long-term funding for energy efficiency, renewable energy, and water conservation projects in commercial buildings (C-PACE Financing). Property owners may obtain 100%upfront financing from private capital providers for up to 30 years for improvements such as HVAC, lighting, and solar photovoltaic (PV) systems in existing buildings and new construction projects.

Community Solar Energy Sovereignty Grant Program

The Community Solar Energy Sovereignty Grant Program, established under Public Act 102-0662, aims to facilitate the planning, development, and implementation of community solar projects. An essential objective of this program is to address financial barriers hindering project, community, and business development, particularly in low-income communities and among historically disadvantaged populations. These grants offer upfront capital to support various aspects of community solar initiatives, including seed funding for pre-development work and assistance in establishing long-term governance structures like community solar cooperatives. Grant amounts are determined based on the size and scope of the project. By providing financial support and fostering community involvement, the program seeks to promote equitable access to solar energy while fostering sustainable development and economic empowerment.

Historic Preservation

State Sources

Illinois Historic Preservation Tax Credit Program

The Illinois Historic Preservation Tax Credit Program (IL-HTC) offers a generous state income-tax credit worth 25% of a project's Qualified Rehabilitation Expenditures (QREs), capped at $3 million, for owners of certified historic structures embarking on certified rehabilitations. This initiative aims to not only preserve Illinois' rich architectural heritage but to spur economic growth by generating employment opportunities, boosting local economies, and breathing new life into historic buildings and neighborhoods. Administered by the Illinois State Historic Preservation Office within the Department of Natural Resources, the program operates from January 1, 2019, to December 31, 2028. Recent legislative actions, such as the passage of Public Act 102-0741 and Public Act 103-0009, have expanded eligibility criteria and extended the program's duration while increasing the annual allocation to $25 million, ensuring broader participation and more significant impact.

Federal Sources

Federal Historic Preservation Tax Credits

The Federal Historic Preservation Tax Credits program is administered by the National Park Service (NPS) and the Internal Revenue Service (IRS) in partnership with the State Historic Preservation Offices (SHPOs). The amount of credit available under this program equals 20% of the qualifying expenses of a rehabilitation. Key criteria to obtain the credit include:

- The tax credit is only available to properties that will be used for a business or another income producing purpose, and a "substantial" amount must be spent rehabilitating the historic building
- The building needs to be certified as a historic structure by the National Park Service
- Rehabilitation work must meet the Secretary of the Interior's Standards for Rehabilitation, as determined by the National Park Service

IMPLEMENTATION MATRIX

The Implementation Matrix presents a complete list of all actionable recommendations made within the *Algonquin Comprehensive Plan*. The Implementation Matrix should be used to evaluate the Village's progress based on completed actions.

While partners are not identified for each action item in the Implementation Matrix, the Village may partner with a number of agencies, non-profits, and private entities to achieve the objectives of this Plan. The Implementation Matrix offers a brief description of each action or project, priority actions, and timeframe.

Timeframe

Timeframe indicates in approximately how many years the Village should begin to undertake the action item. Descriptions of each timeframe are detailed below:

- **(O) Ongoing:** currently being implemented and should continue to be implemented over time
- **(S) Short-term:** less than two years
- **(M) Mid-term:** two to five years
- **(L) Long-term:** over five years
- **(ADO) As Development Occurs:** can be implemented as development occurs over time

Potential Partner

The Village will require the assistance of neighboring government units, organizations, and community groups to fully implement the Comprehensive Plan. While the Village is generally responsible for initiating and implementing most of the Plan's policies and recommendations, many partnership opportunities will be required to achieve the goals and supporting strategies throughout the Plan. The Potential Partners section of the Implementation Matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the Plan goals, supporting policies, or recommendations is not listed as a potential partner for a given topic and should be added.

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#	Recommendation	Estimated Timeframe	Potential Partners
Chapter 03: Land Use and Development			
A. Future Land Use			
3.A.1	Maintain single-family neighborhoods as the predominant form of residential development within the Village.	O	Developers; Property Owners
3.A.2	Integrate context-sensitive multi-family buildings into select areas identified as appropriate for higher-density residential housing.	ADO	Developers; Property Owners
3.A.3	Accommodate higher-density housing in Old Town; including apartments; condominiums; and mixed-use buildings with ground-floor commercial and upper-floor residential units.	ADO	Developers; Property Owners; Historic Commission
3.A.4	Emphasize adaptive reuse and historic preservation as key components of Old Town's development strategy whenever feasible.	O	Developers; Historic Commission; Property Owners
3.A.5	Encourage mixed-use development south of Corporate Parkway between Boyer Road and Esplanade Drive that combines active ground-floor uses with upper-story residential or service-oriented uses to create vibrant; walkable; and engaging districts.	O	Developers; Property Owners
3.A.6	Support corridor commercial development along major roadways that leverages high traffic volumes to provide a mix of retail; services; and dining options that strengthen the local economy.	O	Developers; Property Owners
3.A.7	Promote neighborhood commercial nodes that provide small-scale; context-sensitive retail and services integrated within or near residential areas to enhance convenience; connectivity; and compatibility with surrounding neighborhoods.	O	Developers; Property Owners
3.A.8	Support office development in designated areas; including medical offices; with appropriate buffering and screening to ensure compatibility with surrounding uses.	O	Developers; Property Owners
3.A.9	Maintain and strengthen light industrial areas within designated employment centers while minimizing visual and noise impacts through appropriate screening and buffering.	O	Developers; Property Owners
3.A.10	Recognize and maintain the Village's heavy industrial areas; including active quarries; while periodically coordinating with operators and updating land use plans to address future redevelopment opportunities.	O	Property owners; Village of Cary
3.A.11	Preserve and enhance parks and open spaces; including recreational; natural; and conservation areas; to provide a range of active and passive opportunities for the community.	O	Area Park Districts; Forest Preserve Districts
3.A.12	Support and maintain public and semi-public uses; including government facilities; schools; and places of worship; integrated throughout the Village to serve community needs.	O	School Districts; Library Districts; Community Groups
3.A.13	Identify and preserve natural areas within new developments; connecting existing natural features to create a green infrastructure network and applying conservation design principles.	ADO	Developers; Property Owners
B. Growth and Development Strategy			
3.B.1	Encourage growth within established municipal boundaries to stabilize and strengthen existing neighborhoods and commercial areas.	O	Developers; Property Owners
3.B.2	Encourage development or redevelopment of vacant and underutilized parcels to accommodate compatible uses.	O	Developers; Property Owners
3.B.3	Monitor and guide development in unincorporated areas; particularly those within the New Growth Areas overlay; as they are more likely to be annexed and developed in the future.	O	Developers; Property Owners; County DOTs
3.B.4	Promote development of large undeveloped tracts and scattered parcels in alignment with the Future Land Use Plan.	O	Developers; Property Owners; County DOTs
3.B.5	Require that new growth occurs responsibly; consistent with planning guidance and community objectives.	O	Developers; Property Owners; County DOTs
Chapter 04: Housing and Neighborhoods			
A. Residential Growth Opportunities			
4.A.1	Require new neighborhoods to connect to adjacent developments through the extension of streets; multiple links to the surrounding system of collector and arterial roads; creation of links to existing trail systems; and the integration of internal trails.	O	Developers
4.A.2	Monitor the amount and location of local parks and open space; and appropriate new parks and open space as part of new residential development to ensure adequate access is provided throughout the community.	O	Developers
4.A.3	Ensure that new residential development reflects the intended character of the community.	O	Developers
4.A.4	Use subdivision regulations; planned developments; conservation design; and design review to provide developers with the flexibility to cluster residential development in certain portions of a site; leaving larger contiguous areas of wetlands; streams; tree stands; and other assets to be restored. Natural areas are further discussed in "Chapter 8: Natural Areas."	O	Developers
4.A.5	Encourage a variety of housing types that anticipate future market demand and allow seniors to age in place. The variety of housing types should not be isolated but rather integrated into the fabric of the neighborhood.	O	Developers; Property Owners
4.A.6	Attract commercial uses to support the current and future residential neighborhoods in the East Algonquin Road Corridor.	O	Developers; Property Owners
4.A.7	Update the 2015 Market Reconnaissance of the East Algonquin Road Corridor study.	H	Property Owners
4.A.8	Encourage all housing options; including townhomes; duplexes; or mixed-use on infill parcels near Algonquin Road.	O	Developers; Property Owners
4.A.9	Use zoning regulations that promote a mix of residential; commercial; and office spaces within compact urban blocks to promote a vibrant; 24/7 Downtown where people can live; work; and play.	O	Developers; Property Owners
4.A.10	Encourage the development of diverse housing types; including townhouses; duplexes; and low-rise apartments to support a broader range of workforce housing and diversify housing options within the community.	O	Developers; Property Owners
4.A.11	Focus on pedestrian friendliness with a high degree of connectivity and walkability.	O	IDOT; County DOTs
4.A.12	Encourage mixed-use developments that combine residential units above ground-floor retail and business services; providing convenience for residents and a steady customer base.	O	Developers; Property Owners
4.A.13	Ensure that parks and gathering spaces are included in Old Town. This includes improving and expanding Cornish Park and integrating additional small pocket parks; plazas; gathering spaces throughout Old Town to promote health; relaxation; and social interaction.	O	
4.A.14	Encourage housing that takes advantage of the topography and proximity to the Fox River.		Developers
B. Housing Options			
4.B.1	Encourage an appropriate mix of housing types in new residential subdivisions.	ADO	Developers
4.B.2	Work with developers to offer dwellings with two bedrooms.	ADO	Developers
4.B.3	Encourage alternative forms of density; such as small-lot homes or accessory dwelling units; to provide housing at varied price points without altering neighborhood character; as highlighted in the accompanying Separated Residential diagram.	ADO	Developers
4.B.4	Conduct a detailed housing study to get a clear picture of current and future housing needs in Algonquin.	M	Developers; Real estate Community
4.B.5	Attend regular meetings with real estate experts familiar with the community to identify emerging trends; issues; and potential projects related to housing.	S	Developers; Real estate Community
4.B.6	Update regulations to include standards for materials; siting; and architectural styles to provide a more consistent aesthetic for infill development.	S	Developers
4.B.7	Build on the townhome and multi-family standards for the Randall Road corridor and apply them to Village-wide residential infill development.	S	
4.B.8	Require a build-to zone in the Algonquin Zoning Ordinance within Old Town specifically along Main Street.	M	Developers
4.B.9	Improve sidewalk infrastructure; crosswalks; and traffic signals to enhance pedestrian safety; particularly near senior living facilities; parks; and community centers.	O	Community organizations; Business Owners
4.B.10	Encourage the development of universally designed housing options that accommodate varying mobility needs; such as single-story homes; zero-step entrances; wider doorways; and accessible bathrooms with focus on age-target subdivisions.	ADO	Developers
4.B.11	Support partnerships with local nonprofits; community organizations; and businesses to create or expand a senior home repair program to ensure the Village's senior residents can continue to maintain safe homes.	S	Community organizations; Business Owners
4.B.12	Support the development of age-targeted residential and other multi-family residential products that are accessible and attractive to seniors; offered at attainable price points.	ADO	Developers; Community Organizations
4.B.13	Meet regularly with developers and builders to evaluate barriers for creating workforce housing options.	s	Business owners; Community Organizations
4.B.14	Encourage rehabilitation of older homes rather than demolition to ensure that existing entry-level homes remain available.	ADO	Developers; Historic Commission
4.B.15	Host; and regularly update; links to various residential and workforce housing resources to make it easier for developers to access these items.	S	Community Organizations

#	Recommendation	Estimated Timeframe	Potential Partners
C. Neighborhood Character and Stability			
4.C.1	Ensure that the design of subdivisions is conducive to walking and biking; building on the existing subdivision standards that require minimum sidewalk widths throughout new developments.	ADO	Developers
4.C.2	Build new or update existing sidewalks or multi-use paths; with a focus on connectivity between neighborhoods; when performing maintenance of existing roads.	O	Developers; IDOT; County DOTs
4.C.3	Work with IDOT; McHenry County; and Kane County to continue to create trail connections and bike connections on major routes; such as along Randall Road and East Algonquin Road.	O	IDOT; County DOTs
4.C.4	Within established subdivisions; identify the potential to connect interior sidewalk and trail systems to the Village trail network.	O	IDOT; County DOTs
4.C.5	Ensure that new development is in alignment with the Future Land Use Plan to encourage new residential units to be located closer to commercial areas; fostering walkability.	ADO	Developers
4.C.6	Identify appropriate locations for senior housing near Village amenities for easy and convenient access to goods and services.	ADO	Developers; Community Organizations
4.C.7	Utilize underdeveloped land within residential areas to create community gathering spaces that are more integrated in existing neighborhoods; encouraging opportunities for social interaction.	M	Community Organizations
4.C.8	Provide and promote a list of resources and volunteer/staff support to help homeowners use existing housing repair resources from organizations such as the US Department of Housing and Urban Development (HUD).	O	Business Owners; Community Organizations
4.C.9	Identify and market financial incentive programs or assistance programs designed for homeowners and landlords to improve the conditions of their property.	S	Business Owners; Community Organizations
4.C.10	Offer guidance to homeowners or property owners with property in the historic Old Town by providing resources to capture historical tax credits.	S	Business Owners; Community Organizations; Historic Commission
4.C.11	Require conservation design in accordance with the existing automatic and cumulative triggers and overlay.	ADO	Developers
4.C.12	Hold property managers accountable for failure to maintain their property in compliance with minimum building standards.	O	Property Owners
4.C.13	Expand elements of the conservation design requirements to other developments to create a more thriving and sustainable community.	S	Developers
4.C.14	Create design standards in subdivision and development regulations similar to the existing regulations and requirements for the Randall Road corridor for townhomes and multi-family developments elsewhere in the Village.	S	Developers
4.C.15	Improve existing neighborhood quality by continuing to improve physical community facilities such as streets; sidewalks; and lighting.	O	
Chapter 05: Economic Development			
A. Commercial Areas			
5.A.1	Encourage buildings to be oriented toward the river; with designs that reduce obstructions and maximize views to the extent possible.	O	Developers
5.A.2	Work with property owners to create destinations for recreation; dining; and entertainment along the Fox River.	O	Developers; Business Owners
5.A.3	Work with local environmental organizations; such as Friends of the Fox; to promote opportunities for ecotourism along the river.	O	Business Owners; Community Organizations
5.A.4	Pursue public-private partnerships to allow river related businesses to use riverfront parks as launch sites or promote river related activities	M	Business Owners; Community Organizations
5.A.5	Acquire properties along the riverfront abutting Old Town as it becomes available to assemble it for redevelopment.	L	Developers; Property Owners
5.A.6	Work with developers to provide cross-access and shared parking for more efficient development.	ADO	Developers; Property Owners
5.A.7	Work with property owners to construct shared rear access drives with access to a collector or local street to reduce curb cuts; problematic intersections; or conflicts.	ADO	Property owners
5.A.8	Review and update the minimum parking standards within Chapter 26 Site Plan and Development Review Requirements. Updates may include enabling shared parking to maximize development potential between adjacent commercial properties.	M	
5.A.9	Explore consolidation opportunities that could support more unified commercial redevelopment.	M	Property owners
5.A.10	Encourage property owners and developers to update pedestrian amenities as development or redevelopment occurs.	O	Developers; Property Owners
5.A.11	Support property owners who seek to connect the internal pedestrian network with adjacent internal and external pedestrian networks.	O	Property owners
5.A.12	Incorporate bike and pedestrian oriented infrastructure in commercial areas.	ADO	Developers; Property Owners
5.A.13	Encourage pedestrian-oriented shopping environments with wide sidewalks and attractive storefronts.	O	Developers
5.A.14	Promote cross-access and pedestrian pathways between adjacent parking lots and leading to buildings to promote well-connected; cohesive shopping areas.	O	Developers; Property Owners
5.A.15	Ensure multimodal connectivity between neighborhoods and commercial areas with continuous; wide sidewalks; ADA-accessible ramps; safe and visible crosswalks; pedestrian-scale lighting; and bike parking stations.	O	Developers; Property Owners
5.A.16	Encourage shopping center owners and commercial developers to incorporate third places into new developments and revitalization efforts to enhance user experience.	ADO	Developers; Property Owners
5.A.17	Promote the inclusion of attractive outdoor seating and gathering areas in large-scale and mixed-use developments to create inviting spaces where people can relax; socialize; and spend time.	ADO	Developers; Property Owners
5.A.18	Review parking requirements to identify potential reductions to allow for additional space to be allocated to third places; such as outdoor dining; plazas; or recreational space.	S	Developers; Property Owners
5.A.19	Market available properties to prospective private partners.	O	Property Owners
5.A.20	Encourage shopping and entertainment options that are attractive to all ages.	O	Developers; Property Owners
5.A.21	Promote the incorporation of interactive public art and streetscaping in commercial centers to increase visual interest and create distinct places.	ADO	Developers; Property Owners
5.A.22	Proactively update the zoning map to align with the Future Land Use Plan; prioritizing key commercial and mixed-use areas such as the mixed-use district west of Randall Road and the area between IL Route 31 and Main Street.	O	Property Owners
5.A.23	Encourage desired uses and services in accordance with the Future Land Use Plan.	O	Developers
5.A.24	Use the Enclave project as a model for commercial development along Randall Road in which commercial outlots front Randall Road while residential or mixed-use developments sit behind.	O	Developers; Property Owners
5.A.25	Use incentives and other programs to provide funds for reinvestment and revitalization on underused or blighted properties.	M	Developers; Property Owners
5.A.26	Market the smaller lot sizes found in the East Algonquin Road Corridor as an asset to developers; allowing for smaller; targeted redevelopment opportunities.	S	Developers; Property Owners
5.A.27	Review and amend zoning as necessary to allow multi-family and mixed-use development along commercial corridors. This would provide flexibility for property owners to develop mixed-use developments.	M	
5.A.28	Review parking requirements to allow shared parking and ensure future developments balance vehicular accessibility and maximize development potential.	S	
5.A.29	Enforce existing parking lot landscape standards to enhance the appearance of the Village's corridors as redevelopment and reinvestment occurs.	O	Developers; Property Owners
5.A.30	Encourage internal access and circulation between uses on the same lot or adjacent lots.	ADO	Developers; Property Owners
5.A.31	Review and enhance property maintenance requirements as necessary to ensure that parking lots; building façades; landscaping; and other elements remain attractive.	O	Developers; Property Owners
5.A.32	Require high-quality architecture on all sides of the building — known as "360-degree architecture;" and include well-designed or screened service areas.	O	Developers
5.A.33	Invest in infrastructure and public realm improvements such as streetscape; roadway; green infrastructure; and utility improvements to help generate private investment and projects.	O	
5.A.34	Establish toolkits and informational handouts to assist current property owners with enhancing existing commercial properties.	S	Property Owners
5.A.35	Ensure underground placement of utilities in all new or reconstructed projects; particularly along East Algonquin Road.	ADO	Developers
5.A.36	Investigate opportunities to bury power lines during development; potentially as part of an IDOT reconstruction project.	M	Developers; IDOT
5.A.37	Develop sign and design guidelines for the East Algonquin Road corridor that provide specific architectural standards that still allow for flexibility in design.	M	
5.A.38	Establish a marketing initiative for Algonquin's commercial areas; including promoting destinations; popular businesses; entertainment options; and community events.	S	Economic Development Commission; Naturally McHenry County; Chamber
5.A.39	Ensure that buildings are appropriately sited to enhance the public streetscape; creating high-quality developments that improve the usability of the building; its street frontage; and the surrounding areas.	ADO	Developers

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#	Recommendation	Estimated Timeframe	Potential Partners
5.A.40	Ensure streetscaping and public improvements are unified in design and promote a distinctive image that emphasizes pedestrian-friendly character.	M	
5.A.41	Encourage and work with businesses to upgrade façades; internal and perimeter parking lot landscaping; and screening of utility areas.	M	Business Owners; Property owners
5.A.42	Encourage and work with property owners to activate empty storefronts with art displays and pop-up shops.	S	Business Owners
B. Industrial and Business Park Areas			
5.B.1	Encourage comprehensive site design in areas where industrial properties can be incorporated into an overall industrial park or district development with thought out circulation and shared amenities.	ADO	Developers
5.B.2	Ensure industrial areas are accessible for employees via transit and walking; which includes creating pedestrian connections between industrial areas and residential neighborhoods and connecting the sidewalk network to all Pace route stops.	O	RTA; County DOTs; Developers; Business Owners; Property Owners
5.B.3	Work with private developers to establish internal pedestrian paths that connect to the Village's expanded sidewalk network within industrial areas.	O	Developers; Property Owners
5.B.4	Promote landscaping; buffering; and berms to sufficiently screen industrial and business parks when adjacent to residential; public green space; and other low-intensity uses.	ADO	Developers
5.B.5	Discourage new industrial uses in residential areas; minimizing the impact on adjacent properties.	O	Business Owners
5.B.6	Rezone industrial zones along the East Algonquin Road Corridor to appropriate zoning districts such as B-1 or B-2 Business.	O	Property Owners
5.B.7	Ensure industrial and business parks are well marked with gateway signs that direct trucks; business partners; and visitors to the right location.	O	Property Owners
5.B.8	Explore opportunities to consolidate older industrial properties to facilitate comprehensive redevelopment that accommodates modern industrial buildings capable of attracting high-quality tenants.	O	Developers; Property Owners
5.B.9	Encourage industrial building design to allow flexibility for future tenants including adequate clear height and ability to modify tenant space size.	O	Developers
5.B.10	Ensure industrial buildings incorporate high-quality façades with attractive materials; windows; doors; and articulation to add visual interest.	O	Developers
5.B.11	Collaborate with private developers to ensure future industrial redevelopment or renovations reflect similarly high design standards.	O	Developers
5.B.12	Promote third places within industrial parks to provide employees with alternative experiences such as breweries; coffee shops; food halls; markets; shared workspaces; fitness centers; programmed green spaces; pocket parks; and community spaces.	ADO	Developers; Business Owners; Property Owners
5.B.13	Market available space in Makers Park on the Village's website and social media channels as an affordable; creative; and distinctive place for businesses to establish themselves.	O	Real Estate Community
5.B.14	Enforce property standards to maintain the high-quality appearance level of Makers Park.	O	Property Owners; Business Owners
5.B.15	Update signage to properly name the area Makers Park.	M	Property Owners; Business Owners
5.B.16	Identify opportunities to encourage start-ups and incubator spaces to locate to Makers Park.	M	Chamber
5.B.17	Encourage the expansion of Makers Park westward; as identified in the Future Land Use Plan; to increase available space within the industrial park.	L	Developers
5.B.18	Encourage the two properties at the west end of Armstrong Street to redevelop with access from Armstrong Street instead of Algonquin Road; improving integration with the industrial park and reducing curb cuts on Algonquin Road.	L	Developers
5.B.19	Review the zoning code to consider allowing artisan manufacturing as a separate industrial use which would provide more specific standards for retail collocated with production space and parking requirements.	M	
5.B.20	Encourage trail-oriented development along the Prairie Trail to encourage those visiting Old Town to also stop by Makers Park.	O	Developers
5.B.21	Work with developers to create an experiential retail development at 800 Armstrong Street to bring enhanced energy and activity to the area.	M	Developers
C. Business Development			
5.C.1	Use a variety of incentives to spur commercial reinvestment such as revolving loan funds; sales tax rebates; fee waiver incentives; sales tax sharing; and tax abatement.	O	
5.C.2	Educate and connect business owners with available small business programs and financing resources.	O	Chamber; Business Owners
5.C.3	Work with partner organizations such as the Algonquin/Lake in the Hills Chamber of Commerce to provide workshops; training; and one-on-one counseling to help small businesses grow and monitor their needs.	O	Chamber; Business Owners
5.C.4	Work with partner organizations to host annual meetings with members of the business community; establish regular communications through email blasts or newsletters; and work more closely with business and property owners looking to invest in or improve their properties.	O	Chamber; Business Owners
5.C.5	Create an economic development toolbox to assist staff and decision makers in evaluating; applying; and managing financing methods.	S	Economic Development Commission
5.C.6	Utilize the internship program with the Village to market public sector jobs to students.	O	Chamber; School/College Districts
5.C.7	Examine the Village's economic assets and competitive disadvantages to determine achievable target industries for business recruitment and necessary infrastructure updates.	O	Economic Development Commission
5.C.8	Work with community development organizations to host focus groups with young professionals to understand their needs and how to encourage them to thrive in Algonquin.	S	Developers
5.C.9	Support post-secondary and trade school programs within Kane County and McHenry County; and work with these higher education institutions to increase program offerings. Support can include marketing their programs and initiatives and openly communicating the needs of Algonquin's workforce.	O	Post-secondary and trade schools; College Districts
5.C.10	Partner with local high schools; community colleges; and major employers by fostering connections between these institutions to facilitate internships; apprenticeships; and employment opportunities.	S	Chamber; School/College Districts; Business Owners
Chapter 06: Transportation and Mobility			
A. Roadway Network			
6.A.1	Coordinate future development proposals with identified roadway improvements in the Comprehensive Plan to ensure alignment between future developments and street networks.	ADO	Developers; IDOT; County DOTs
6.A.2	Leverage private investments to help fund the construction or expansion of future roadway connections and improvements.	ADO	Developers; IDOT; County DOTs
6.A.3	Maintain communication with stakeholders; particularly key businesses; to understand their transportation needs for existing corridors such as Randall Road and Algonquin Road.	O	Business Owners; IDOT; County DOTs
6.A.4	Identify and pursue grant opportunities to aid in the funding for the design and construction of planned roadway connections and improvements.	O	Developers; IDOT; County DOTs
6.A.5	Maintain policy requiring new planned development and proposed subdivisions to conduct traffic impact studies.	O	Developers; IDOT; County DOTs
6.A.6	Coordinate local roadway improvements with the five-year Transportation Improvement Program (TIP) of both the McDOT and KDOT; as well as the IDOT six-year Multi-Year Improvement Program (MYP).	L	IDOT; County DOTs
6.A.7	Review and update the Traffic Calming Policy to ensure it stays current with best practices and procedures. This policy establishes a review process for objectively and consistently evaluating common neighborhood traffic issues; including excessive speeding; vehicle crashes; cut-through traffic; and pedestrian/bicycle safety.	O	IDOT; County DOTs
6.A.8	Work with developers to preserve necessary right-of-way for intersection improvement and roundabout construction at key intersections; ensuring 150 feet width for single-lane entry roundabouts.	ADO	Developers; IDOT; County DOTs
6.A.9	Review and update the Village Parking Ordinance to better reflect modern best practices and desired site design standards; allowing real estate to achieve its highest and best use.	M	
6.A.10	Encourage developers to landbank parking; which provides the Village flexibility to adapt to future changes in land use and parking demand.	ADO	Developers
6.A.11	Develop an EV readiness plan that establishes an infrastructure framework incorporating both public right-of-way and private property.	S	
6.A.12	Coordinate with the industrial and commercial community to support the transition to autonomous trucking; such as upgrading local roadways with necessary sensors and communication networks or designation of specific loading and unloading zones optimized for autonomous vehicle access.	O	Business Owners; IDOT; County DOTs
6.A.13	Explore removing local truck routes along County Line Road and Hanson Road if truck traffic becomes an issue.	M	IDOT
6.A.14	Coordinate with large industrial and commercial tenants and businesses to establish new truck route plans.	ADO	Business Owners; IDOT; County DOTs

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#	Recommendation	Estimated Timeframe	Potential Partners
B. Bike and Pedestrian Facilities			
6.B.1	Ensure development proposals incorporate uses; such as pedestrian plazas; gathering spaces; and open space; that promote walkability and accessibility.	ADO	Developers
6.B.2	Conduct feasibility analyses for dedicated on-street or shared-use bicycle facilities on key corridors lacking trails and seek grant funding according to the feasibility and funding estimates.	O	IDOT; County DOTs
6.B.3	Include funding in the Capital Improvement Plan and annual budget for low-cost tactical mobility enhancements such as curb bump-outs; shared bicycle markings; speed humps; and crosswalk striping in high-traffic areas near schools; parks; trails; institutions; and commercial corridors to improve pedestrian and bicycle mobility.	M	School Districts; Library Districts; Community Groups
6.B.4	Identify and address sidewalk gaps to improve pedestrian pathways; incorporating these plans into the annual budget for Public Works.	O	IDOT; County DOTs
6.B.5	Leverage new development; when possible; to ensure new sidewalks are installed to complete gaps and aid in the implementation of a complete sidewalk network.	ADO	Developer
6.B.6	Develop and regularly maintain a bike gap study plan.	S	
6.B.7	Address accessibility issue identified in the Village's ADA Self-Assessment to develop safe and accessible pedestrian infrastructure; including crosswalks at key intersections; and prioritize resource allocation for improvements such as marked crosswalks; curb extensions/bump-outs; or pedestrian RRFBs/HAWK signals based on areas of need.	S	IDOT; County DOTs
6.B.8	Update the ADA Transition Plan every five to 10 years to reflect changes in infrastructure; accommodate new requirements; and address new accessibility barriers.	M	
6.B.9	Coordinate with adjacent municipalities to create connections to local and regional trail networks outside of the Village.	O	Counties; Adjacent municipalities
6.B.10	Update the Bike Routes map on the Village's website biennially and distribute copies at regional trailheads like Towne Park along the Prairie Trail to promote Algonquin's bike routes.	O	Local Bike Groups
6.B.11	Collaborate with local and regional bicycle advocacy groups; like the McHenry County Bicycle Club; to organize and promote bicycling related events along the Prairie Trail and Fox River Trail; including "Bike the Fox" street closures and other activities.	L	Local Bike Groups
C. Public Transportation			
6.C.1	Provide links and phone numbers on the Village website to paratransit providers Ride in Kane; MCRide; and the Algonquin Township Shuttle.	S	Pace; County DOTs
6.C.2	Increase awareness of Pace's new Rideshare Access Program (RAP) for eligible RTA-certified ADA paratransit riders.	S	Pace
6.C.3	Coordinate with Pace to examine the feasibility of an east-west fixed route via Algonquin Road; connecting Downtown Algonquin or the Town Center and Downtown Huntley.	L	Pace; Adjacent Municipalities
6.C.4	Use the planned extension of the Metra MD-W line to Rockford and the construction of the new Huntley station to enhance the viability of the east-west Pace line.	L	Pace; Metra; Adjacent Municipalities
6.C.5	Advocate for the installation of pedestrian and bike infrastructure connecting to bus stops to increase transit accessibility.	O	Developers; Pace; County DOTs
6.C.6	Collaborate with local authorities and transportation agencies to prioritize infrastructure improvements.	O	Developers; Pace; County DOTs
6.C.7	Require developers to; when feasible; install new Pace bus shelters and the associated sidewalk or trails that would connect them to existing infrastructure.	ADO	Developers; Pace; County DOTs
6.C.8	Explore funding opportunities and partnerships with relevant organizations to implement bike and pedestrian accommodations; such as sidewalks; crosswalks; bike lanes; and pedestrian signals.	S	Developers; Pace; County DOTs
Chapter 07: Community Facilities			
A. Public Services			
7.A.1	Monitor the condition of municipal buildings; facilities; and equipment to identify necessary upgrades; replacements; renovations; and long-term maintenance projects.	L	
7.A.2	Conduct community surveys to collect feedback from residents regarding the status of community facilities.	O	
7.A.3	Update the Village website to provide a user-friendly interface that allows the public to easily access public service departments.	O	
7.A.4	Support the development of a new Huntley FPD Fire Station on the east side of Square Barn Road just south of Reserve Drive when development in the area occurs.	L	Huntley Fire Protection District
7.A.5	Support Public Safety careers through programs like the Public Safety Cadet Program.	S	
7.A.6	Develop a Risk Management and Community Safety Plan to identify strategies and tactics to mitigate potential hazards.	M	
7.A.7	Communicate and cooperate with school districts; library districts; park districts; McHenry County; Kane County; and other agencies to provide accessible public facilities and space which serve the needs of Algonquin residents.	O	School Districts, Library Districts, Park Districts
7.A.8	Invest in modern technology for Village public service departments; such as upgraded communication systems.	L	Southeast Emergency Communications (SEECOM)
7.A.9	Collaborate with District 300 and District 158 to help ensure high-quality public education is provided to the community and the Districts can communicate their needs and their future plans to the Village.	O	School Districts
7.A.10	Coordinate with the School Districts to discuss the effects of anticipated increases in residential developments and provide support to as the Districts experience population growth.	O	School Districts
7.A.11	Require an analysis on potential population increases and fiscal impacts for all new subdivisions; which allow school district leadership and Village staff to determine the impact on school capacity.	ADO	School Districts
7.A.12	Evaluate pedestrian and bike network improvements near schools to ensure there are safe routes to schools.	O	School Districts; IDOT; County DOTs
B. Character and Identity			
7.B.1	Implement improvements to Historic Village Hall as detailed in the 2021 Park and Recreation Master Plan.	L	
7.B.2	Modernize the historic district property survey by converting the static map into an easily accessible online map.	M	Historic Commission
7.B.3	Regularly review the Village's historic assets to classify or reclassify properties and to adjust the Old Town District boundaries as needed.	M	Historic Commission
7.B.4	Improve and maintain gateways; rights-of-way; and streetscape designs throughout the Village.	O	
7.B.5	Prioritize low maintenance native plants and diverse tree species in landscape designs to encourage and promote the Village's commitment to the natural environment.	O	
7.B.6	Work with property owners to maintain compliance with the Village Code.	O	Property Owners
7.B.7	Support volunteer days to organize a community clean up.	O	Community Organizations
7.B.8	Require high-quality landscaping throughout the site plan review process.	ADO	Developers
7.B.9	Implement urban design strategies that prioritize walkability and public space accessibility.	ADO	Developers; Property Owners; Business Owners
7.B.10	Identify underutilized areas for public space development.	M	Developers; Property Owners; Business Owners
7.B.11	Foster partnerships with local businesses and organizations to activate public spaces through events and programming.	M	Property Owners; Business owners; Community organizations
7.B.12	Infuse cultural elements; such as local art; into public spaces; to celebrate community pride and ownership among residents.	L	Property Owners; Business owners; Community organizations
7.B.13	Identify innovative placemaking initiatives using short-term; low-cost solutions to test public space concepts before permanent implementation.	S	Property Owners; Business owners; Community organizations
7.B.14	Require the current park and recreation land dedication for residential developments.	O	Developers
7.B.15	Identify and map natural areas that benefit from permanent protection in proximity to other everyday destinations.	O	Developers
7.B.16	Encourage the incorporation of green space into non-residential development.	ADO	Developers
7.B.17	Encourage a mix of uses along Old Town's western riverfront to establish a lively and active district.	L	Developers; Property Owners
7.B.18	Require the dedication of a portion of land along the river to be maintained for public access as new development occurs.	ADO	Developers
7.B.19	Require development along the riverfront within Old Town to be oriented toward the Fox River; incorporating plazas and outdoor dining.	ADO	Developers
7.B.20	Identify additional locations for boardwalks or pedestrian bridges to provide public access to and across the Fox River.	M	Developers
7.B.21	Support public art programs and events such as "Art on the Fox."	O	Community organizations
7.B.22	Encourage a variety of art forms with varying scale; media; and styles throughout the Village.	O	Property Owners; Business owners; Community organizations
7.B.23	Collaborate with community organizations and neighborhood groups to identify potential sites for public art.	M	Community organizations
7.B.24	Reestablish a public art program to help facilitate the installation of public art throughout the Village.	M	Community organizations

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#	Recommendation	Estimated Timeframe	Potential Partners
7.B.25	Conduct an analysis of Village-owned properties and rights-of-way to identify locations for public art installations.	M	Community organizations
7.B.26	Coordinate with local artists and students to create artistic designs for Village amenities such as wayfinding elements; bike racks; utility boxes; and street furniture.	M	Community organizations; Local Artists; School Districts
7.B.27	Review the current public art development fees to determine if adjustments should be made.	S	
C. Parks and Recreation			
7.C.1	Implement the Park and Recreation Master Plan.	L	Park Districts
7.C.2	Integrate open space into future development patterns to enhance community access to recreational areas and preserve natural landscapes.	ADO	Developers
7.C.3	Implement measures such as installing multi-use paths and high-visibility crosswalks to enhance pedestrian and bicycle infrastructure and improve connectivity between residential areas and parks.	L	
7.C.4	Require park and open space dedication in all new subdivision developments.	O	Developers
7.C.5	Develop a clear plan for improving access to parks; using national standards; in areas currently underserved; identified through mapping and community feedback.	M	
7.C.6	Acquire land for public parks and open space when possible; placing special emphasis on preserving and enhancing the natural and scenic environment.	ADO	Developers
7.C.7	Conduct a feasibility study for new park amenities as discussed in the Parks and Recreation Master Plan; which includes identifying potential new amenities; coordinating proposed amenities with community outreach results; identifying potential locations in existing parks or possible acquisition of properties; and determining criteria needed to construct new amenities.	M	Park Districts; Business Owners
7.C.8	Expand park trail systems and connect recreation and community destinations to existing trail systems.	O	Park Districts; IDOT; County DOTs
7.C.9	Develop and regularly maintain a bike gap study plan.	S	
7.C.10	Address the demand for year-round sports and recreational activities by building a facility that can host a variety of sports and events.	M	Developers; Property Owners
7.C.11	Promote water-based activities along the river to enhancing recreational opportunities and bringing attention to natural resources.	M	Community organizations
7.C.12	Develop a scenic riverwalk to provide a peaceful and accessible area for walking; jogging; and cycling; enhancing the aesthetic appeal and usability of the riverfront.	L	Developers; Property Owners
7.C.13	Promote seasonal recreational activities using existing natural features such as the Buffalo Park sledding hill.	M	Naturally McHenry County; Park/ Forest Preserve Districts
7.C.14	Work with local youth and adult sports organizations on cooperative programming and field maintenance.	M	Community organizations
7.C.15	Conduct the Indoor Needs Master Plan as identified in the Parks and Recreation Master Plan to identify needed indoor space for public use; programming; Village operations; and partnership opportunities.	M	Business Owners; Community Organizations; Park Districts
7.C.16	Assess existing facilities for updated and expansions; including integrating new facilities for those with disabilities.	M	Business Owners; Community Organizations; Park Districts
7.C.17	Develop and adopt a Parks and Recreation Operations Standards document that outlines acceptable conditions for parks; natural areas; facilities; and amenities.	M	
7.C.18	Evaluate and update the Recreation Department's mission and goals.	S	
7.C.19	Implement short-term improvements for Lions Armstrong Memorial Pool and splash pad per the Indoor Needs Assessment; including regular maintenance and repairs; code compliance updates; and low-cost amenity improvements and operation changes.	M	
7.C.20	Identify remaining needs for indoor spaces to support public use; programming; Village operations; and potential partnerships; taking into account intended square footage; projected growth; and long-term use.	M	Business Owners; Community Organizations; Park Districts
7.C.21	Complete long-term improvements identified in the Parks and Recreation Master Plan to enhance the function; quality; and overall condition of park facilities.	L	
7.C.22	Update or replace non-compliant amenities.	L	
7.C.23	Follow the actions plan items provided by the Parks and Recreation Master Plan.	O	
7.C.24	Expand Village-offered recreation programs annually to address the needs of residents of all ages.	M	Business Owners; Park Districts
7.C.25	Develop public park spaces which provide adequate facilities for the active recreation needs of Algonquin residents of all ages.	M	
7.C.26	Develop the Village's trail system; as running; jogging; and trail running were identified as the top forms of outdoor recreation among respondents to the Parks and Recreation Master Plan survey.	O	Park Districts
7.C.27	Evaluate the need for new amenities that provide recreation opportunities for residents of all ages.	M	Business Owners; Park Districts
7.C.28	Build relationships with the Park Districts and other recreational facilities to encourage joint programming and facilities usage.	S	Barrington Hills Park District; Dundee Township Park District; Huntley Park District; LITH Parks and Recreation Department
7.C.29	Upgrade recreational facilities such as parks; sports fields; and playgrounds to meet the community's diverse needs and attract families looking for active leisure opportunities.	O	Business Owners; Park Districts
7.C.30	Collaborate with Naturally McHenry County; the Downtown Algonquin Association; and the Algonquin/Lake in the Hills Chamber of Commerce to create marketing materials that boost Algonquin as a top destination for watersports; golfing; fishing; bicycling; and hiking.	S	Naturally McHenry County; Downtown Algonquin Association; Chamber
7.C.31	Provide access to natural trails adjacent to new waterfront access points for boats; canoes; and kayaks; promoting the Village as a river destination.	L	Developers; Property Owners; Naturally McHenry County
D. Infrastructure			
7.D.1	Ensure the planned 6 MGD expansion is adequate by cross-referencing development proposals with the Future Lane Use Map.	L	Developers
7.D.2	Engage with development applicants of large tracts of land (10+ acres) to understand water service and sanitary service demand.	ADO	Developers
7.D.3	Plan for the improvements that are outlined in the new Wastewater Facility Plan completed in the fall of 2023.	L	
7.D.4	Coordinate with the utility companies to obtain infrastructure location data.	O	Utility Companies
7.D.5	Maintain a database of the current main points of contact for each utility company; as well as compile and maintain location data related to the location of utility infrastructure within the Village.	O	Utility Companies
7.D.6	Conduct water and wastewater rate studies to ensure the Village is charging an appropriate amount for the services.	M	
7.D.7	Explore updating the Water Conservation Plan.	M	
7.D.8	Increase communication between the Public Works Department and dry utility (electric; telecommunications; and natural gas) providers in Algonquin.	S	Utility Companies
7.D.9	Examine cybersecurity preparedness of Village controlled infrastructure systems (water/sanitary service).	S	
Chapter 08: Natural Areas			
A. Environmentally Based Recreation			
8.A.1	Develop pathways and viewing areas along the Fox River to improve access.	L	Developers; Property Owners
8.A.2	Enhance and link existing pathways and trails along the river to create a continuous network for walking; biking; and other non-motorized transportation.	L	Developers; Property Owners
8.A.3	Support the implementation of the OSLAD project Site Development.	L	
8.A.4	Support the implementation of the 2015 Fox Bluff Conservation Area Master Plan.	L	
8.A.5	Support and promote businesses that provide the sales and rental services of kayaks; canoes; and paddle boards.	M	Naturally McHenry County; Business Owners
8.A.6	Coordinate with the Village of Carpentersville to review and update the Fox River Corridor Plan as necessary.	L	Adjacent municipalities
8.A.7	Activate Filip Beach; as noted in the Fox River Corridor Plan.	L	Community Groups
8.A.8	Encourage the development of safe canoe and kayak launches at Filip Beach; Buffalo Park Forest Preserve; and Fox Bluff Conservation Area.	M	Community Groups
8.A.9	Improve the canoe and kayak routes around the Algonquin dam with signage that mark locations for take-out point and provide directions to the downstream put-in.	M	Community Groups
8.A.10	Implement the recommended actions; programs; and policies found within the Algonquin-Cary Subarea Plan.	L	Adjacent municipalities
8.A.11	Work with the Illinois Department of Natural Resources to develop a cooperative management agreement; which will facilitate habitat enhancement recommendations; ensuring these restored landscapes' sustained health and vitality.	M	IDNR
8.A.12	Conduct a study to establish a vision and framework for the reclamation of the Bakley Material Square Barn Pit property; similar to the Algonquin-Cary Subarea Plan.	M	Property Owners
8.A.13	Coordinate with the Village of Cary to maximize the future use of the Holcim Quarry site and integrate the property into the larger community parks and recreation system.	L	Adjacent municipalities ; Property Owners
8.A.14	Align future planning decisions with the McHenry County Conservation District and Kane County Forest Preserve District to establish a cohesive recreational vision for the region.	ADO	Forest Preserve Districts

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#	Recommendation	Estimated Timeframe	Potential Partners
B. Natural Environment and Resources			
8.B.1	Promote opportunities to use green infrastructure such as rain gardens; roofs; and permeable pavements within Village projects.	ADO	Developers
8.B.2	Encourage conservation and low-impact design standards to promote sustainable development practices.	ADO	Developers
8.B.3	Revise the 2010 Environmental Action Plan to reflect current sustainability opportunities and challenges.	M	
8.B.4	Ensure that the strategies outlined in the Plan are implemented to improve the community's sustainability on all levels.	ADO	Developers
8.B.5	Develop and execute outreach programs to increase public awareness and participation in sustainability and resiliency efforts.	S	
8.B.6	Develop conservation corridors with interconnected parks located along creeks and other existing natural features.	L	Developers; Property Owners
8.B.7	Protect environmentally sensitive areas and conserve natural resources sensitive aquifer recharge areas; woodlands; floodplains; wetlands; and steep slopes.	O	
8.B.8	Enforce Village regulations such as Chapter 21.11 Conservation Design Standards and Procedures; Chapter 21.13 Watershed Protection Overlay District; and Chapter 11.08 Preservation and Regulation of Natural Areas to ensure the preservation and continued restoration and maintenance of the Village's natural resources.	O	Developers
8.B.9	Implement the Natural Area Improvement Project; as identified in the 2021 Park and Recreation Master Plan; which identifies and prioritizes natural areas for implementation in the next 10 years; develops a plan for natural restoration; and outlines steps water quality improvements for tributaries to the Fox River within the Village.	L	
8.B.10	Contribute to the Fox River Corridor Plan updates and implement recommended projects within the Village.	L	
8.B.11	Collaborate with McHenry County; Kane County; and neighboring communities to expand protected areas.	O	Forest Preserve Districts
8.B.12	Evaluate and document managed and unmanaged natural area conditions to plan for future maintenance needs.	O	
8.B.13	Maintain all restored natural areas to promote the growth of native plant species while reducing the competition from introduced species.	O	
8.B.14	Evaluate the potential of transferring privately owned; high-quality; high maintenance; or geographically significant properties to public agencies specializing in natural area management; such as McHenry County Conservation District; Kane County Forest Preserve; or the Village of Algonquin.	O	
8.B.15	Monitor riverfront projects upstream that may impact the Fox River conditions in Algonquin.	O	
8.B.16	Monitor and align with Illinois Department of Natural Resources assessments regarding the future of the dam at Cornish Park.	O	
8.B.17	Support the work of governmental agencies such as the Fox River Study Group (FRSG); Fox River Ecosystem Partnership (FREP); and Friends of the Fox River (FFR) to implement Fox River improvement efforts.	O	Community Groups
8.B.18	Support a coordinated program with the FRSG to identify sites along the Fox River suffering from erosion and prioritize repairs.	O	FRSG
8.B.19	Implement a program to educate property owners in riparian areas on the benefits of native vegetation; filter strips; bank restoration; phosphate-free home and garden products.	S	
8.B.20	Work with groups such as the FRSG and FREP to identify priority restoration areas.	O	Community Groups
8.B.21	Pursue grant opportunities to help fund the projects/recommendations listed in the watershed plans and update the watershed plans themselves.	S	
8.B.22	Active participation in the Fox River Ecosystem Partnership; Fox River Study Group; and Friends of the Fox River.	S	Community Groups
8.B.23	Support and implement sustainable development practices that minimize environmental impact; including green infrastructure and low-impact development techniques.	ADO	Developers

#	Recommendation	Estimated Timeframe	Potential Partners
Chapter 09: Subareas			
A. East Algonquin Road Corridor			
9.A.1	Encourage strategic redevelopment and investment in the corridor by partnering with private developers and property owners.	O	Developers; Property owners
9.A.2	Focus revitalization efforts on infill development to strengthen the corridor's character.	S	Developers; Property owners
9.A.3	Coordinate with IDOT on improvements to IL Route 62 to support long-term corridor functionality and viability.	L	IDOT
9.A.4	Improve the existing welcome gateway sign along Algonquin Road and IL Route 25 to create a more prominent and noteworthy entrance to the Village.	S	
9.A.5	Enhance pedestrian safety at key intersections using visible crosswalks; pedestrian-activated beacons; and refuge islands.	L	IDOT
9.A.6	Improve pedestrian connections to community amenities such as trails; schools; commercial areas; and public facilities.	M	IDOT
9.A.7	Develop new multi-use paths along Fountain Square; Sandbloom Drive; and west of Haegers Bend Road to connect with the surrounding path network.	M	IDOT; Property Owners
9.A.8	Extend Wesley Lane west to connect with Longwood Drive to enhance connectivity within the Fountain Square development.	ADO	Developers; Property owners
9.A.9	Connect Ryan Parkway to Washtenaw Street and Quarry Lane as part of mixed-residential development to improve local access.	ADO	Developers
9.A.10	Encourage redevelopment along Algonquin Road from Ryan Parkway to Lake Cook Road through strategic investments.	L	Developers
9.A.11	Explore funding mechanisms to support infrastructure improvements and attract developers.	M	
9.A.12	Conduct a study to determine the feasibility of establishing a TIF District for the area.	S	
9.A.13	Improve landscaping; buffering; and pedestrian amenities along Algonquin Road frontages to enhance the corridor's character.	L	Developers; Property Owners
9.A.14	Coordinate with IDOT and property owners to address sidewalk visibility and accessibility issues.	L	IDOT; Property owners
9.A.15	Bury utility lines during new developments or major right-of-way projects to improve reliability; reduce outages; and enhance visual appeal.	ADO	IDOT; Property owners
9.A.16	Protect environmentally sensitive lands; including wetlands; within developments.	ADO	Developers
9.A.17	Apply conservation design principles to preserve ecological diversity and provide buffers around sensitive areas.	ADO	Developers
9.A.18	Implement on-street bicycle routes to improve access; safety; and active transportation.	S	IDOT
9.A.19	Require redevelopment and new development along Algonquin Road to include landscaping; berms; fences; or other buffers to minimize impacts on nearby residential areas.	ADO	Developers; Property Owners
B. Algonquin Corporate Campus			
9.B.1	Promote continued commercial and industrial development within the Corporate Campus to strengthen employment opportunities and model high-quality development.	ADO	Developers
9.B.2	Ensure coexistence of natural areas and industrial properties through thoughtful planning and design.	ADO	Developers
9.B.3	Improve pedestrian safety at key intersections with crosswalks; pedestrian-activated beacons; and refuge islands.	M	KDOT
9.B.4	Consider installing additional signalized intersections as the subarea develops to enhance traffic flow and pedestrian safety.	ADO	KDOT
9.B.5	Install multi-use paths along existing arterial and collector roads where feasible.	L	KDOT
9.B.6	Ensure new roadways in the subarea include multi-use paths to enhance connectivity and recreation opportunities.	ADO	KDOT; Developers
9.B.7	Extend greenways on the north and south side of Corporate Parkway to connect with natural areas on the west side of NorthPoint; including trail connections where feasible.	ADO	Developers
9.B.8	Consider a roundabout at the intersection of the new east-west and north-south roads west of Boyer Road to improve traffic flow and safety.	ADO	Developers
9.B.9	Evaluate the intersection of Corporate Parkway and Boyer Road for a potential signalized intersection.	ADO	Developers
9.B.10	Extend and connect local roadways within the subarea to enhance north-south and east-west traffic flow.	ADO	Developers

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#	Recommendation	Estimated Timeframe	Potential Partners
9.B.11	Design roadway extensions to support truck traffic and industrial access.	ADO	Developers
9.B.12	Reconstruct Boyer Road between County Line Road and Longmeadow Parkway with buried utilities and a multi-use path; using secured federal funds.	L	Developers; Property Owners
9.B.13	Require landscaping; berms; fences; and other buffers for new development to minimize impacts on adjacent residential or non-industrial areas.	ADO	Developers; Property Owners
9.B.14	Coordinate with utility providers to ensure adequate water; electricity; natural gas; sewage; telecommunications; and broadband to support industrial and manufacturing growth.	O	Developers; Utilities
9.B.15	Annex unincorporated areas in the southwestern portion of the subarea to ensure development aligns with the Future Land Use Plan and Village requirements.	L	Developers; Property Owners
9.B.16	Set aside approximately one acre of land near Boyer Road within the next 10 years to accommodate a future water tower.	M	Developers; Property Owners
C. Randall Road Corridor			
9.C.1	Install a new or improved gateway near Longmeadow Parkway and Randall Road as a visible landmark reflecting Village branding and identity.	S	Developers; Property Owners
9.C.2	Improve pedestrian safety at Longmeadow Parkway intersections with Boyer Road; Randall Road; and Stonegate Road using crosswalks; pedestrian countdowns; ADA improvements; and potentially pedestrian bridges or underpasses.	M	KDOT; Developers; Property Owners
9.C.3	Explore opportunities for pedestrian bridges or underpasses as Village or district branding features.	L	KDOT; Developers; Property Owners
9.C.4	Install signalized intersections at Randall Road and Becky Lynn Lane; a new Longmeadow Parkway intersection; and a future Randall Road intersection between Longmeadow Parkway and Corporate Parkway as warranted by traffic volumes.	L	County DOTs; Developers
9.C.5	Install multi-use paths along existing arterial and collector roads; including Boyer Road and Randall Road; where currently lacking.	L	County DOTs; Developers
9.C.6	Extend planned multi-use paths; including Kane County's Randall Road trail; to connect with adjacent trail networks and developer-constructed paths.	L	County DOTs; Developers
9.C.7	Extend or connect local roadways to enhance north-south and east-west mobility.	ADO	Developers
9.C.8	Locate new roads to minimize impacts to existing wetlands.	ADO	Developers
9.C.9	Preserve environmentally sensitive lands; such as wetlands; in all new residential developments on the east side of Randall Road.	O	Developers
9.C.10	Maintain and enhance green infrastructure and buffers to preserve the natural character of the area.	O	Developers
D. Old Town			
9.D.1	Maintain Old Town as the Village's historic core and center of activity by supporting civic; retail; residential; and recreational uses.	O	Developers
9.D.2	Update Old Town gateway signage to match the style and quality of the existing monument sign.	M	
9.D.3	Explore opportunities for new gateway signage in key locations; such as along Algonquin Road between IL Route 31 and Main Street.	S	
9.D.4	Enhance crosswalks at Algonquin Road intersections with Main Street and Harrison Street using decorative; highly visible designs.	L	IDOT
9.D.5	Install traffic signals at River Drive and Algonquin Road and Highland Road and Algonquin Road to manage vehicle speeds and improve pedestrian safety.	L	IDOT
9.D.6	Preserve and adaptively reuse historic buildings; including Historic Village Hall and St. John's Lutheran Church; for community-oriented uses.	ADO	Developers; Property Owners; Historic Commission
9.D.7	Maintain and protect historic painted ladies homes and other significant architectural structures.	S	Developers; Property Owners; Historic Commission
9.D.8	Review historic assets and adjust historic district boundaries as needed to ensure protection while allowing subtle modifications.	S	Historic Commission
9.D.9	Screen utility uses; such as those east of Cornish Park; with landscaping that blends with natural surroundings.	S	Developers; Property Owners
9.D.10	Enhance pedestrian facilities and beautification on the Algonquin Road bridge to improve comfort and safety for all users.	L	IDOT
9.D.11	Preserve the portion of the riverfront that is southeast of the bridge as a natural area for public access and mitigate erosion and flood risks.	O	IDOT
9.D.12	Improve riverfront amenities; including potential kayak launches at Cornish Park and public boat docks near Riverfront Park.	M	
9.D.13	Maintain emergency boat access to ensure safety.	O	Fire District
9.D.14	Install interior and exterior landscaping in parking lots to beautify; reduce impervious surfaces; and enhance environmental sustainability.	ADO	Developers; Property Owners
9.D.15	Screen parking areas from sidewalks and roadways using hedges; fences; walls; or landscaping to improve character and pedestrian comfort.	ADO	Developers; Property Owners
9.D.16	Preserve converted single-family homes that serve commercial or office uses.	O	Developers; Property Owners; Historic Commission
9.D.17	Prioritize access management by minimizing curb cuts and locating shared parking at the rear with secondary street access.	O	Developers; Property Owners

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: September 19, 2025

TO: Tim Schloneger, Village Manager

FROM: Michele Zimmerman, Assistant Public Works Director

SUBJECT: Recommendation to Approve the Design Engineering Services Agreement with Baxter & Woodman Natural Resources for the Woods Creek Headwater Restoration Project

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Attached is a proposal from Baxter & Woodman Natural Resources in the amount of $85,600 for professional engineering design services associated with the Woods Creek Headwaters Restoration Project. The scope of work encompasses all necessary tasks to support the design and environmental permitting of this important ecological restoration effort.

The headwaters area of Woods Creek is currently in a degraded condition due to the spread of invasive species, which hinder proper drainage and contribute to erosion and the dispersal of non-native seeds into downstream areas that have already been restored. This project seeks to restore the site's ecological function and improve overall watershed health. This project is called out as a critical priority in the updated Woods Creek Watershed Plan.

Partial funding for construction is expected through an appropriation in the State of Illinois FY2026 budget under Senate Bill 2510, Section 1190, which provides $300,000 from the Build Illinois Bond Fund to the Department of Commerce and Economic Opportunity (DCEO) for a grant to the Village of Algonquin for restoration of the Woods Creek Headwaters. Construction is anticipated to begin in Spring 2026 once grant funds are received.

To keep the project on schedule, design and permitting work must proceed in advance. While these services were not included in the original budget, funds are available for this purpose through the Natural Area & Drainage Fund, specifically from the Woods Creek Reach 8 project, which will not be constructed this year.

Baxter & Woodman's proposal includes the following services:

- Project management and coordination meetings
- Topographic survey with 1-foot contours
- Wetland delineation and reporting
- Tree inventory and survey
- Ecological site assessment
- Preliminary and final design plans with construction cost estimates
- Environmental permitting (including coordination with Kane County, IEPA, SWCD, and ACOE)

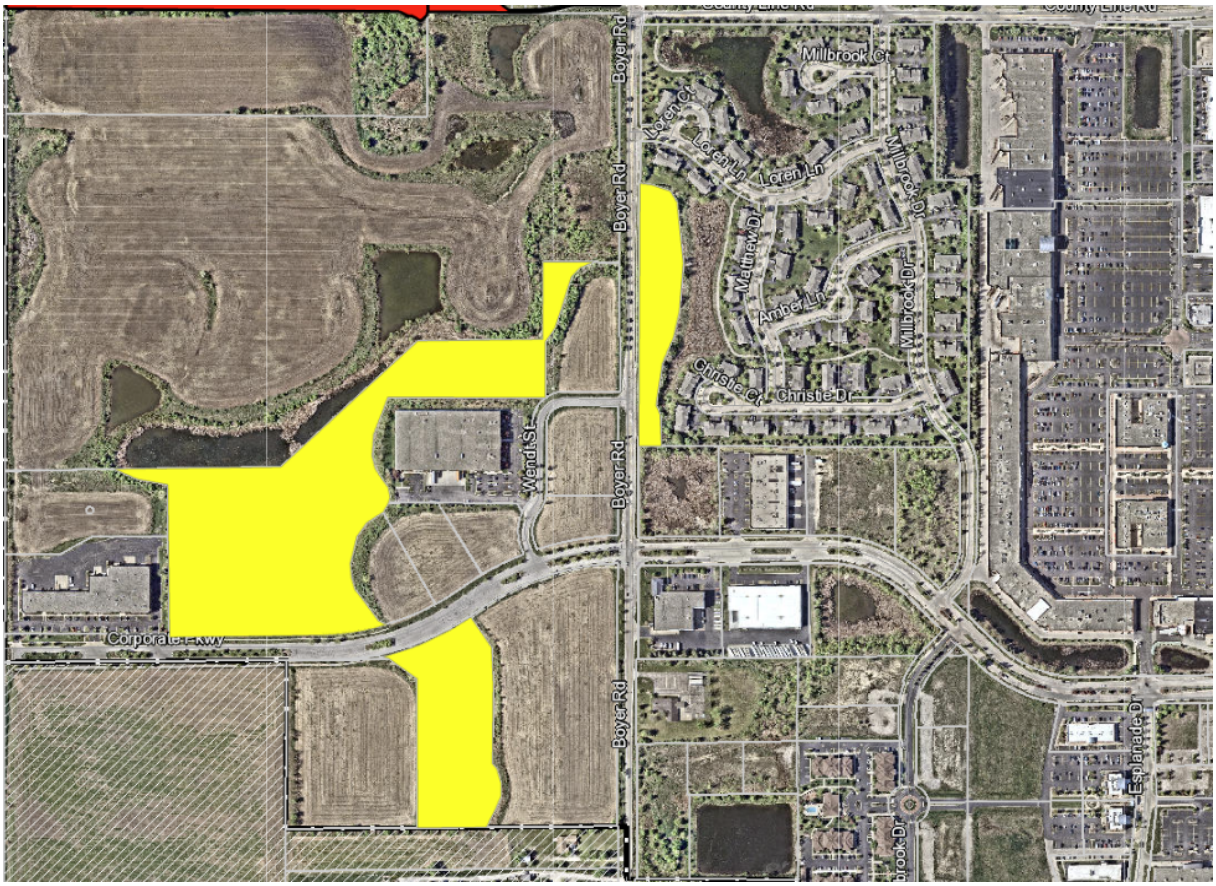
- Preparation of bid documents and assistance during the bidding process

Summary & Recommendation

1. The proposed agreement authorizes Baxter & Woodman Natural Resources to perform engineering and permitting services for the Woods Creek Headwaters Restoration Project.
2. This work will support the ecological restoration of a degraded natural area by removing invasive species, regrading the drainage channel, installing native prairie and wetland vegetation, and improving overall site stability.
3. Adequate funding is available by reallocating unused funds from the Woods Creek Reach 8 project.

Therefore, it is our recommendation that the Committee of the Whole take action to move this matter forward to the Village Board for approval of the agreement with Baxter & Woodman Natural Resources to provide design engineering services for the Woods Creek Headwaters Restoration Project in the amount of $85,600.

Project Area Map



September 11, 2025

Mr. Brad Andresen
Village of Algonquin
110 Mitchard Way
Algonquin, IL 60102

Subject: Woods Creek Headwaters Restoration Design

Dear Mr. Andresen:

Thank you for the opportunity to provide this Proposal for Ecological Design Services for the proposed Woods Creek Headwaters Restoration Project. For your review, we have enclosed our scope of work and fees based on our understanding of your request for services.

We are confident you will find that Baxter & Woodman Natural Resources provides exceptional expertise, service, and value. Please call us with any questions regarding this proposal and supporting documents.

Scope of Services

Task 1: Project Administration and Meetings

The Project Manager will oversee the design and permitting of the project, relate the progress to the Village, and guide collaboration between Village staff and the Baxter & Woodman team.

The Project Manager will attend project meetings as outlined below:

1. One project kick-off meeting with Village Staff at the Public Works Facility or on site.
2. One meeting to discuss the preliminary plans before proceeding to final design plans.

Deliverable: Project Admin & Meetings
Lump Sum Fee: $2,200

Task 2: Topographical Survey

Baxter & Woodman will obtain a 1-foot topographic survey of the proposed project area. The survey will include:

1. Ground shots sufficient to generate 1-foot interval contours.
2. All data will be Georeferenced (NAVD 88) drawing file compatible with AutoCAD Civil 3D DWG (2018 or later) format with surface model (contours and TIN) via 3D drawing elements of LandXML.
3. Ground control and elevations will be referenced to the nearest Village Survey Control Point(s).

4. The survey will field locate all underground utilities as well as all visible structures such as manholes, outfalls, bridges, rim elevation, invert elevations/directions for all accessible structures, and existing property and easement markers adjacent to the project.

Deliverable: 1-foot Topographical Survey
Lump Sum Fee: $18,000

Task 3: Wetland Delineation & Report

Baxter & Woodman Natural Resources' Ecologists will conduct a wetland delineation within the approximate project boundary in accordance with the U.S. Army Corps of Engineers (Corps) 1987 Wetland Delineation and the Midwest or Northeast Regional Supplement for Wetland Delineations. Pink pin flags will be used to delineate the on-site wetland boundaries. Baxter & Woodman will GPS locate all wetland delineation flags using a submeter Trimble GPS unit. As required by the Corps, the delineation will include an on-site investigation of vegetation, soils, and hydrology. In addition, the floristic quality index (FQI) will be calculated for each wetland encountered. Digital photographs of data points will be taken to assist in documenting existing site conditions. Adjacent off-site wetlands will also be identified and inspected, if possible, but not flagged.

Baxter & Woodman will prepare a wetland delineation report in accordance with the U.S. Army Corps of Engineers 1987 Wetland Delineation Manual and Midwest or Northeast Regional Supplement. The report will include the following: a wetland delineation exhibit that shows all wetlands and data collection points within the project area, photos of representative data points locations, wetland and soils maps, U.S. Army Corps of Engineers data forms, and an evaluation of the quality of on-site wetlands based upon the Floristic Quality Index (FQI).

If areas of the site have been farmed within the past five years, Baxter & Woodman will also perform a Farmed Wetland Determination using the NRCS Wetland Mapping Conventions (1998) and other County Guidance. The determination includes a desktop map review, agriculture slide review and an on-site agriculture wetland investigation.

Deliverable: Wetland/Farmed Wetland Delineation & Report
Lump Sum Fee: $6,500

Task 4: Tree Survey

Baxter & Woodman Ecologists will survey all desirable native trees/shrubs only that are recommended to be preserved within the project boundary with the assumption that all other trees and shrubs will be removed as part of the proposed project. Each desirable tree/shrub will be tagged, assessed, and located using submeter GPS.

The information will be tabulated in a Tree Inventory Table including tree tag number, species (common and scientific), DBH, condition, and general comments regarding quality.

Deliverable: Tree Survey & Summary Table
Lump Sum Fee: $ $2,500

Task 5: Site Assessment

Baxter & Woodman will use 1-foot topographic data obtained under Task 2 and display it on a leaf-off color aerial photograph for use during a site visit. A Baxter & Woodman Environmental Engineer, Restoration Ecologist, and Construction Manager will meet onsite to determine the appropriate ecological restoration options. Detailed notes and photos will be obtained related to the existing condition and proposed options.

Deliverable: Survey Site Notes and Photos
Lump Sum Fee $3,600

Task 6: Preliminary and Final Design Plans and OPC

Baxter & Woodman Environmental Engineers and Restoration Ecologists will use information obtained from the site assessment to develop Preliminary (60%) and Final Design Plans. Baxter & Woodman will submit an electronic copy of both the Preliminary Design Plans to the Village for one review and comment. In addition, Baxter & Woodman will prepare an Opinion of Probable Cost for Construction (OPC) for both the Preliminary and Final Design. The Final Design Plan will be signed by an Illinois Licensed Engineer. Preliminary and Final Design Plans will include:

1. Title Sheet with the project location map, general notes, and materials/quantities schedule.
2. Construction Specification Sheets including General Provisions, Selective Woody Tree and Brush Removal, Grading, Soil Preparation, Native Seeding and Planting, Native Tree Planting, and Management of Plantings.
3. Existing Condition Sheets depicting existing topographic conditions, tree locations, wetlands, etc.
4. Tree Preservation Sheets showing desirable trees to remain and notes regarding debris removal.
5. Layout and Grading Sheets showing existing and proposed topography contours.
6. Planting Plan Sheets with associated native seed, plant plugs, and tree lists and quantities.
7. Erosion Control Sheets outlining erosion control measures.
8. Detail Sheets with typical cross sections, planting details, erosion details, etc.

Deliverable: Preliminary and Final Design Plans and OPC
Lump Sum Fee: $22,500

Task 7: Environmental Permitting Investigation & Applications

Baxter & Woodman will investigate all permit needs/requirements related to designing and constructing the proposed project. Potential permits are likely to include but not limited to Corps/IEPA, IDNR, USFWS, SHPO, SWCD, IEPA SWPPP, and Kane County Stormwater.

A) Kane County Stormwater Ordinance Application

The proposed project will likely require a Kane County Stormwater Permit as a "Major Development." Baxter & Woodman will prepare a Kane County Stormwater application to demonstrate compliance. A $3,000 permit application fee is anticipated and included in the fee.

Lump Sum Fee: $9,500

B) IEPA SWPPP Application

Baxter & Woodman will prepare a Stormwater Pollution Prevention Plan (SWPPP) and file Notice of Intent (NOI) and Notice of Termination (NOT) with Illinois EPA. A $1,000 application fee is anticipated and included in the fee.

Lump Sum Fee: $2,300

C) Kane-DuPage SWCD Signoff Application

Baxter & Woodman will complete and submit the soil erosion and sediment control plan to the Kane-DuPage County Soil & Water Conservation District for approval/signoff. A $4,200 application fee is anticipated and is included in the fee.

Lump Sum Fee: $6,500

D) Corps Permit Application

Baxter & Woodman will prepare a Corps/IEPA Joint Application for the project. For the Corps/IEPA Joint Application permit, Baxter & Woodman will submit the Final Design Plans, wetland delineation report, obtain a jurisdictional determination, submit appropriate applications to the SWCD, IDNR, USFWS, and SHPO as well as prepare the application package and coordinate with the Corps project manager. We will also meet with the Corps project manager on site if necessary to discuss the project and respond to Corps' requests for additional information and/or revisions to the plan. We anticipate that Corps Nationwide Permit 27 (Aquatic Habitat Restoration, Enhancement, and Establishment) will apply to the proposed project. No permit application fee is anticipated.

Lump Sum Fee: $6,000

Task 8: Bid Preparation and Assistance

Baxter & Woodman will prepare (on behalf of the Village) bidding documents for construction of the project. Bid documents will include standard Village language, the approved engineering plan set, project specifications, and bid tab. We will also answer questions from contractors. Additionally, Baxter & Woodman will assist the Village with coordination and scheduling during the bid process, provide documents for bidding and assist the Village in solicitation of bids from as many qualified bidders as possible, prepare addendums as necessary, attend bid opening to receive and evaluate bids, tabulate bids, and make a recommendation to the Village for an award of contract.

Deliverable: Bid Documents
Lump Sum Fee: $6,000

Fees

Total amount of contract: **$85,600.00**

Payment:

☐ Estimated Fees

☐ Estimated Fees, Not-to-Exceed (per fee schedule, with not-to-exceed amount)

☐ Lump Sum (% complete, by project total)

☒ Lump Sum by Task (% complete by task, no hourly detail)

☐ Time and Materials

The Owner shall pay the Engineer for the services performed or furnished a lump sum fee for services provided.

Standard Terms and Conditions

The attached Standard Terms and Conditions apply to this proposal.

Acceptance

If you find this Proposal acceptable, please sign and return one copy for our files.

We appreciate the opportunity to work with you. If you have any questions or need additional information, please do not hesitate to call Steve Zimmerman at 773-507-0982 or szimmerman@baxterwoodman.com

Sincerely,

BAXTER & WOODMAN NATURAL RESOURCES, LLC

Craig Mitchell, PE
Vice President

Coilin McConnell, CWS, DECI
Natural Resources Manager

Village of Algonquin

ACCEPTED BY: _____

TITLE: _____

DATE: _____

P:\ALGNV\2501207-Woods Creek Headwaters Restoration\Contract\Work\2501207.00_Proposal_Woods_Creek_Headwaters.docx

STANDARD TERMS AND CONDITIONS

PLEASE READ THESE STANDARD TERMS AND CONDITIONS ("TERMS") CAREFULLY BEFORE EXECUTING THE LETTER PROPOSAL PRESENTED BY BAXTER & WOODMAN NATURAL RESOURCES, LLC ("BWNR"). BY EXECUTING THE LETTER PROPOSAL, OWNER AGREES TO BE BOUND BY THESE TERMS, THE PROVISIONS OF THE LETTER PROPOSAL, AND THE PROVISIONS OF ANY DOCUMENT REFERRING TO THESE TERMS OR THE LETTER PROPOSAL, ALL OF WHICH SHALL COLLECTIVELY CONSTITUTE THE "AGREEMENT".

Owner's Responsibility – Provide BWNR with all criteria and full information for the "Project", which is generally otherwise identified in the Letter Proposal. BWNR will rely, without liability, on the accuracy and completeness of all information provided by the Owner including its consultants, contractors, specialty contractors, subcontractors, manufacturers, suppliers and publishers of technical standards ("Owner Affiliates") without independently verifying that information. The Owner represents and warrants that all known hazardous materials on or beneath the site have been identified to BWNR. BWNR and their consultants shall have no responsibility for the discovery, presence, handling, removal or disposal of, or exposure of persons to, unidentified or undisclosed hazardous materials unless this service is set forth in the Letter Proposal.

Schedule for Rendering Services - The agreed upon services shall be completed within a reasonable amount of time. If BWNR is hindered, delayed or prevented from performing the services as a result of any act or neglect of the Owner, any Owner Affiliate, or force majeure event, BWNR's work shall be extended and the rates and amounts of BWNR's compensation shall be equitably adjusted in a written instrument executed by all Parties.

Invoices and Payments - The fees to perform the proposed scope of services constitutes BWNR's estimate to perform the agreed upon scope of services. Circumstances may dictate a change in scope, and if this occurs, an equitable adjustment in compensation and time shall be agreed upon by all Parties by written agreement. No service for which added compensation will be charged will be provided without first obtaining written authorization from the Owner. BWNR invoices shall be due and owing by Owner in accordance with the terms and provisions of the Local Government Prompt Payment Act (50 ILCS 505/1 *et seq.*).

Opinion of Probable Construction Costs - BWNR's opinion of probable construction costs represents its reasonable judgment as a professional engineer. Owner acknowledges that BWNR has no control over construction costs or contractor's methods of determining prices, or over competitive bidding, or market conditions. BWNR cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from BWNR's opinion of probable construction costs.

Standards of Performance – (1) The standard of care for all services performed or furnished by BWNR will be the same care and skill ordinarily used by professionals practicing under similar circumstances, at the same time and in the same locality on similar projects. BWNR makes no warranties, express or implied, in connection with its services; (2) BWNR shall be responsible for the technical accuracy of its services and documents; (3) BWNR shall use reasonable care to comply with applicable laws, regulations, and Owner-mandated standards; (4) BWNR may employ such sub-consultants as BWNR deems necessary to assist in the performance or furnishing of the services, subject to reasonable, timely, and substantive objection by Owner; (5) BWNR is not acting as a municipal advisor as defined by the Dodd-Frank Act. BWNR shall not provide advice or have any responsibility for municipal financial products or securities.

Insurance - BWNR will maintain insurance coverage with the following limits and Certificates of Insurance will be provided to the Owner upon written request:

Worker's Compensation	Statutory Limits	
Automobile Liability:	$1 million combined single limit	
Commercial General Liability:	$1 million each occurrence	$2 million general aggregate
Excess Umbrella Liability	$5 million each occurrence	$5 million general aggregate
Professional Liability:	$1 million per claim	$2 million aggregate
Pollution Liability:	$1 million each occurrence	$2 million general aggregate

In no event will BWNR's collective aggregate liability under or in connection with this Agreement or its subject matter, based on any legal or equitable theory of liability, including breach of contract, tort (including negligence), strict liability and otherwise, exceed the contract sum to be paid to BWNR's under this Agreement. Any claim against BWNR arising out of this Agreement may be asserted by the Owner, but only against the entity and not against BWNR's directors, officers, shareholders or employees, none of whom shall bear any liability and may not be subject to any claim.

Indemnification and Mutual Waiver – (1) To the fullest extent permitted by law, BWNR shall indemnify and hold harmless the Owner and its officers and employees from claims, costs, losses, and damages ("Losses") caused by the Project, provided that such Losses are attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property, including the loss of use resulting therefrom, but only

to the extent caused by any grossly negligent act or omission of BWNR; (2) To the fullest extent permitted by law, Owner shall indemnify and hold harmless BWNR and its officers, directors, employees, agents and consultants from and against any and all Losses (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court, arbitration, or other dispute resolution costs) arising out of or relating to the Project provided that any such Losses are attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property, including the loss of use resulting therefrom, but only to the extent arising out of or occurring in connection with the Owner's, or Owner's officers, directors, employees, consultants, agents, or others retained by or under contract to the Owner, negligent act or omission, willful misconduct, or breach of this Agreement; (3) To the fullest extent permitted by law, Owner and BWNR waive against each other, and the other's employees, officers, directors, insurers, and consultants, any and all claims for or entitlement to special, incidental, indirect, enhanced, punitive, or consequential damages, in each case regardless of whether such party was advised of the possibility of such losses or damages or such losses or damages were otherwise foreseeable, and notwithstanding the failure of any agreed or other remedy of its essential purpose; (4) In the event Losses or expenses are caused by the joint or concurrent fault of the BWNR and Owner, they shall be borne by each party in proportion to its respective fault, as determined by a mediator or court of competent jurisdiction; (5) The Owner acknowledges that BWNR is a business corporation and not a professional service corporation, and further acknowledges that the corporate entity, as the party to this contract, expressly avoids contracting for individual responsibility of its officers, directors, or employees. The Owner and BWNR agree that any claim made by either party arising out of any act of the other party, or any officer, director, or employee of the other party in the execution or performance of the Agreement, shall be made solely against the other party and not individually or jointly against such officer, director, or employees.

Termination - Either party may terminate this Agreement upon ten (10) business days' written notice to the other party in the event of failure by the other party to comply with the terms of the Agreement through no fault of the terminating party. A condition precedent to termination shall be conformance with the Dispute Resolution terms below. If this Agreement is terminated, Owner shall receive reproducible copies of drawings, developed applications and other completed documents upon written request. Owner shall be liable, and shall promptly pay BWNR, for all services and reimbursable expenses rendered through the effective date of suspension/termination of services.

Use of Documents – All BWNR documents (data, calculations, reports, Drawings, Specifications, Record Drawings and other deliverables, whether in printed form or electronic media format, provided by BWNR to Owner pursuant to this Agreement) are instruments of service and BWNR retains ownership and property interest therein (including copyright and right of reuse). Owner shall not rely on such documents unless in printed form, signed or sealed by BWNR or its consultant. Electronic format of BWNR's design documents may differ from the printed version and BWNR bears no liability for errors, omissions or discrepancies. Reuse of BWNR's design documents is prohibited and Owner shall defend and indemnify BWNR from all claims, damages, losses and expenses, including attorney's fees, consultant/expert fees, and costs arising out of or resulting from said reuse. Project documents will be kept for time periods set forth in BWNR's document retention policy after Project closeout.

Successors, Assigns, and Beneficiaries – Nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by Owner or BWNR to any third party, including any lender, contractor, subcontractor, supplier, manufacturer, other individual, entity or public body, or to any surety for or employee of any of them. All duties and responsibilities undertaken pursuant to this Agreement are for the sole and exclusive benefit of the Owner and BWNR and not for the benefit (intended, unintended, direct or indirect) of any other entity or person.

Dispute Resolution - All disputes between the Parties shall first be negotiated between executives who have authority to settle the dispute for a period of thirty (30) days. If unresolved, disputes shall be then submitted to mediation as a condition precedent to litigation. The mediation session shall be held within forty-five (45) days of the retention of the mediator, and last for at least one (1) full mediation day, before any party has the option to withdraw from the process. If mediation is unsuccessful, litigation may be pursued in the federal courts of the United States or the courts of the State of Illinois, in each case located in the County of McHenry.

Miscellaneous Provisions – (1) This Agreement is to be governed by the law of the state of Illinois without giving effect to any choice or conflict of law provision or rule that would require or permit the application of the laws of any jurisdiction other than those of the State of Illinois; (2) all notices must be in writing and shall be deemed effectively served upon the other party when sent by certified mail, return receipt requested; (3) all express representations, waivers, indemnifications, and limitations of liability included in this Agreement will survive its completion and/or termination for any reason; (4) any provision or part of the Agreement held to be void or unenforceable under any laws or regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon the Owner and BWNR, which agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that expresses the intention of the stricken provision; (5) a party's non-enforcement of any provision shall not constitute a waiver of the provision, nor shall if affect the enforceability of that provision or of the remainder of this Agreement; (6) to the fullest extent permitted by law, all causes of action arising under this Agreement shall be deemed to have accrued, and all statutory periods of limitation shall commence, no later than the date of substantial completion, which is the point where the Project can be utilized for the purposes for which it was intended; (7) this Agreement, together with any other documents incorporated herein by reference, constitutes the sole and entire agreement of the parties with respect to the subject matter of this Agreement and supersedes all prior and contemporaneous understandings, agreements, representations and warranties, both written and oral, with respect to such subject matter; (8) no amendment to or modification of this Agreement is effective unless it is in writing and signed by each party.

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: 10/01/2025

TO: Tim Schloneger, Village Manager
Michael Kumbera, Deputy Village Manager/CFO
Nadim Badran, Public Works Director

FROM: Michael Reif Internal Services Supervisor

SUBJECT: Purchase of Toro Workman HDX for Artificial Turf Care at Presidential Park

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As part of the maintenance plan for the new turf fields at Presidential Park, Public Works staff identified the need for a multi-purpose utility vehicle capable of supporting ongoing care and operations. The Toro Workman HDX provides the durability, load capacity, and performance required to efficiently maintain the fields and surrounding park amenities.

Staff recommends the purchase of **one (1) Toro Workman HDX** from **Reinders, Inc. of Mundelein, Illinois**. This acquisition will be made through the **Source well cooperative purchasing contract #031121-TTC**, ensuring compliance with procurement requirements and securing competitive pricing.

- **Vendor:** Reinders, Inc. – Mundelein, IL
- **Equipment:** Toro Workman HDX
- **Contract Source:** Sourcewell #031121-TTC
- **Purchase Price:** $49,418.42

The Village's FY25-26 budget allocated **$86,600** for this equipment purchase. The original budget amount was based on equipment that was demonstrated by the Crystal Lake Park District used at Lippold Park to maintain their artificial fields. However, staff identified a more cost-effective option that achieved the same goal through Toro. This unit can also be equipped with other attachments to support all the operations of the park, not just maintenance of the turf fields. The quoted price of **$49,418.42** is well within the budgeted amount, leaving a surplus of approximately **$37,181.58**.

It is recommended that the Village Board approve the purchase of the Toro Workman HDX from Reinders, Inc. of Mundelein, IL in the amount of **$49,418.42**, utilizing Source well contract #031121-TTC.

Reinders Quote

Prepared By:
Ryan S. Maier
Territory Manager
911 Tower Road
Mundelein, IL 60060
Cell (262) 443-0363
Fax (847) 678-5511
rmaier@reinders.com

Account: 358022
Village Of Algonquin
2200 Harnish Drive
Algonquin IL 60102
Attn: Mike Reif

Quote ID	PRICE SUBJECT TO CHANGE
Q192053 HDX	
Quote Date	Contract Quote
9/3/25	

Sourcewell #031121-TTC / Omnia #2017025

QTY	CODE	DESCRIPTION	PRICE DETAILS
1	**07384**	**Workman HDX - 2WD -LC Gas**	$34,717.41
1	07316	Required High Flow Hydralics for Top Dresser	$2,411.14
1	117-4831	2 Inch Receiver Hitch Kit	$199.79
		Optional Cab:	
1	07392	ROPS Certified Cab	$5,912.36
1	07393	Cab Door Kit	$2,495.49
1	130-5615	Washer Bottle Kit	$289.98
1	136-1997	Door Mounted Mirror Kit	$377.70
1	07349	Cab Heater	$1,113.84

Configured Contract Price:	$47,517.71
Dealer Assembly & Delivery:	$1,900.71
Trade Totals:	$0.00
Final Sale Price:	**$49,418.42**

SIGNATURE: _____

DATE: _____

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: October 14, 2025

TO: Tim Schloneger, Village Manager

FROM: Cliff Ganek, P.E., Village Engineer

SUBJECT: Request for Approval for Towne Park Reconstruction Change Order Number 1

Below is a list of Authorized Unit Price changes (AUP) for the Towne Park Reconstruction project that are beyond staff's authority to approve. These AUPs are combined to make up Change Order Number 1 (attached Exhibit "A"). Due to the nature of construction, projects will undergo a number of change orders both in the form of deductions and add-ons to the project scope. It is more operationally practical to submit one balancing change order for approval, allowing construction to continue on schedule.

Summary of AUPs for Change Order Number 1 on the Towne Park Reconstruction Project

1. **AUP 001 and AUP 002: Total Cost $14,133.46**
   ·Undercutting for path and driveways as needed due to unstable soil conditions following subgrade bearing capacity testing. These items were included in the contract but had no quantities assigned.

2. **AUP 003: Total Cost $4,145.98**
   · Plan revision to change the type of panel located within the floodplain to allow for water to flow through if flood waters reach the building.

3. **AUP 004: Total Cost $18,496.32**
   · ComEd required an additional conduit for the extension of their main to the relocated transformer as a condition of their permit. This conduit is empty for future use, if necessary.

4. **AUP 005: Total Cost $43,139.25**
   · Aggregate base course for the poured-in-place (PIP) rubber surface was added to this contract, rather than being performed by the PIP surface installer.

5. **AUP 006: Total Cost $2,546.25**
   · Added lighting fixtures under the roof of the shelter building to increase usability of the area.

6. **AUP 007: Total Cost $1,496.15**
   · Conduit and cable installed for a Village-installed weather station monitoring system on the shelter building.

7. **AUP 008: Total Cost $1,437.70**
   · Installation of flood vents in the bandshell for planset revisions related to floodplain requirements.

8. **AUP 009: Total Cost ($15,369.00) - Deduction**
   · Deduction for revised bollard alignment due to field conflicts. Reduction of 4 bollard lights and conduit

9. **AUP 010 and AUP 012: Total Cost $2,863.79**
   · Adjustments for the changed scope of work related to removal of a hydrant and related watermain work due to field conflicts.

10. **AUP 011 and AUP 014: Total Cost $13,200.00**
    · Landscaping in front of the bandshell was revised from seed to sod. Martam participated in the cost of the change. The cost was split between the Village and Martam 50/50.

11. **AUP 014: Total Cost $1,678.06**
    · Field change tracked for capping of a water service corps.

12. **AUP 015: Total Cost ($12,471.00) - Deduction**
    · Credit for labor was eliminated from the contract and performed by Public Works staff that included assembling and installing picnic tables and trash cans.

Project Totals

- Total Additions: $103,433.96
- Total Deductions: ($28,137.00)
- **Net Change Order (CO 1): $75,296.96**

The approved contract with Martam Construction to complete the project was **$4,280,611.15**. The net change orders are an increase of approximately **1.76%** of the original approved contract. Best management practices typically call for projects to be completed plus/minus 3% of the original contract value. This is the only and final change order for this project.

Approval of these changes and final payment will close out the Towne Park Reconstruction contract. Therefore, it is our recommendation that the Committee of the Whole take action to move this matter forward to the Village Board for approval of Change Order Number 1 for payment in the amount of **$75,296.96**, increasing the final contract amount for this project to **$4,355,908.11.**

RESOLUTION NO. 2025 - R - XX

A RESOLUTION APPROVING CHANGE ORDER NUMBER 1 TO
THE CONSTRUCTION CONTRACT WITH MARTAM CONSTRUCTION, INC. FOR
THE TOWNE PARK RECONSTRUCTION PROJECT AND AUTHORIZING THE EXPENDITURE STREET
IMPROVEMENT FUNDS TO PAY FOR SUCH CHANGE ORDER WORK

WHEREAS, the President and Board of Trustees of the Village of Algonquin (the "Corporate Authorities"), operating as a home rule municipality, have all of the powers and authority granted to such municipalities pursuant to Article VII, Section 6 of the Illinois Constitution of 1970, including the right to exercise any power and perform any function pertaining to its government and affairs; and

WHEREAS, in 2024, the Corporate Authorities approved a Construction Contract with Martam Construction, Inc. (the "Contractor") for Towne Park Reconstruction Project ("Project") ("Project Contract"). The original Project Contract amount was $4,280,611.15. A copy of the Project Contract and Resolution is incorporated herein by reference and made a part hereof; and

WHEREAS, in 2024 and 2025, additional construction work and activities as determined by the Construction Manager in the amount of $75,296.96 was necessary for the performance of the Contract, but was not contemplated in the original Project Contract. Such additional cost and work are set forth in Change Order Number 1. Copies of Change Order Number 1 is attached hereto as **Exhibit "A".** Upon approval of Change Order Number 1, the original Contract Price for the Project shall be increased to $4,355,908.11 (the "Amended Project Contract Price"); and

WHEREAS, the Corporate Authorities of the Village agree to authorize and approve the additional Project costs by approving Change Order Number 1 for the Project. The source of funding for the Project is the Street Improvement Fund; and

WHEREAS, based on the recommendation of the Village Public Works Director, the Corporate Authorities make the following findings and determinations (see bolded text) in accordance with 720 ILCS 5/33E-9 (Criminal Code; Change Order Statute) regarding changes to the Construction Contract:

1. Change Order Number 1 attached hereto as **Exhibit "A"**, and made a part hereof, increases the contract sum by more than $10,000.00**;**
2. The Change Order Number 1 (a) is made necessary by circumstances not foreseeable at the time the Construction Contract was signed; (b) is germane to the Construction Contract as originally signed; and (c) is in the best interests of the Village**.**

In addition, the Corporate Authorities make the following finding and determination pursuant to Section 5 of the Public Works Contract Change Order Act (SO ILCS 525/5): the amount of Change Order 1 does not increase the original contract price by 50% or more of the original contract price and thus the Village is not obligated to re-bid the additional work proposed under the Change Order.

BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ALGONQUIN, MCHENRY COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1: Each Whereas paragraph set forth above is incorporated by reference into this Section 1.

SECTION 2: The Corporate Authorities of the Village of Algonquin approve Change Order Number 01 to the Project Contract in the amount of $75,296.96 payable to Martam Construction, Inc., the Contractor, in accordance with Change Order Number 1, copies of which are attached hereto as **Exhibit "A".** The Corporate Authorities also authorize the expenditure of $75,296.96 of Street Improvement Funds to pay for the work covered by Change Order Number 1.

SECTION 3: The Corporate Authorities of the Village of Algonquin authorize and directs the Village President, the Village Clerk, the Village Treasurer, the Village Manager and the Village Public Works Director, or their designees, to execute, process and deliver the necessary checks, wire transactions, change order documents and such other instruments necessary to comply with the authorization and direction set forth in this Resolution.

SECTION 4: Each section, paragraph, clause, and provision of this Resolution is separable, and if any provision is held unconstitutional or invalid for any reason, such decision shall not affect the remainder of this Resolution, nor any part thereof, other than that part affected by such decision.

SECTION 5: This Resolution shall be in full force and effect from and after its adoption, approval and publication in the manner provided by law.

Dated this 21st day of October, 2025

AYES:

NAYS:

ABSENT:

APPROVED:

(seal)

_____

Debby Sosine, Village President

ATTEST: _____

Fred Martin, Village Clerk

Exhibit "A"

Change Order Number
01

(attached)

EXHIBIT "A"

VILLAGE OF ALGONQUIN
CHANGE ORDER

PROJECT NAME: Towne Park Reconstruction

PROJECT NO.: 240329

LOCATION: 100 Jefferson St
Algonquin, Illinois

CHANGE ORDER: 1 (Final)

CONTRACTOR: Martam Construction

DATE: 8/4/2025

DESCRIPTION OF CHANGE ORDER: Balancing change order based upon negotiated final quantities.

ORIGINAL CONTRACT AMOUNT:	[1]	$4,280,611.15
TOTAL OF PREVIOUS AUTHORIZED CHANGE ORDERS:	[2]	$0.00
CURRENT CONTRACT AMOUNT: ([1]+[2])	[3]	$4,280,611.15
PROPOSED CHANGE ORDER: (PENDING APPROVAL)	**[4]**	**$75,296.96**
PROPOSED REVISED CONTRACT AMOUNT: (PENDING APPROVAL) ([3]+[4])	[5]	$4,355,908.11

NET OF ALL CHANGE ORDERS: (PENDING APPROVAL) ([2]+[4])	$75,296.96
TIME EXTENSION OR REDUCTION:	-
TOTAL CONTRACT TIME: (PENDING APPROVAL)	-

RECOMMENDED FOR ACCEPTANCE :

Resident Engineer — Date

Approved By: Village President — Date

Contractor — Date

Attest: Village Clerk — Date

It is understood that as part of this change order that the Contractor agrees that all bonds, permits, insurance and guarantees are hereby extended to incorporate this Change Order.

Towne Park Reconstruction **C.O. #** **1 (Final)** **8/4/2025**

NO	ITEM	UNIT	UNIT PRICE	BID QUANT	FINAL QUAN	DIFFERENCE	AMOUNT
N/A	contracting requirements	LS	$182,000.00	1	1	0.0	$0.00
N/A	general conditions	LS	$215,000.00	1	1	0.0	$0.00
N/A	construction layout & as-built survey	LS	$26,880.00	1	1	0.0	$0.00
N/A	storage shed structure, concrete pad/foundation	LS	$27,000.00	1	1	0.0	$0.00
N/A	restroom building structure and foundation	LS	$32,500.00	1	1	0.0	$0.00
N/A	shelter, footings, and concrete pad/foundation	LS	$33,500.00	1	1	0.0	$0.00
N/A	gazebo footings	EA	$2,755.00	4	4	0.0	$0.00
N/A	bandshell steps	CY	$2,270.00	14	14	0.0	$0.00
N/A	hand rails - bandshell steps	LF	$378.00	32	32	0.0	$0.00
N/A	guard rail - bandshell access ramp	LF	$492.00	90	90	0.0	$0.00
N/A	interpretive sign - installation	LS	$1,086.00	1	1	0.0	$0.00
N/A	bandshell column plaque - installation	EA	$815.00	2	2	0.0	$0.00
N/A	tubby's outfield memorial plaque at bandshell - installation	LS	$2,715.00	1	1	0.0	$0.00
N/A	restroom shelter building - furnish & install	LS	$904,000.00	1	1	0.0	$0.00
N/A	bandshell structure - furnish & install	LS	$800,000.00	1	1	0.0	$0.00
N/A	restroom building - furnish & install	LS	$324,000.00	1	1	0.0	$0.00
N/A	sonitrol system - installation	LS	$29,000.00	1	1	0.0	$0.00
N/A	gazebo - installation	LS	$44,000.00	1	1	0.0	$0.00
N/A	bench - installation	LS	$11,000.00	1	1	0.0	$0.00
N/A	litter receptacle - installation	LS	$5,400.00	1	1	0.0	$0.00
N/A	game table - installation	LS	$7,500.00	1	1	0.0	$0.00
N/A	ping pong table - installation	LS	$7,500.00	1	1	0.0	$0.00
N/A	picnic table (round) - installation	LS	$4,500.00	1	1	0.0	$0.00
N/A	bike rack - installation	LS	$10,875.00	1	1	0.0	$0.00
N/A	new water service and buffalo box	LS	$6,950.00	1	1	0.0	$0.00
N/A	water service replacement and connection	LS	$6,950.00	1	1	0.0	$0.00
N/A	water service - 1.5" line (copper)	LF	$125.00	81	81	0.0	$0.00
N/A	water service - 2" (hdpe)	LF	$66.00	214	214	0.0	$0.00
N/A	sanitary sewer - 6" pvc	LF	$321.00	40	40	0.0	$0.00
N/A	remove and replace sanitary grinder pump	LS	$12,250.00	1	1	0.0	$0.00
N/A	sanitary manhole - 4" diam.	EA	$10,000.00	1	1	0.0	$0.00
N/A	bury existing overhead electrical lines	LS	$18,605.00	1	1	0.0	$0.00
N/A	utility mounted transformer	LS	$40,385.00	1	1	0.0	$0.00
N/A	power to panel at south restroom building	LS	$30,126.00	1	1	0.0	$0.00
N/A	power to panel at restroom - shelter building	LS	$43,955.00	1	1	0.0	$0.00
N/A	site service panel mdp at bandshell	LS	$38,222.65	1	1	0.0	$0.00
N/A	pedestrian pole lighting	EA	$15,712.00	5	5	0.0	$0.00
N/A	pathway bollard lights	EA	$8,630.00	13	13	0.0	$0.00
N/A	silt fence	LF	$4.55	5357	5357	0.0	$0.00
N/A	cofferdams, dewatering, and sediment filter bag	LS	$22,000.00	1	1	0.0	$0.00
N/A	temporary construction fence	LF	$8.20	625	625	0.0	$0.00
N/A	stabilized construction entrance	SY	$24.00	340	340	0.0	$0.00
N/A	stabilized construction entrance - wood matting	SY	$53.00	170	170	0.0	$0.00
N/A	inlet and pipe protection	EA	$300.00	1	1	0.0	$0.00
N/A	inlet filters - fabric type	EA	$288.00	7	7	0.0	$0.00
N/A	tree protection fencing	LF	$4.50	1000	1000	0.0	$0.00
N/A	tree removal	EA	$825.00	13	13	0.0	$0.00
N/A	remove playground equipment and footings	LS	$45,500.00	1	1	0.0	$0.00
N/A	salvage playground items (planks & sign)	LS	$5,800.00	1	1	0.0	$0.00
N/A	remove wood timber curb	LF	$90.00	250	250	0.0	$0.00
N/A	remove wood timber fence	LF	$33.00	670	670	0.0	$0.00
N/A	remove chain link fence and backstop	LF	$33.00	130	130	0.0	$0.00
N/A	remove vehicular access gate	LS	$1,155.00	1	1	0.0	$0.00
N/A	remove wood fiber surfacing	LS	$13,300.00	1	1	0.0	$0.00
N/A	remove drinking fountain and RPZ	EA	$1,800.00	1	1	0.0	$0.00
N/A	remove existing sanitary sewer	LF	$61.00	84	84	0.0	$0.00
N/A	remove grills	EA	$932.00	1	1	0.0	$0.00
N/A	remove litter receptacles	EA	$465.00	6	6	0.0	$0.00
N/A	remove concrete paving	SF	$3.40	2265	2265	0.0	$0.00
N/A	remove asphalt paving	SF	$1.50	11345	11345	0.0	$0.00
N/A	remove asphalt paving surface	SF	$2.65	4395	4395	0.0	$0.00
N/A	remove light poles	EA	$966.00	2	2	0.0	$0.00
N/A	remove infield mix	CY	$71.00	45	45	0.0	$0.00
N/A	remove wood bollards	EA	$466.00	4	4	0.0	$0.00
N/A	remove metal bollards	EA	$700.00	3	3	0.0	$0.00
N/A	remove existing hydrant	LS	$1,815.00	1	1	0.0	$0.00
N/A	salvage home plate & bases	LS	$700.00	1	1	0.0	$0.00
N/A	salvage brick pavers	SF	$10.00	450	450	0.0	$0.00
N/A	site earthwork and grading	CY	$41.00	1500	1500	0.0	$0.00
N/A	topsoil strip, stockpile, and respread	CY	$16.00	1514	1514	0.0	$0.00
N/A	import/export (haul off) material	LS	$26,000.00	1	1	0.0	$0.00
N/A	asphalt paving - vehicular	SY	$50.00	1410	1410	0.0	$0.00
N/A	asphalt paving - pedestrian	SY	$46.50	95	95	0.0	$0.00
N/A	asphalt paving - pedestrian (resurface)	SY	$22.00	490	490	0.0	$0.00
N/A	concrete paving - pedestrian & shelter pads	SF	$17.50	12895	12895	0.0	$0.00
N/A	playground curb	LF	$33.60	270	270	0.0	$0.00
N/A	planter curb	LF	$50.00	120	120	0.0	$0.00
N/A	concrete band	LF	$43.00	385	385	0.0	$0.00
N/A	unit pavers	SF	$25.15	950	950	0.0	$0.00
N/A	split rail fence	LF	$78.00	70	70	0.0	$0.00
N/A	native seed mix	SY	$3.60	200	200	0.0	$0.00
N/A	seed	SY	$1.20	8775	8775	0.0	$0.00
N/A	erosion control blanket - s150bn	SY	$3.60	183	183	0.0	$0.00
N/A	erosion control blanket-S75bn	SY	$2.20	8633	8633	0.0	$0.00
N/A	shade tree	EA	$780.00	24	24	0.0	$0.00
N/A	ornamental tree	EA	$600.00	25	25	0.0	$0.00
N/A	shrubs	EA	$155.00	154	154	0.0	$0.00
N/A	grasses	EA	$32.00	357	357	0.0	$0.00
N/A	perennials	EA	$27.00	1018	1018	0.0	$0.00
N/A	groundcover	EA	$30.00	350	350	0.0	$0.00
N/A	mulch	CY	$400.00	60	60	0.0	$0.00
N/A	stone riprap - class a3	SY	$260.00	12	12	0.0	$0.00
N/A	stone riprap - class a4	SY	$200.00	36	36	0.0	$0.00
N/A	fiber fabric	SY	$5.50	48	48	0.0	$0.00
N/A	precast reinforced concrete fes - 12"	EA	$1,500.00	1	1	0.0	$0.00
N/A	concrete headwalls for pipe drains	EA	$1,110.00	1	1	0.0	$0.00
N/A	catch basins - type c, type 1 frame, open lid	EA	$3,275.00	2	2	0.0	$0.00
N/A	catch basins - type c, type 8 grate	EA	$3,300.00	1	1	0.0	$0.00
N/A	trench backfill (special)	CY	$90.00	16	16	0.0	$0.00
N/A	pipe underdrains - 4" pvc	LF	$45.00	416	416	0.0	$0.00
N/A	pipe underdrains - 6" pvc	LF	$65.00	151	151	0.0	$0.00
N/A	storm sewer (water main requirements) - 8"	LF	$200.00	25	25	0.0	$0.00
N/A	storm sewers - type 1. 8" pvc	LF	$66.00	430	430	0.0	$0.00
N/A	cleaning drainage system	LF	$56.00	200	200	0.0	$0.00
N/A	cmu block - columns	LS	$10,000.00	1	1	0.0	$0.00
N/A	precast cap - columns	EA	$3,800.00	2	2	0.0	$0.00
N/A	stone veneer - columns	SFF	$220.00	26	26	0.0	$0.00
N/A	overhead signage - installation	LS	$7,400.00	1	1	0.0	$0.00
N/A	footings - curved trellis	EA	$3,200.00	4	4	0.0	$0.00
N/A	curved trellis - install	EA	$12,500.00	2	2	0.0	$0.00
N/A	Over Excavate and Backfill w Structural Backfill	CY	$65.70	0	162.3	162.3	$10,663.11
N/A	Provide and Install Geotech Fbric	SY	$3.25	0	1067.8	1067.8	$3,470.35
N/A	Furnish and Install Panel RP-3	LS	$4,145.98	0	1	1.0	$4,145.98
N/A	Furnish and Install Secondary 4" Conduit for ComEd Transformer	EA	$18,496.32	0	1	1.0	$18,496.32
N/A	4" Aggregate Base for PIP Rubber Surface CA7	SF	$4.15	0	10395	10395.0	$43,139.25
N/A	Furnish and Install Addtl F4 Fixtures	LS	$2,546.25	0	1	1.0	$2,546.25
N/A	Weather Station Conduit Install	LS	$1,496.15	0	1	1.0	$1,496.15
N/A	Flood Vent Installation in Bandshell	LS	$1,437.70	0	1	1.0	$1,437.70
N/A	Bollard Revision Credit	LS	($15,369.00)	0	1	1.0	($15,369.00)
N/A	Fire Hydrant Removal Credit	EA	($1,815.00)	0	1	1.0	($1,815.00)
N/A	Sod Installation	LS	$26,400.00	0	1	1.0	$26,400.00
N/A	Remove Hydrant Tracked T&M	LS	$4,678.79	0	1	1.0	$4,678.79
N/A	Cap Water Service Corps	LS	$1,678.06	0	1	1.0	$1,678.06
N/A	Sod 50% Credit	LS	($13,200.00)	0	1	1.0	($13,200.00)
N/A	Credit for Unloading/Assembling or Installed Items by Owner	LS	($12,471.00)	0	1	1.0	($12,471.00)
	TOTAL						**$75,296.96**

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: October 14, 2025

TO: Tim Schloneger, Village Manager
Committee of the Whole

FROM: Cliff Ganek, P.E., Village Engineer

SUBJECT: Consider a Proposal for Design of Woods Creek Force Main Replacement with Trotter & Associates, Inc.

The Woods Creek Lift Station was originally constructed in 2001 and serves approximately 5,830 population equivalents (PE) in the northwest portion of the Village. The station underwent upgrades in 2021; however, the existing 10-inch ductile iron force main that conveys flow to the Stonegate Road discharge manhole has experienced two significant breaks since 2022. Each of these failures required costly emergency repairs and resulted in temporary shutdowns of the lift station, creating both operational and financial challenges for the Village.

Due to the unexcepted breaks, staff performed geotechnical investigations and soil boring analysis along the alignment finding the soils to be highly corrosive, which likely accelerated the deterioration of the ductile iron pipe. Corrosive soils attack iron materials, leading to pitting and wall loss that ultimately cause structural failures. Due to the recurring breaks and the presence of corrosive soils along the entire length of the existing main, replacement is necessary to ensure system reliability and minimize future emergency repair costs.

The project proposes to replace approximately 3,400 linear feet of 10-inch ductile iron force main with non-corrosive PVC or HPDE pipe material extending from the Woods Creek Lift Station to the discharge manhole west of Randall Road. TAI will evaluate potential alternative alignments and pipe materials, confirming whether the force main diameter remains adequate for future peak flows.

The not-to-exceed design engineering cost is $188,410, which includes several allowances for easement acquisition, wetland delineation, geotechnical investigation, and tree survey work. It is likely that the final cost for this project design will be less than not-to-exceed amount, but given the unknown alignment staff feels the contingencies are necessary at this time to avoid additional board review and approval for a potential supplement in the future. This project is currently

funded in the Water & Sewer Capital Fund for this fiscal year, but given the proposed schedule the design will carry over into FY26/27.

Given the repeated failures of the existing ductile iron force main, the documented presence of corrosive soils, and the critical nature of maintaining uninterrupted operation of the Woods Creek Lift Station, staff strongly recommends proceeding with design to prevent future breaks and costly emergency repairs.

Summary

1. Two recent main breaks and corrosive soils require replacement to ensure system reliability.
2. Future breaks risk costly repairs and service disruptions for Village residents.
3. TAI is recommended for their experience with Village standards completing Braewood and Algonquin Shores Force Main Replacements.
4. The $188,410 design is budgeted in the Water & Sewer Capital Fund and will carry into FY26/27.

Recommendation

Therefore, the Public Works Department recommends that the Committee of the Whole take the necessary action to move the proposal with Trotter & Associates, Inc. to the Village Board in the amount of $188,410 for approval.

TROTTER and ASSOCIATES, INC.
CONSULTING ENGINEERS

September 24, 2025

Mr. Clifton V. Ganek
Village Engineer
Village of Algonquin
110 Meyer Drive
Algonquin, Illinois 60102

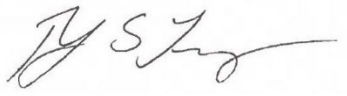
Re: Woods Creek Force Main Replacement
Professional Services Agreement

Dear Mr. Ganek:

We sincerely appreciate this opportunity to offer our services. Enclosed for your review is the engineering services agreement for the referenced project. Please contact us if there are any questions or changes to the listed scope of services. If you would like to proceed with the contract, please sign and return one copy of the agreement.

Sincerely,

TROTTER & ASSOCIATES, INC.



Robert Scott Trotter, PE, BCEE
President

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TROTTER and ASSOCIATES, INC.
CONSULTING ENGINEERS

September 24, 2025

Mr. Clifton V. Ganek
Village Engineer
Village of Algonquin
110 Meyer Drive
Algonquin, Illinois 60102

Re: Woods Creek Force Main Replacement
Professional Services Letter Agreement and Exhibits

Dear Mr. Ganek,

Trotter and Associates, Inc. (ENGINEER) is pleased to provide professional services to The Village of Algonquin (CLIENT) for the Woods Creek Force Main Replacement (hereinafter referred to as the "PROJECT").

Project Background

The Woods Creek Lift Station is located at 3045 W Algonquin Road and was constructed in 2001. The station serves approximately 5,830 PE in the northwest portion of the Village. The lift station was upgraded in 2021. The 10" diameter ductile iron force main is routed from the lift station, east on W Algonquin Road 2,100 feet and turns south for 1,300 feet and discharges at a manhole on Stonegate Rd west of Randall Rd.

The Village has experienced multiple force main breaks in recent years. Analysis of the soils along the force main route indicate corrosive properties. The Village is requesting a proposal to complete the replacement of the 10" force main in its entirety.

Project Understanding

The Village intends to replace the existing 10" force main. The existing utility easement is 20' wide and as-built drawings show the force main located in the middle of the utility easement. As part of preliminary engineering phase, TAI will evaluate alternate force main routes in addition to evaluating the proposed force main installed parallel to the existing pipe. The existing 10" force main will be abandoned in place. TAI will also provide a recommendation for pipe material and if the force main diameter should be increased based on future peak flows from the service area and Woods Creek Lift Station. Based on the 2024 Wastewater Facility Plan, the 10" force main is adequate to convey peak flows of 1,200 gpm. The pipe velocity is 4.9 feet per second, which is within an acceptable range.

Design of the new force main will include the following:

1. Installation of approximately 3,400 lineal feet of 10" force main between the lift station and the discharge manhole.
2. Abandonment of the existing force main.
3. Dewatering.
4. Tree removal as necessary for pipe installation.
5. Assessment of the discharge manhole condition.
6. Connection to the discharge manhole on Stonegate Rd, between Randall Rd and Katrina Lane.
7. Permanent maintenance access, if feasible.
8. Pavement improvements of the Woods Creek Lift Station parking lot.
9. Restoration including pavement patching, sidewalk replacement, mixed use path replacement, topsoil, seeding & blanket.
10. Obtain necessary permanent and temporary easements, based on the final force main alignment.

Project Schedule

Task	**Anticipated Date**
Project Kick-off	September 15, 2025
Conceptual Design Completion	November 1, 2025
Preliminary Design Completion	February 1, 2026
Final Design Completion	May 1, 2026
Bidding	May – June 2026

Revised schedule
Kick-Off - November 2025
Conceptual Design - February 2026
Prelim Design Com - June 2026
Final Design Comp - Sept 2026
Bidding - Oct/Nov 2026

- If alignment includes the presence of wetlands, alignment selection needs to be decided by approximately October 1, 2025 to allow for delineation in 2025.
- If the alignment includes tree removal, removal of trees (3) inches or greater diameter is allowed only from November 1 through March 30 to protect the Northern Long Eared Bat, an endangered species. If not performed by the Village prior to bidding, construction may be delayed until November 2026.

Scope of Services

Our services will consist of customary civil engineering and surveying services and related engineering services incidental thereto, described as follows;

Conceptual Design

During the Conceptual Design Phase, Engineer shall:

A. Hold a Project Kick-off Meeting with Village staff, upon receipt of the Notice to Proceed, to establish project goals and schedule and conduct a site walk through.

B. Evaluate force main alignment alternative and develop costimates and a technical memo.

C. Hold a review meeting with Village staff to discuss the alternatives and select an alignment.

Preliminary Design

During the Preliminary Design Phase, Engineer shall:

A. Complete a wetland delineation report along the proposed force main alignment. The wetland delineation report shall include a jurisdictional determination, wetland boundary, and USFWS Consultation. The wetland delineation report will be completed by a subcontractor of TAI. The delineation will need to be performed during the growing season (May – October).

B. Obtain up to ten (10) soil borings and two (2) pavement cores to determine the existing subsurface soil and pavement conditions within the project area. Prepare a report describing existing soil conditions and make recommendations. Provide LPC-663 forms as required to complete the work. The soil report will be completed by a subcontractor of TAI.

C. Conduct a topographic survey along the alignment of the existing and proposed force main. Village to locate sanitary sewer, force main and water utilities. Survey will include all trees, pavement, sidewalk, located utilities and utiliy poles, curb and gutter, mailboxes, and landscaped areas.

D. Complete a tree survey and assessment within an approximately 2 acre area identified by the Village for a future ecological restoration project. The tree survey data shall include location, size, species and health rating. The tree survey and assessment will be completed by a subcontractor of TAI. The identified tree area appears to have questionable areas that may require a wetland delineation prior to tree removal activities.

E. Based on initial reviews of possible force main routes, it is anticipated that the installation may be outside of existing Village right-of-way, property, and easements. Therefore, easement acquisition is included in the scope of the project as an allowance.

F. Obtain other utility locations, floodplain and floodway information on the existing site and determine site limitations.

G. Prepare and submit 50% Preliminary Design documents and Engineer’s Opinion of Probable Construction Cost.

H. Attend preliminary design review meeting to address the Village's review comments and concerns.

Final Design

During the Final Design Phase, Engineer shall:

A. Based on the approved Preliminary Design Phase, prepare 90% Engineering Plans and Specifications to show the scope, extent and character of the work to be furnished and performed by the Contractor for the Improvements. Drawings will include (but not necessarily limited to) the following:

    i. General Construction Details and Notes;

    ii. Force Main alignment and profile drawings;

iii. Civil/Site drawings showing proposed restoration;

B. Submit plans and specifications for IEPA Construction Permit.

C. Submit plans and specifications for Illinois Historic Preservation Agency (IHPA) permitting.

D. Submit plans and specifications as required for Illinois Department of Natural Resources (IDNR) Permitting.

E. Submit plans and specifications as required for Kane County Stormwater and USACOE permitting.

F. Prepare updated Engineer's Opinion of Probable Construction Cost.

G. Revise plans and specification and resubmit as needed for all final permitting.

H. Hold a meeting with Village staff to review and discuss 90% Engineering Plans and Specifications.

I. Revise plans in accordance with additional comments and provide 100% complete Engineering Plans and Specifications to the Village for review and approval.

J. Prepare an opinion of probable cost based on the Final Engineering Plans.

K. Prepare electronic documents for distribution for bids.

Phase 3 Bidding

During the Bidding Phase, Engineer shall:

A. Provide bidding assistance, which will include preparing the bid notice and preparing bid addendums.

B. Attend a pre-bid conference, if one is deemed necessary.

C. Respond to questions about the bid documents pertaining to items included within the engineering components.

D. Assist the Village in reviewing the bids and assembling a bid tabulation and recommendation letter for award of the contract.

In order to address minor changes in project scope, the overall fee schedule for design and construction engineering services includes a separate dedicated amount that may be authorized by the client for minor changes. Changes to the scope of services outlined in this agreement shall be authorized through execution of an Exhibit D - Contract Addendum.

Compensation

An amount equal to the cumulative hours charged to the Project by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class for all services performed on the Project, plus Reimbursable Expenses and ENGINEER's Consultant's charges, if any.

ENGINEER's Reimbursable Expenses Schedule and Standard Hourly Rates are attached to this Exhibit B. Reimbursable Expenses included in the contract are limited to items listed in Exhibit B. All expenses that are not included in Exhibit B shall be considered outside the contract and shall be considered as extra and compensated for at cost. For example: title commitments, permit fees, architectural renderings, special public meetings, out of town travel expenses, consultant services beyond those identified in the scope, or items specifically requested by the owner.

The total compensation for services will not exceed $188,410 based on the following distribution of compensation:

Conceptual Design Phase	$	9,520
Preliminary Design Phase	$	58,100
Final Design Phase	$	48,640
Bidding and Negotiating Phase	$	6,150
Base Engineering Fees	**$**	**122,410**
Easement Acquisition Assistance Allowance	$	15,000
Wetland Delineation Report Allowance	$	15,000
Geotechnical Report Allowance	$	28,000
Tree Survey Allowance	$	8,000
Total Authorized for Design and Construction Engineering	**$**	**188,410**

ENGINEER may alter the distribution of compensation between individual phases of the work noted herein to be consistent with services actually rendered, but shall not exceed the total estimated compensation amount unless approved in writing by CLIENT. The total estimated compensation for ENGINEER's services included in the breakdown by phases incorporates all labor, overhead, profit, and ENGINEER's Consultant's charges. The amounts billed for ENGINEER's services will be based on the cumulative hours charged to the PROJECT during the billing period by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class, plus Reimbursable Expenses and ENGINEER's Consultant's charges. The Standard Hourly Rates and Reimbursable Expenses Schedule will be adjusted annually as of January 1st to reflect equitable changes in the compensation payable to ENGINEER.

Miscellaneous

This Agreement constitutes the entire agreement between the parties and supersedes any prior oral or written representations. This agreement may not be changed, modified, or amended except in writing signed by both parties. In the event of any conflict among the exhibits, the exhibit of the latest date shall control.

ENGINEER may have portions of the Services performed by its affiliated entities or their employees, in which event ENGINEER shall be responsible for such services and CLIENT shall look solely to ENGINEER as if ENGINEER performed the Services. In no case shall CLIENT'S approval of any subcontract relieve ENGINEER of any of its obligations under this Agreement. However, ENGINEER is not responsible whatsoever for any obligations its subcontractors might have to its [subcontractors'] employees, including but not limited to proper compensation of its employees.

In the event CLIENT uses a purchase order form or other CLIENT developed document to administer this Agreement, the use of such documents shall be for the CLIENT's convenience only, and any provisions, terms or conditions within the CLIENT developed document shall be deemed stricken, null and void. Any provisions, terms or conditions which the CLIENT would like to reserve shall be added to Exhibit C – Supplemental Conditions and agreed to by both parties.

ENGINEER acknowledges that this project and the scope of work performed thereto will require ENGINEER and all lower tiered subcontractors of ENGINEER to comply with all obligations under and pursuant to the any applicable local, state and/or federal prevailing wage laws (e.g. Davis-Bacon Act, Illinois Prevailing Wage Act, etc.), including but not limited to all wage, notice and/or record keeping requirements to the extent applicable, necessitated and required by law.

If during negotiations or discussion with a Client it becomes clear that Client has determined prevailing wages are not applicable to the work performed by Trotter & Associates, it is best to confirm that understanding in writing with appropriate indemnification language. The following is draft language to consider:

Trotter & Associates' services performed is based on its understanding through the actions, statements and/or omissions of CLIENT that this project [identify] and the work performed relating thereto is professional in nature and not subject to prevailing wage requirements (federal, state or local). If Trotter & Associates' understanding is incorrect, CLIENT agrees and acknowledges that it shall immediately notify Trotter & Associates in writing within forty-eight (48) hours from receiving this notice so that Trotter & Associates may submit a revised proposal and/or invoice reflecting the additional costs associated with applicable prevailing wage laws. If at any time it is determined that this project is or was subject to prevailing wage requirements under federal, state or local law, then CLIENT agrees and acknowledges that it shall reimburse and make whole Trotter & Associates for any back wages, penalties and/or interest owed to its employees or any other third party, including any appropriate governmental agency. CLIENT also agrees that prices, costs and/or applicable fees will also be increased prospectively as required by the increase in wage payments to Trotter & Associates' employees. CLIENT understands and acknowledges that it shall notify Trotter & Associates of any prevailing wage requirements or obligations under applicable laws relating to the work or services performed by Trotter & Associates. CLIENT also agrees to indemnify and hold Trotter & Associates harmless from any error, act or omission on its part with regard to prevailing wage notification that causes any claim, cause of action, harm or loss upon Trotter & Associates, including but not limited to prompt reimbursement to Trotter & Associates of any and all back wages, penalties and/or interest owed to its employees or any other third party, including reasonable attorneys' fees and costs associated with such claim, cause of action, harm or loss.

CONTENTS OF AGREEMENT

This Letter Agreement and the Exhibits attached hereto and incorporated herein, represent the entire understanding with respect to the Project and may only be modified in writing signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

CLIENT:	ENGINEER:
Village of Algonquin	Trotter and Associates, Inc.
_____	_____
By:_____	By: Robert Scott Trotter, PE, BCEE
Title:_____	Title: President
Effective Date:_____	Date Signed: September 24, 2025
Address for giving notices: 2200 Harnish Drive Algonquin, IL 60102	Address for giving notices: 40W201 Wasco Road, Suite D St. Charles, IL 60175
Designated Representative:	Designated Representative:
Clifton Ganek	Terry Heitkamp
Title: Village Engineer	Title: Project Manager
Phone Number: 847-658-2700	Phone Number: 630-587-0470
E-Mail Address: CliftonGanek@algonquin.org	E-Mail Address: t.heitkamp@trotter-inc.com

ATTACHMENTS:

EXHIBT A – STANDARD TERMS AND CONDITIONS

EXHIBIT B – SCHEDULE OF HOURLY RATES AND REIMBURSIBLE EXPENSES

EXHIBIT C – SUPPLEMENTAL GENERAL CONDITIONS

EXHIBIT D – CONTRACT ADDENDUM

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CLIENT Initial _____

TAI Initial _____

TROTTER and ASSOCIATES, INC.
CONSULTING ENGINEERS

EXHIBIT A - STANDARD TERMS AND CONDITIONS

Table of Contents

ARTICLE 1 - SERVICES OF ENGINEER		1
1.01	Scope	1
ARTICLE 2 - CLIENT'S RESPONSIBILITIES		1
2.01	General	1
ARTICLE 3 - TIMES FOR RENDERING SERVICES		2
3.01	General	2
3.02	Suspension	2
ARTICLE 4 - PAYMENTS TO ENGINEER		3
4.01	Methods of Payment for Services and Reimbursable Expenses of ENGINEER	3
4.02	Other Provisions Concerning Payments	3
ARTICLE 5 - OPINIONS OF COST		3
5.01	Opinions of Probable Construction Cost	3
5.02	Designing to Construction Cost Limit	3
5.03	Opinions of Total Project Costs	3
ARTICLE 6 - GENERAL CONSIDERATIONS		3
6.01	Standards of Performance	4
6.02	Authorized Project Representatives	4
6.03	Design without Construction Phase Services	4
6.04	Use of Documents	4
6.05	Insurance	5
6.06	Termination	6
6.07	Controlling Law	6
6.08	Successors, Assigns, and Beneficiaries	6
6.09	Dispute Resolution	6
6.10	Hazardous Environmental Condition	7
6.11	Allocation of Risks	7
6.12	Notices	7
6.13	Survival	7
6.14	Severability	7
6.15	Waiver	8
6.16	Headings	8
6.16	Definitions	8

ARTICLE 1 - SERVICES OF ENGINEER

1.01 Scope

A. ENGINEER shall provide the Professional Services set forth herein and in the Letter Agreement.

B. Upon this Agreement becoming effective, ENGINEER is authorized to begin Services.

ARTICLE 2 - CLIENT'S RESPONSIBILITIES

2.01 General

A. Provide ENGINEER with all criteria and full information as to CLIENT's requirements for the Project, including design objectives and constraints, space, capacity and performance requirements, flexibility, and expandability, and any budgetary limitations; and furnish copies of all design and construction standards which CLIENT will require to be included in the Drawings and Specifications; and furnish copies of CLIENT's standard forms, conditions, and related documents for ENGINEER to include in the Bidding Documents, when applicable.

B. Furnish to ENGINEER any other available information pertinent to the Project including reports and data relative to previous designs, or investigation at or adjacent to the Site.

C. Following ENGINEER's assessment of initially-available Project information and data and upon ENGINEER's request, furnish or otherwise make available such additional Project related information and data as is reasonably required to enable ENGINEER to complete its Basic and Additional Services. Such additional information or data would generally include the following:

1. Property descriptions.
2. Zoning, deed, and other land use restrictions.
3. Property, boundary, easement, right-of-way, and other special surveys or data, including establishing relevant reference points.
4. Explorations and tests of subsurface conditions at or contiguous to the Site, drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site, or hydrographic surveys, with appropriate professional interpretation thereof.
5. Environmental assessments, audits, investigations and impact statements, and other relevant environmental or cultural studies as to the Project, the Site, and adjacent areas.
6. Data or consultations as required for the Project but not otherwise identified in the Agreement or the Exhibits thereto.

D. Give prompt written notice to ENGINEER whenever CLIENT observes or otherwise becomes aware of a Hazardous Environmental Condition or of any other development that affects the scope or time of performance of ENGINEER's

services, or any defect or nonconformance in ENGINEER's services or in the work of any Contractor.

E. Authorize ENGINEER to provide Additional Services as set forth in Exhibit D - Addendum of the Agreement as required.

F. Arrange for safe access to and make all provisions for ENGINEER to enter upon public and private property as required for ENGINEER to perform services under the Agreement.

G. Examine all alternate solutions, studies, reports, sketches, Drawings, Specifications, proposals, and other documents presented by ENGINEER (including obtaining advice of an attorney, insurance counselor, and other advisors or consultants as CLIENT deems appropriate with respect to such examination) and render in writing timely decisions pertaining thereto.

H. Provide reviews, approvals, and permits from all governmental authorities having jurisdiction to approve all phases of the Project designed or specified by ENGINEER and such reviews, approvals, and consents from others as may be necessary for completion of each phase of the Project.

I. Provide, as required for the Project:

1. Accounting, bond and financial advisory, independent cost estimating, and insurance counseling services.

2. Legal services with regard to issues pertaining to the Project as CLIENT requires, Contractor raises, or ENGINEER reasonably requests.

3. Such auditing services as CLIENT requires to ascertain how or for what purpose Contractor has used the moneys paid.

4. Placement and payment for advertisement for Bids in appropriate publications.

J. Advise ENGINEER of the identity and scope of services of any independent consultants employed by CLIENT to perform or furnish services in regard to the Project, including, but not limited to, cost estimating, project peer review, value engineering, and constructability review.

K. Furnish to ENGINEER data as to CLIENT's anticipated costs for services to be provided by others for CLIENT so that ENGINEER may make the necessary calculations to develop and periodically adjust ENGINEER's opinion of Total Project Costs.

L. If CLIENT designates a manager or an individual or entity other than, or in addition to, ENGINEER to represent CLIENT at the Site, the duties, responsibilities, and limitations of authority of such other party shall be disclosed to the ENGINEER and coordinated in relation to the duties, responsibilities, and authority of ENGINEER.

M. If more than one prime contract is to be awarded for the Work designed or specified by ENGINEER, designate a person or entity to have authority and responsibility for coordinating the activities among the various prime Contractors, and define and set forth the duties, responsibilities, and limitations of authority of such individual or entity and the relation thereof to the duties, responsibilities, and authority of ENGINEER is to be mutually agreed upon and made a part of this Agreement before such services begin.

N. Attend the pre-bid conference, bid opening, pre-construction conferences, construction progress and other job related meetings, and Substantial Completion and final payment inspections.

O. Provide the services of an independent testing laboratory to perform all inspections, tests, and approvals of Samples, materials, and equipment required by the Contract Documents, or to evaluate the performance of materials, equipment, and facilities of CLIENT, prior to their incorporation into the Work with appropriate professional interpretation thereof.

P. Provide inspection or monitoring services by an individual or entity other than ENGINEER (and disclose the identity of such individual or entity to ENGINEER) as CLIENT determines necessary to verify:

1. That Contractor is complying with any Laws and Regulations applicable to Contractor's performing and furnishing the Work.

2. That Contractor is taking all necessary precautions for safety of persons or property and complying with any special provisions of the Contract Documents applicable to safety.

Q. Provide ENGINEER with the findings and reports generated by the entities providing services pursuant to paragraphs 2.01.O and P.

ARTICLE 3 - TIMES FOR RENDERING SERVICES

3.01 General

A. ENGINEER's services and compensation under this Agreement have been agreed to in anticipation of the orderly and continuous progress of the Project through completion. Unless specific periods of time or specific dates for providing services are specified in this Agreement, ENGINEER's obligation to render services hereunder will be for a period which may reasonably be required for the completion of said services.

B. If in this Agreement specific periods of time for rendering services are set forth or specific dates by which services are to be completed are provided, and if such periods of time or dates are changed through no fault of ENGINEER, the rates and amounts of compensation provided for herein shall be subject to equitable adjustment. If CLIENT has requested changes in the scope, extent, or character of the Project, the time of performance of ENGINEER's services shall be adjusted equitably.

C. For purposes of this Agreement the term "day" means a calendar day of 24 hours.

3.02 Suspension

A. If CLIENT fails to give prompt written authorization to proceed with any phase of services after completion of the immediately preceding phase, or if ENGINEER's services are delayed through no fault of ENGINEER, ENGINEER may, after giving seven days written notice to CLIENT, suspend services under this Agreement.

B. If ENGINEER's services are delayed or suspended in whole or in part by CLIENT, or if ENGINEER's services are extended by Contractor's actions or inactions for more than 90 days through no fault of ENGINEER, ENGINEER shall be entitled to equitable adjustment of rates and amounts of compensation provided for elsewhere in this Agreement to reflect, reasonable costs incurred by ENGINEER in connection with, among other things, such delay or suspension and reactivation and the fact that the time for performance under this Agreement has been revised.

ARTICLE 4 - PAYMENTS TO ENGINEER

4.01 Methods of Payment for Services and Reimbursable Expenses of ENGINEER

A. *For Basic Services*. CLIENT shall pay ENGINEER for Basic Services performed or furnished under as outlined in the Letter Agreement

B. *For Additional Services*. CLIENT shall pay ENGINEER for Additional Services performed or furnished as outlined in Exhibit D.

C. *For Reimbursable Expenses*. CLIENT shall pay ENGINEER for Reimbursable Expenses incurred by ENGINEER and ENGINEER's Consultants as set forth in Exhibit B.

4.02 Other Provisions Concerning Payments

A. *Preparation of Invoices*. Invoices will be prepared in accordance with ENGINEER's standard invoicing practices and will be submitted to CLIENT by ENGINEER, unless otherwise agreed.

B. *Payment of Invoices*. Invoices are due and payable within 30 days of receipt. If CLIENT fails to make any payment due ENGINEER for services and expenses within 30 days after receipt of ENGINEER's invoice therefor, the amounts due ENGINEER will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day. In addition, ENGINEER may, after giving seven days written notice to CLIENT, suspend services under this Agreement until ENGINEER has been paid in full all amounts due for services, expenses, and other related charges. Payments will be credited first to interest and then to principal.

C. *Disputed Invoices*. In the event of a disputed or contested invoice, only that portion so contested may be withheld from payment, and the undisputed portion will be paid.

D. *Payments Upon Termination*.

1. In the event of any termination under paragraph 6.06, ENGINEER will be entitled to invoice CLIENT and will be paid in accordance with Exhibit B for all services performed or furnished and all Reimbursable Expenses incurred through the effective date of termination.

2. In the event of termination by CLIENT for convenience or by ENGINEER for cause, ENGINEER, in addition to invoicing for those items identified in subparagraph 4.02.D.1, shall be entitled to invoice CLIENT and shall be paid a reasonable amount for services and expenses directly attributable to termination, both before and after the effective date of termination, such as reassignment of personnel, costs of terminating contracts with ENGINEER's Consultants, and other related close-out costs, using methods and rates for Additional Services as set forth in Exhibit B.

E. *Records of ENGINEER's Costs*. Records of ENGINEER's costs pertinent to ENGINEER's compensation under this Agreement shall be kept in accordance with generally accepted accounting practices. To the extent necessary to verify ENGINEER's charges and upon CLIENT's timely request, copies of such records will be made available to CLIENT at cost.

F. *Legislative Actions*. In the event of legislative actions after the Effective Date of the Agreement by any level of government that impose taxes, fees, or costs on ENGINEER's services or other costs in connection with this Project or compensation therefore, such new taxes, fees, or costs shall be invoiced to and paid by CLIENT as a Reimbursable Expense to which a Factor of 1.0 shall be applied. Should such taxes, fees, or costs be imposed, they shall be in addition to ENGINEER's estimated total compensation.

ARTICLE 5 - OPINIONS OF COST

5.01 Opinions of Probable Construction Cost

A. ENGINEER's opinions of probable Construction Cost provided for herein are to be made on the basis of ENGINEER's experience and qualifications and represent ENGINEER's best judgment as an experienced and qualified professional generally familiar with the industry. However, since ENGINEER has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, ENGINEER cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from opinions of probable Construction Cost prepared by ENGINEER. If CLIENT wishes greater assurance as to probable Construction Cost, CLIENT shall employ an independent cost estimator.

5.02 Designing to Construction Cost Limit

A. If a Construction Cost limit is established between CLIENT and ENGINEER, such Construction Cost limit and a statement of ENGINEER's rights and responsibilities with respect thereto will be specifically set forth in Exhibit C - Supplemental General Conditions.

5.03 Opinions of Total Project Costs

A. ENGINEER assumes no responsibility for the accuracy of opinions of Total Project Costs.

ARTICLE 6 - GENERAL CONSIDERATIONS

6.01 Standards of Performance

A. The standard of care for all professional engineering and related services performed or furnished by ENGINEER under this Agreement will be the care and skill ordinarily used by members of ENGINEER's profession practicing under similar circumstances at the same time and in the same locality. ENGINEER makes no warranties, express or implied, under this Agreement or otherwise, in connection with ENGINEER's services.

B. ENGINEER shall be responsible for the technical accuracy of its services and documents resulting therefrom, and CLIENT shall not be responsible for discovering deficiencies therein. ENGINEER shall correct such deficiencies without additional compensation except to the extent such action is directly attributable to deficiencies in CLIENT-furnished information.

C. ENGINEER shall perform or furnish professional engineering and related services in all phases of the Project to which this Agreement applies. ENGINEER shall serve as CLIENT's prime professional for the Project. ENGINEER may employ such ENGINEER's Consultants as ENGINEER deems necessary to assist in the performance or furnishing of the services. ENGINEER shall not be required to employ any ENGINEER's Consultant unacceptable to ENGINEER.

D. ENGINEER and CLIENT shall comply with applicable Laws or Regulations and CLIENT-mandated standards. This Agreement is based on these requirements as of its Effective Date. Changes to these requirements after the Effective Date of this Agreement may be the basis for modifications to CLIENT's responsibilities or to ENGINEER's scope of services, times of performance, or compensation.

E. CLIENT shall be responsible for, and ENGINEER may rely upon, the accuracy and completeness of all requirements, programs, instructions, reports, data, and other information furnished by CLIENT to ENGINEER pursuant to this Agreement. ENGINEER may use such requirements, reports, data, and information in performing or furnishing services under this Agreement.

F. CLIENT shall make decisions and carry out its other responsibilities in a timely manner and shall bear all costs incident thereto so as not to delay the services of ENGINEER.

G. Prior to the commencement of the Construction Phase, CLIENT shall notify ENGINEER of any other notice or certification that ENGINEER will be requested to provide to CLIENT or third parties in connection with the Project. CLIENT and ENGINEER shall reach agreement on the terms of any such requested notice or certification, and CLIENT shall authorize such Additional Services as are necessary to enable ENGINEER to provide the notices or certifications requested.

H. ENGINEER shall not be required to sign any documents, no matter by whom requested, that would result in the ENGINEER's having to certify, guarantee or warrant the existence of conditions whose existence the ENGINEER cannot ascertain. CLIENT agrees not to make resolution of any dispute with the ENGINEER or payment of any amount due to the ENGINEER in any way contingent upon the ENGINEER's signing any such certification.

I. During the Construction Phase, ENGINEER shall not supervise, direct, or have control over Contractor's work, nor shall ENGINEER have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected by Contractor, for safety precautions and programs incident to the Contractor's work in progress, nor for any failure of Contractor to comply with Laws and Regulations applicable to Contractor's furnishing and performing the Work.

J. ENGINEER neither guarantees the performance of any Contractor nor assumes responsibility for any Contractor's failure to furnish and perform the Work in accordance with the Contract Documents.

K. ENGINEER shall not be responsible for the acts or omissions of any Contractor(s), subcontractor or supplier, or of any of the Contractor's agents or employees or any other persons (except ENGINEER's own employees) at the Site or otherwise furnishing or performing any of the Contractor's work; or for any decision made on interpretations or clarifications of the Contract Documents given by CLIENT without consultation and advice of ENGINEER.

L. The General Conditions for any construction contract documents prepared hereunder are to be the "Standard General Conditions of the Construction Contract" as prepared by the Engineers Joint Contract Documents Committee (Document No. 1910-8, 1996 Edition) unless both parties mutually agree to use other General Conditions.

6.02 Authorized Project Representatives

A. Contemporaneous with the execution of this Agreement, ENGINEER and CLIENT shall designate specific individuals to act as ENGINEER's and CLIENT's representatives with respect to the services to be performed or furnished by ENGINEER and responsibilities of CLIENT under this Agreement. Such individuals shall have authority to transmit instructions, receive information, and render decisions relative to the Project on behalf of each respective party.

6.03 Design without Construction Phase Services

A. Should CLIENT provide Construction Phase services with either CLIENT's representatives or a third party, ENGINEER's Basic Services under this Agreement will be considered to be completed upon completion of the Final Design Phase or Bidding or Negotiating Phase as outlined in the Letter Agreement.

B. It is understood and agreed that if ENGINEER's Basic Services under this Agreement do not include Project observation, or review of the Contractor's performance, or any other Construction Phase services, and that such services will be provided by CLIENT, then CLIENT assumes all responsibility for interpretation of the Contract Documents and for construction observation or review and waives any claims against the ENGINEER that may be in any way connected thereto.

6.04 Use of Documents

A. All Documents are instruments of service in respect to this Project, and ENGINEER shall retain an ownership and property

interest therein (including the right of reuse at the discretion of the ENGINEER) whether or not the Project is completed.

B. Copies of CLIENT-furnished data that may be relied upon by ENGINEER are limited to the printed copies (also known as hard copies) that are delivered to the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by CLIENT to ENGINEER are only for convenience of ENGINEER. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk.

C. Copies of Documents that may be relied upon by CLIENT are limited to the printed copies (also known as hard copies) that are signed or sealed by the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by ENGINEER to CLIENT are only for convenience of CLIENT. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk.

D. Because data stored in electronic media format can deteriorate or be modified inadvertently or otherwise without authorization of the data's creator, the party receiving electronic files agrees that it will perform acceptance tests or procedures within 60 days, after which the receiving party shall be deemed to have accepted the data thus transferred. Any errors detected within the 60-day acceptance period will be corrected by the party delivering the electronic files. ENGINEER shall not be responsible to maintain documents stored in electronic media format after acceptance by CLIENT.

E. When transferring documents in electronic media format, ENGINEER makes no representations as to long term compatibility, usability, or readability of documents resulting from the use of software application packages, operating systems, or computer hardware differing from those used by ENGINEER at the beginning of this Project.

F. CLIENT may make and retain copies of Documents for information and reference in connection with use on the Project by CLIENT. Such Documents are not intended or represented to be suitable for reuse by CLIENT or others on extensions of the Project or on any other project. Any such reuse or modification without written verification or adaptation by ENGINEER, as appropriate for the specific purpose intended, will be at CLIENT's sole risk and without liability or legal exposure to ENGINEER or to ENGINEER's Consultants. CLIENT shall indemnify and hold harmless ENGINEER and ENGINEER's Consultants from all claims, damages, losses, and expenses, including attorneys' fees arising out of or resulting therefrom.

G. If there is a discrepancy between the electronic files and the hard copies, the hard copies govern.

H. Any verification or adaptation of the Documents for extensions of the Project or for any other project will entitle ENGINEER to further compensation at rates as defined in Exhibit B.

6.05 Insurance

A. ENGINEER shall procure and maintain insurance as set forth below:

1. Workers Compensation & Employer's Liability
   a. Each Occurrence: $1,000,000
2. General Liability
   a. Each Occurrence: $1,000,000
   b. General Aggregate: $2,000,000
3. Excess or Umbrella Liability
   a. Each Occurrence: $5,000,000
   b. General Aggregate: $5,000,000
4. Automobile Liability
   a. Combined Single Limit (Bodily Injury and Property Damage):
      Each Accident $1,000,000
5. Professional Liability
   a. Each Occurrence: $2,000,000
   b. General Aggregate: $2,000,000

B. CLIENT shall cause ENGINEER and ENGINEER's Consultants to be listed as additional insureds on any general liability or property insurance policies carried by CLIENT which are applicable to the Project.

C. CLIENT shall require Contractor to purchase and maintain general liability and other insurance as specified in the Contract Documents and to cause ENGINEER and ENGINEER's Consultants to be listed as additional insureds with respect to such liability and other insurance purchased and maintained by Contractor for the Project

D. CLIENT and ENGINEER shall each deliver to the other certificates of insurance evidencing the coverage.

E. All policies of property insurance shall contain provisions to the effect that ENGINEER's and ENGINEER's Consultants' interests are covered and that in the event of payment of any loss or damage the insurers will have no rights of recovery against any of the insureds or additional insureds thereunder.

F. At any time, CLIENT may request that ENGINEER, at CLIENT's sole expense, provide additional insurance coverage, increased limits, or revised deductibles that are more protective. If so requested by CLIENT, with the concurrence of ENGINEER, and if commercially available, ENGINEER shall obtain and shall require ENGINEER's Consultants to obtain such additional insurance coverage, different limits, or revised deductibles for such periods of time as requested by CLIENT.

6.06 Termination

A. The obligation to provide further services under this Agreement may be terminated:

1. *For cause*,

a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party.

b. By ENGINEER:

1) upon seven days written notice if ENGINEER believes that ENGINEER is being requested by CLIENT to furnish or perform services contrary to ENGINEER's responsibilities as a licensed professional; or

2) upon seven days written notice if the ENGINEER's services for the Project are delayed or suspended for more than 90 days for reasons beyond ENGINEER's control.

3) ENGINEER shall have no liability to CLIENT on account of such termination.

c. Notwithstanding the foregoing, this Agreement will not terminate as a result of such substantial failure if the party receiving such notice begins, within seven days of receipt of such notice, to correct its failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt thereof; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein shall extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. *For convenience*,

a. By CLIENT effective upon the receipt of notice by ENGINEER.

B. The terminating party under paragraphs 6.06.A.1 or 6.06.A.2 may set the effective date of termination at a time up to 30 days later than otherwise provided to allow ENGINEER to demobilize personnel and equipment from the Site, to complete tasks whose value would otherwise be lost, to prepare notes as to the status of completed and uncompleted tasks, and to assemble Project materials in orderly files.

6.07 Controlling Law

A. This Agreement is to be governed by the law of the state in which the Project is located.

6.08 Successors, Assigns, and Beneficiaries

A. CLIENT and ENGINEER each is hereby bound and the partners, successors, executors, administrators and legal representatives of CLIENT and ENGINEER (and to the extent permitted by paragraph 6.08.B the assigns of CLIENT and ENGINEER) are hereby bound to the other party to this Agreement and to the partners, successors, executors, administrators and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements and obligations of this Agreement.

B. Neither CLIENT nor ENGINEER may assign, sublet, or transfer any rights under or interest (including, but without limitation, moneys that are due or may become due) in this Agreement without the written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

C. Unless expressly provided otherwise in this Agreement:

1. Nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by CLIENT or ENGINEER to any Contractor, Contractor's subcontractor, supplier, other individual or entity, or to any surety for or employee of any of them.

2. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of CLIENT and ENGINEER and not for the benefit of any other party. The CLIENT agrees that the substance of the provisions of this paragraph 6.08.C shall appear in the Contract Documents.

6.09 Dispute Resolution

A. CLIENT and ENGINEER agree to negotiate all disputes between them in good faith for a period of 30 days from the date of notice prior to exercising their rights under provisions of this Agreement, or under law. In the absence of such an agreement, the parties may exercise their rights under law.

B. If and to the extent that CLIENT and ENGINEER have agreed on a method and procedure for resolving disputes between them arising out of or relating to this Agreement, such dispute resolution method and procedure is set forth in Exhibit C, "Supplemental Conditions."

6.10 Hazardous Environmental Condition

A. CLIENT represents to Engineer that to the best of its knowledge a Hazardous Environmental Condition does not exist.

B. CLIENT has disclosed to the best of its knowledge to ENGINEER the existence of all Asbestos, PCB's, Petroleum, Hazardous Waste, or Radioactive Material located at or near the Site, including type, quantity and location.

C. If a Hazardous Environmental Condition is encountered or alleged, ENGINEER shall have the obligation to notify CLIENT and, to the extent of applicable Laws and Regulations, appropriate governmental officials.

D. It is acknowledged by both parties that ENGINEER's scope of services does not include any services related to a Hazardous Environmental Condition. In the event ENGINEER or any other party encounters a Hazardous Environmental Condition, ENGINEER may, at its option and without liability for consequential or any other damages, suspend performance of services on the portion of the Project affected thereby until CLIENT: (i) retains appropriate specialist consultant(s) or contractor(s) to identify and, as appropriate, abate, remediate, or remove the Hazardous Environmental Condition; and (ii) warrants that the Site is in full compliance with applicable Laws and Regulations.

E. CLIENT acknowledges that ENGINEER is performing professional services for CLIENT and that ENGINEER is not and shall not be required to become an "arranger," "operator," "generator," or "transporter" of hazardous substances, as defined in the Comprehensive Environmental Response, Compensation, and Liability Act of 1990 (CERCLA), which are or may be encountered at or near the Site in connection with ENGINEER's activities under this Agreement.

F. If ENGINEER's services under this Agreement cannot be performed because of a Hazardous Environmental Condition, the existence of the condition shall justify ENGINEER's terminating this Agreement for cause on 30 days notice.

6.11 Allocation of Risks

A. Indemnification

1. To the fullest extent permitted by law, ENGINEER shall indemnify and hold harmless CLIENT, CLIENT's officers, directors, partners, and employees from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of ENGINEER or ENGINEER's officers, directors, partners, employees, and ENGINEER's Consultants in the performance and furnishing of ENGINEER's services under this Agreement.

2. To the fullest extent permitted by law, CLIENT shall indemnify and hold harmless ENGINEER, ENGINEER's officers, directors, partners, employees, and ENGINEER's Consultants from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of CLIENT or CLIENT's officers, directors, partners, employees, and CLIENT's consultants with respect to this Agreement or the Project.

3. To the fullest extent permitted by law, ENGINEER's total liability to CLIENT and anyone claiming by, through, or under CLIENT for any cost, loss, or damages caused in part by the negligence of ENGINEER and in part by the negligence of CLIENT or any other negligent entity or individual, shall not exceed the percentage share that ENGINEER's negligence bears to the total negligence of CLIENT, ENGINEER, and all other negligent entities and individuals.

4. In addition to the indemnity provided under paragraph 6.11.A.2 of this Agreement, and to the fullest extent permitted by law, CLIENT shall indemnify and hold harmless ENGINEER and its officers, directors, partners, employees, and ENGINEER's Consultants from and against all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused by, arising out of or resulting from a Hazardous Environmental Condition, provided that (i) any such cost, loss, or damage is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than completed Work), including the loss of use resulting therefrom, and (ii) nothing in this paragraph 6.11.A.4. shall obligate CLIENT to indemnify any individual or entity from and against the consequences of that individual's or entity's own negligence or willful misconduct.

5. The indemnification provision of paragraph 6.11.A.1 is subject to and limited by the provisions agreed to by CLIENT and ENGINEER in Exhibit C, "Supplemental Conditions," if any.

6.12 Notices

A. Any notice required under this Agreement will be in writing, addressed to the appropriate party at its address on the signature page and given personally, or by registered or certified mail postage prepaid, or by a commercial courier service. All notices shall be effective upon the date of receipt.

6.13 Survival

A. All express representations, indemnifications, or limitations of liability included in this Agreement will survive its completion or termination for any reason.

6.14 Severability

A. Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon CLIENT and ENGINEER, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

6.15 Waiver

A. Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

6.16 Headings

A. The headings used in this Agreement are for general reference only and do not have special significance.

6.16 Definitions

A. Defined terms will be in accordance with EJCDC No. 1910-1 (1996 Edition)

CLIENT Initial _____

TAI Initial _____

TROTTER and ASSOCIATES, INC.
CONSULTING ENGINEERS

EXHIBIT B
SCHEDULE OF HOURLY RATES AND REIMBURSABLE EXPENSES

2025 Schedule of Hourly Rates

Classification	Billing Rate
Engineering Intern	$75.00
Engineer Level I	$136.00
Engineer Level II	$150.00
Engineer Level III	$159.00
Engineer Level IV	$177.00
Engineer Level V	$200.00
Engineer Level VI	$228.00
Engineer VII	$240.00
Engineer VIII	$277.00
Principal Engineer	$284.00
Architect Intern	$75.00
Architect Level I	$119.00
Architect Level II	$144.00
Architect Level III	$168.00
Architect Level IV	$180.00
Architect Level V	$202.00
Architect Level VI	$220.00
Architect VII	$238.00
Architect VIII	$257.00
Principal Architect	$276.00
Technician Level I	$113.00
Technician Level II	$137.00
Technician Level III	$160.00
Technician Level IV	$175.00
Senior Technician	$194.00
GIS Specialist I	$113.00
GIS Specialist II	$150.00
GIS Specialist III	$179.00
Clerical Level I	$75.00
Clerical Level II	$90.00
Clerical Level III	$109.00
Survey Technician Level I	$75.00
Survey Technician Level II	$93.00
Survey Crew Chief	$193.00
Professional Land Surveyor	$232.00
Project Coordinator I	$137.00
Project Coordinator II	$149.00
Project Coordinator III	$159.00
Department Director	$228.00
Project Manager	$228.00
Senior Project Manager	$241.00
Program Manager	$241.00
Sub Consultants	Cost Plus 5%

***Rates will be escalated for Overtime & Holiday Pay to adjust for Premium Time based on the current Illinois Department of Labor Rules*

Note: On January 1st of each year, the fees and hourly rates may be escalated by an amount not to exceed five (5) percent.

2025 Reimbursable Expenses

Item	Unit	Unit Price
Engineering Copies – B&W 20lb Bond	Sq. Ft.	$0.48
Engineering Copies - Color 24lb Bond	Sq. Ft.	$1.00
Mylar Engineering Copies up to 24" by 36"	Each	$8.00
Color Presentation Grade Large Format Print	Sq. Ft.	$5.15
Comb Binding > 120 Sheets	Each	$4.75
Comb Binding < 120 Sheets	Each	$3.50
Binding Strips (Engineering Plans)	Each	$1.00
5 Mil Laminating	Each	$1.25
Copy 11" x 17" - Color	Each	$0.50
Copy 11" x 17" - Black and White	Each	$0.25
Copy 8.5" x 11" - Color	Each	$0.25
Copy 8.5" x 11" - Black and White	Each	$0.12
Recorded Documents	Each	$25.00
Engineering Scanning	Each	$2.00
Plat Research		Time and Material
Per Diem	Each Day	$30.00
Field / Survey Truck	Each Day	$45.00
Postage and Freight		Cost
Mileage	Per Mile	Federal Rate

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CLIENT Initial _____

TAI Initial _____

EXHIBIT C
SUPPLEMENTAL CONDITIONS

NONE AT THIS TIME

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CLIENT Initial _____

TAI Initial _____

EXHIBIT D
CONTRACT ADDENDUM

Project Name: _____

Project No. _____

Addendum No._____

This is an addendum attached to, made part of and incorporated by reference into the Agreement between CLIENT and ENGINEER for modification of scope and compensation for the PROJECT. All other terms and conditions of the original Agreement between CLIENT and ENGINEER are unchanged by this Contract Addendum and shall remain in full force and effect and shall govern the obligations of both CLIENT and ENGINEER, including obligations created by this Contract Addendum.

The contract modifications are described below:

1.

2.

3.

CONTRACT SUMMARY

Original Contract Amount	$_____
Changes Prior to This Change	$_____
Amount of This Change	$_____
Revised Contract Amount:	$_____

For purposes of expediency, ENGINEER and CLIENT agree that an executed electronic version of this Contract Addendum shall suffice. The original of this Contract Addendum shall be returned to ENGINEER after execution.

CLIENT:	ENGINEER:
VILLAGE OF ALGONQUIN	TROTTER AND ASSOCIATES, INC.
SIGNED:	
_____	_____
_____	_____
TITLE	TITLE

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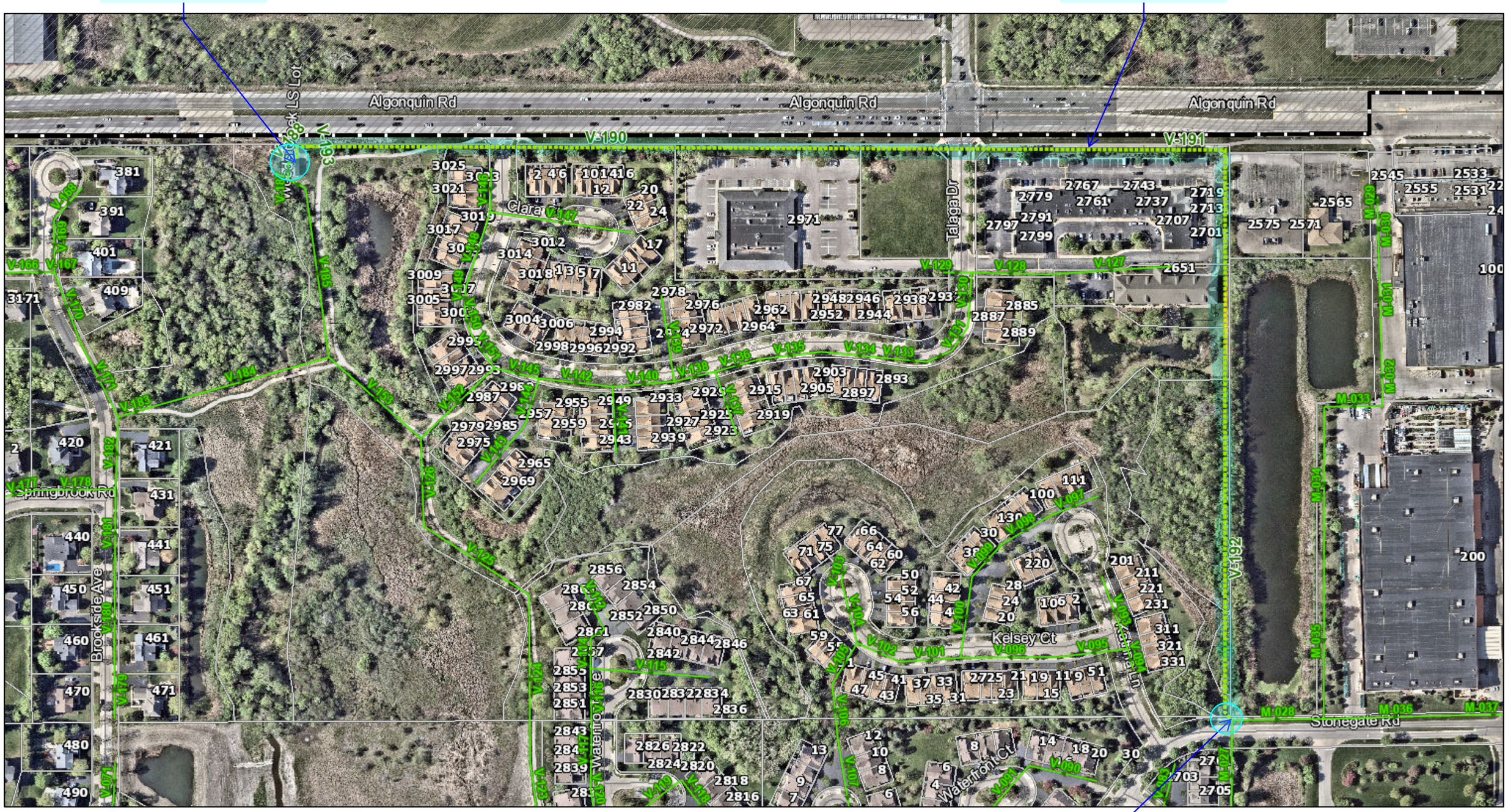
Woods Creek Force Main

Woods Creek Lift Station

Existing Woods Creek Force Main



August 12, 2025

1:2,500

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.2 km

Sewer Pressurized Mains

Sewer Gravity Mains

Village of Algonquin

Not in Village

Village Limit

Street Name

Tax Parcels

Construction Projects

2023

2024

2025

In Maintenance

Site Address Points

Force main discharge manhole

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: *10/08/2025*

TO: Tim Schloneger, Village Manager

CC: Nadim Badran, Public Works Director

FROM: Michael Reif, Internal Services Supervisor

SUBJECT: Vehicles to Be Deemed Surplus

The following vehicles are proposed to be declared surplus as part of the Village's program with Enterprise Fleet Management. The program achieves the lowest total cost of operation by cycling out vehicles on a timely basis.

Unit #: 823
Year: 2019
Make: FORD
Model: F-250
ID/VIN: 1FTBF2B68KEG05877
Description: Enterprise Lease Turn In

Unit #: 824
Year: 2019
Make: FORD
Model: F-250
ID/VIN: 1FTBF2B66KEG05876
Description: Enterprise Lease Turn In

Unit #: 954
Year: 2019
Make: FORD
Model: F-250
ID/VIN: 1FTBF2B6XKEG05878
Description: Enterprise Lease Turn In

VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: *10/09/2025*

TO: Tim Schloneger, Village Manager

CC: Nadim Badran, Public Works Director

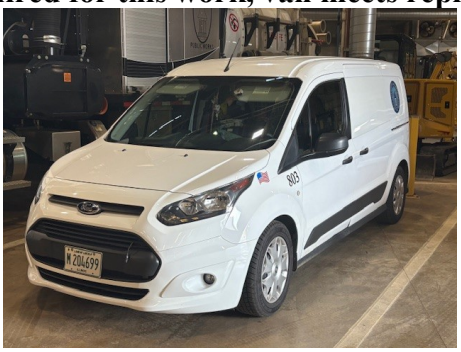
FROM: Michael Reif, Internal Services Supervisor

SUBJECT: Items to be Deemed Surplus

Unit #: 820
Year: 2001
Make: International
Model: LPX
ID/VIN: 1HTSWABK31H359172
Description: Water Main Repair Truck. Truck is 24 years old and showing signs of age. 47,000 miles, meets replacement criteria.

Unit #: 803

Year: 2015
Make: Ford
Model: Transit Connect
ID/VIN: NM0LE7F7XF1206485
Description: Compact van with 75,000 miles, used by the water department for water meters, Larger van is required for this work, van meets replacement criteria.



Unit #: 541
Year: 2015
Make: John Deere
Model: 544K
ID/VIN: 11SP49TT7QL (544K)
Description: Wheel loader, with 3500 hours new machine is on order, this machine will be put on auction, or traded in for $78,000 whichever is higher.

Unit #: 08
Year: 2020
Make: Ford
Model: Police Interceptor
ID/VIN: 1FM5K8AW3LGB85637
Description: Retired squad car with 103,000 miles. Vehicle has reached of its useful life with the village, has multiple mechanical issues.

Unit #: 95
Year: 2015

Make: Ford
Model: Police Interceptor
ID/VIN: 1FM5K8AR1FGA41874
Description: Retired squad car with 140,000 miles. Past useful life with the village, has mechanical issues.

Unit #: 98
Year: 2016
Make: Ford
Model: Police Interceptor
ID/VIN: 1FM5K8AR8GGC26523
Description: Retired squad car with 140,000 miles, vehicle is showing signs of transmission failure.

Unit #: 804
Year: 2016
Make: Ford
Model: F-250
ID/VIN: 1FTBF2B65GEA50670
Description: F-250 with 92,000 miles truck meets the criteria for replacement. Truck is very rusty aftermarket fender flairs installed to hide the extensive rust.

Unit #: 804SPL
Year: 2014
Make: Western
Model: Pro Plow Plus

ID/VIN: 60655
Description: 2014 Western plow, will be auctioned with Truck 804.

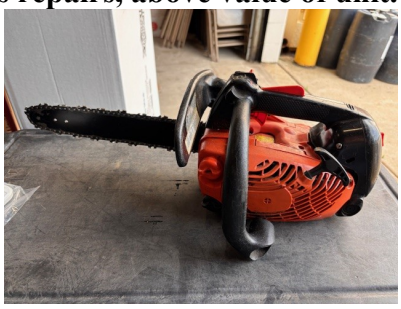
Unit #: 3HHB01
Make: ECHO
Model: PB-250
ID/VIN: P05412031767
Description: Hand held blower needs repairs.

Unit #: 5CS04
Year: 1998
Make: Stihl
Model: TS420
ID/VIN: 42389673400
Description: Old concrete saw that needs major repairs.

Unit #: 5CS05
Year: 2012
Make: Stihl
Model: TS420

ID/VIN: 173841362
Description: Concrete saw does not run.

Unit #: 6CHS2
Year: 2012
Make: Echo
Model: CS-360T-14
ID/VIN: C-04412004105
Description: Chainsaw needs repairs, above value of unit.



Unit #: 6PPS7
Year: 2009
Make: Stihl
Model: HT131
ID/VIN: 292174890
Description: Pole saw needs major repairs.

Make: Life Fitness
Model: CSX
ID/VIN: CAX104993
Description: Elliptical machine removed from PW workout room.

Year: 2020
Make: Global
Description: 6 black metal picnic tables that were purchased for downtown during COVID.

Description: Mower blades, Village no longer owns mowers that use these blades.

Description: Retired Lightning detection system. System was replaced with the Perry Weather, weather detection system.

Description: Sample chairs. Chairs samples were sent to the Village during downtown project. Supplier would not take them back.

Description: old brick saw does not run needs repairs.

Unit #: 6LWE1
Year: 2002
Make: Little Wonder

Model: Edger
ID/VIN: 6232
Description: Old sidewalk edger, needs repairs.

Description: Truck dump bed tarp. Does not work with any of the Village owned trucks.

Unit #: 6BCS2,4 and, 5
Year: 2004
Make: BCS
Model: Snowblower, Tiller and, sickle bar attachments for a BCS power unit.
Description: Attachments for a BCS power unit. These items have not been used in many years. Power unit and broom attachment are used for ice rink maintenance.

Make: Jet
Model: JDP-17MF
ID/VIN: 354169

Description: Drill Press, not all speeds work, replaced with new.

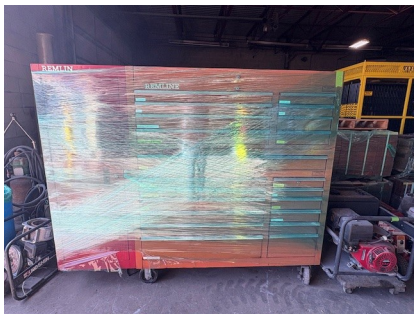
Unit #: 75GN1
Year: 2000
Make: Northstar
Model: SR4
ID/VIN: 05018688
Description: Portable generator need engine repairs.

Unit #: 5GEN1
Year: 2000
Make: Northstar
Model: 8000PPG
ID/VIN: 03058347
Description: Portable Generator, unit does not produce power.

Unit #: 8TP01
Year: 2011
Make: Honda

Model: WT40X
ID/VIN: GC05-4144568
Description: Trash Pump, pump needs repairs.

Make: REDLINE
Description: Old Tool Box



Unit #: TR2
Year: 2009
Make: Speed Radar Trailer
ID/VIN: 1B9BR09118H659042
Description: Speed radar trailer

Make: Aurora Pump and Parts
Description: old pump and parts from WWTP project.

Description: Miscellaneous old sheaves, valves and, pump parts from WWTP Project.

Description: Old motors and reducers from WWTP project.

Model: H Series
Description: Final Clarifier Drive, from WWTP project.

Make: Televise
Description: Old push camera for plumbing lines, camera needs repairs, picture fuzzy.