



CITY OF MCHENRY **VISION 2050 COMPREHENSIVE PLAN**

OCTOBER 2024





PREPARED BY  FOR THE CITY OF MCHENRY

ACKNOWLEDGMENTS

A SPECIAL THANKS TO THE CITY OF MCHENRY'S RESIDENTS, BUSINESS OWNERS, STAKEHOLDERS AND ALL THOSE WHO HAVE GUIDED THE CREATION OF THIS PLAN. YOUR VALUABLE INPUT, TIME AND COMMITMENT TO THE FUTURE GROWTH AND DEVELOPMENT OF MCHENRY WILL BE THE GUIDING POST FOR CURRENT AND FUTURE DECISION MAKERS.

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CHAPTER

01

EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

A 25 YEAR VISION FOR THE CITY OF MCHENRY ADVANCING SUSTAINABLE GROWTH, ECONOMIC AND INFRASTRUCTURE RESILIENCE, AND FISCAL SUSTAINABILITY.

McHenry is a vibrant community of rich agricultural traditions, family-oriented neighborhoods and a small-town charm. Its history can be traced back to an era when its lands were home to Native American tribes such as the Chippewa, Ottawa and Potawatomi. Bestowed with natural assets like the Fox River and McCullom Lake, water is central to its culture and lifestyle. The city even finds its roots in the Fox River Valley when a hamlet was established in 1836 which grew to become the “City of McHenry” as we know it today. Over the years, its population has grown over 800% with the most significant spur from 1960s onwards when many commuters to nearby metropolitan areas chose McHenry to settle down to raise their families. Today, it is home to over 27,000 people of diverse ages, ethnicities and livelihoods.

McHenry is located about 45 miles from Chicago, the third most populous city in the US, and it sits within McHenry County, one of the fastest growing regions in the country. State Routes 31 and Route 120 intersect in its downtown, connecting the city to Richmond and Wisconsin to the north, Crystal Lake and Algonquin to the south, Grayslake to the east, and Woodstock to the west. Metra (Metropolitan Rail) and Union Pacific railways provide commuter and freight services. Its strategic location and existing connections are its unique selling points. It provides a conducive ecosystem for those seeking a high-quality life, economic viability and urban accessibility while enjoying the benefits of a close-knit community. However, it also makes the city vulnerable to the impacts of socio-economic and environmental pressures of the region.

The growing population of McHenry is outpacing both McHenry County and the Chicago-Naperville-Elgin MSA (Metropolitan Statistical Areas). As it is growing, it is aging as well. Its median age has increased to 42.2 years in 2020 from 36.5 years in 2010. There is a tight supply of housing resulting in a continuous increase in home prices and rents. Both factors are a key concern as the city looks towards its future.

The people of McHenry are well educated. They are on par with national averages for educational attainment. The city is served by McHenry Elementary School District 15 and McHenry Community High School District 156. The School Districts are rated as an above average public school district and recognized as one of the Best Communities in the Nation for Music Education by the National Association of Music Merchants Association. At the same time, the median household income

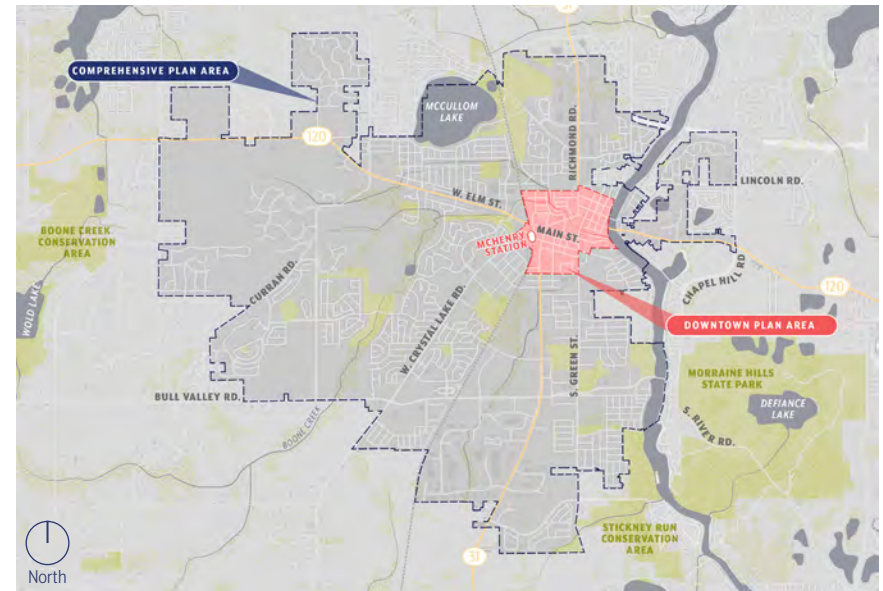


FIGURE 1. PLAN AREA

in McHenry is approximately 6% higher than the State median. Thereby, those seeking a family life find McHenry particularly attractive. The city is committed to preserving and enhancing this quality.

While McHenry boasts of its small-town charm characterized by low-density residential neighborhoods and green open spaces, it is also marred by its dependence on automobiles. They create barriers for walking and biking, especially in the downtown areas. Similarly, while the city is served by Metra rail for commuting, its service is not suitably frequent and terminates in the city limiting its utilization by residents and visitors. Prioritizing walkable neighborhoods and investing in active transportation infrastructure will be critical in preserving the spatial experience McHenry offers. Complementing it, the conservation of its blue-green network, and respecting the wetlands, floodplains and floodways bordering them will be equally important to the city as it builds out.



FIGURE 2. PLAN PROCESS

In 2023, the City of McHenry initiated Vision 2050, development of the Comprehensive Plan and Downtown Plan to steer the progression of the city over the next 25+ years. Headed by the Mayor, the development of the plan and vision was a collaborative effort between City Council, City staff, stakeholders, business owners, residents of McHenry, and the consultant team. It built upon and complemented previous planning studies, particularly City of McHenry Comprehensive Plan & Development Policies, 2008, McHenry County 2030 Comprehensive Plan, 2010, and McHenry County 2050 Long Range Transportation Plan, 2024, and the suite of other City of McHenry planning studies. It resulted in a citywide Comprehensive Plan (this document) and a focused Downtown Plan in accordance with the areas indicated in **Figure 1**. They are a statement of community values and aspirations, and provide a common direction for projects, programs, policies and public investments. They are a reference point for decision making and set priorities for action. The plan focuses on three areas - land

development, economic development, and infrastructure development.

Vision 2050 Comprehensive Plan was developed in five phases over a span of 18 months with its debut slated to be in Fall 2024. In Phase 1, City Staff and the consultant team closely coordinated to ensure that all necessary data and supporting documentations were available for the plan development process. In Phase 2, the team focused on building a baseline understanding of the Plan Area. It encompassed data collection and analysis of existing conditions, policy frameworks, and various socio-economic and environmental parameters. The Existing Conditions Report was delivered. Public outreach via both online survey and in-person events also commenced in this phase. These initiatives helped spread awareness of the planning efforts. They also helped the project team learn about opportunities and constraints of McHenry from the public perspective. Based on community feedback, Phase 3 focused on articulating the vision, defining

the goals, and identifying strategies to deliver them. Further, six sites were identified with the potential to catalyze development in the city. A public Design Workshop (also known as a charrette) was conducted to develop design concepts for each of them. Property owners and those seeking to invest in McHenry or make it their home can refer to these concepts to peek into the future. In Phase 4, an online survey was conducted to gauge community excitement for finalizing the goals and strategies, and the concepts for the catalyst sites. The project team also conducted the Implementation Workshop with stakeholders to develop a framework for implementing the proposed goals and strategies. Synthesizing all the work completed from Phase 1 till Phase 4, the team delivered the Draft Plan Report. The plan was unveiled at the annual Art Walk in July 2024, celebrating with the public. Ultimately, in Phase 5, the team shared the Final Plan Report and launched it at the Plan Debut Event in Fall of 2024, cheering with the community embarking on a new future. **Figure 2** illustrates the milestones associated with each phase.

McHenry Vision 2050 has been created by listening to its people. Community engagement played a pivotal role in the plan development process. It helped ensure that as many voices as possible were heard during the planning process, and recommendations that had maximum support were taken forward. Multiple avenues were utilized to maximize participation, such as web/social media platforms, intercept surveys, in-person events including workshop with high school students, public charrette, and implementation workshop with stakeholders.

Figure 3 provide an overview of engagement activities. Community feedback



FIGURE 3. COMMUNITY ENGAGEMENT SUMMARY



WHERE WE WERE

AUGUST 2023 EVENTS

FARMERS MARKET

- Thursday, August 17th, 2023
- 4:00pm - 7:00pm
- Veteran's Memorial Park

CONCERT IN THE PARK

- Thursday, August 17th, 2023
- 7:00pm - 8:30pm
- Veteran's Memorial Park

DOWNTOWN MERCHANTS

- Friday, August 18th, 2023
- 9:30am - 11:30am
- (Multiple Locations)

BLUES, BREWS, & BBQ

- Friday, August 18th, 2023
- 4:30pm - 9:00pm
- Petersen Park

BLUES, BREWS, & BBQ

- Saturday, August 19th, 2023
- 3:30pm - 7:00pm
- Petersen Park

INTERCEPT SURVEYS

- Saturday, August 19th, 2023
- 9:00am - 11:30am
- Home Depot

SEPTEMBER 2023 EVENTS

MCHENRY HIGH SCHOOL - STUDENT SESSION

- Friday, September 8th, 2023
- 10:30am - 2:00pm
- McHenry High School

DOWNTOWN UNCORKED

- Saturday, September 9th, 2023
- 12:00pm - 4:00pm
- Veteran's Memorial Park

INTERCEPT SURVEYS

- Saturday, September 9th, 2023
- 4:00am - 6:30pm
- VFW Baseball Fields

NOVEMBER 2023 EVENTS

DESIGN WORKSHOP

- Tuesday, November 28th - 30th, 2023
- 5:30pm - 7:30pm
- 333 S. Green Street, McHenry, IL

MARCH 2024 EVENTS

MCHENRY HIGH SCHOOL - STUDENT SESSION

- Friday, March 15th, 2024
- 1:00pm - 3:30pm
- McHenry High School

SHAM-ROCKS THE FOX

- Saturday, March 16th, 2024
- 10:00am - 4:00pm
- Miller Point at McHenry Riverwalk

MAY 2024 EVENTS

IMPLEMENTATION WORKSHOP

- Monday, May 13th, 2024
- 6:00pm - 8:00pm
- 333 S. Green Street, McHenry, IL

JULY 2024 EVENTS

ART WALK

- Saturday, July 20th, 2024
- 9:00am - 4:00pm
- 3400 Pearl Street, McHenry, IL

indicated that residents were happy with the way the city had evolved and were excited to see new developments, particularly Miller Point and the Riverwalk. At a citywide scale, investments in walking and biking infrastructure garnered maximum support, along with economic development initiatives and diversity in housing.

Vision 2050 Comprehensive Plan establishes a collective vision of community, their three main goals, and strategies and actions to manifest each of them. It is based on an integrated approach towards new developments and redevelopments in the city. It stands firm on the pillars of McHenry's small town character legacy, multi-generational community, family oriented neighborhoods, connected multi-modal network, and fiscal responsibility. They represent community priorities for the next 25 years. They are the desired outcomes to be reflected both in built form and in community's character.

The plan recommends an integrated approach towards future developments.



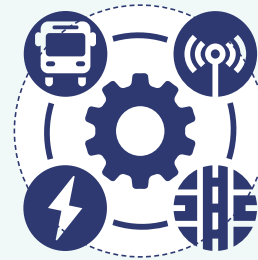
GOAL 1: SUSTAINABLE GROWTH

Ensure a balanced growth that is environmentally and fiscally sound, reduces fragmentation and sprawl, and prioritizes the preservation, conservation and restoration of natural systems. Cherish and enhance the uniqueness and small-town character. Be a home to people of all ages, abilities, household types and income levels while fostering a sense of community.



GOAL 2: ECONOMIC RESILIENCE

Plan development initiatives and investments that strengthen community's economic capacity and capability to withstand uncertainties. Support unique local businesses and context-sensitive big box retail in appropriate locations. Promote activities that will increase entrepreneurship and tax revenues in the city.



GOAL 3: INFRASTRUCTURE & FISCAL SUSTAINABILITY

Make smart investments that maximize use of existing infrastructure and provide sufficient resources for long-term maintenance, repairs, and replacement.

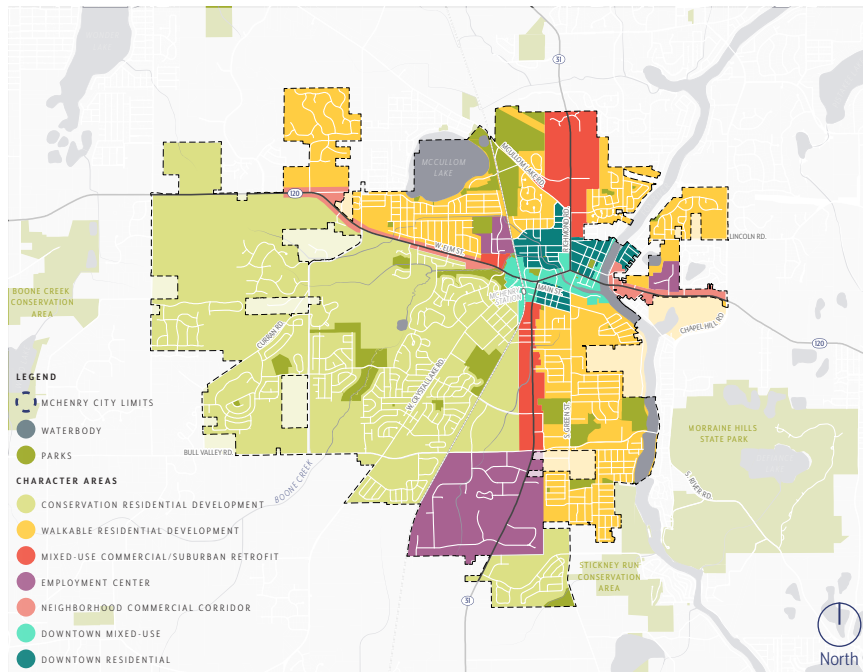


FIGURE 4. FUTURE LAND USE MAP

It provides a land development framework that identify character areas and holistically informs land use, development patterns, and quality of urban form that is context sensitive to site conditions. For instance, a downtown mixed use area will promote retail and multi-family residential in a walkable community, while the conservation residential development area will feature larger residential lots and preserve open spaces and natural habitats. **Figure 4** illustrates its future land use map. Working in tandem with it, the plan also recommends a mobility framework. In addition to making the street network more robust, it provides a hierarchal system for the roadways to ensure compatibility with adjacent land uses, efficient traffic operations, user safety and high quality public realm. **Figure 5** presents the future mobility network map. For instance, Route 31 is a principal arterial connecting McHenry to cities within th county while McCullom Lake Rd collects the traffic from its neighborhood and funnels it into Route 31.

Citizens and the City of McHenry recognize that the speed and scale of urbanization in any community brings a myriad of challenges such as providing for

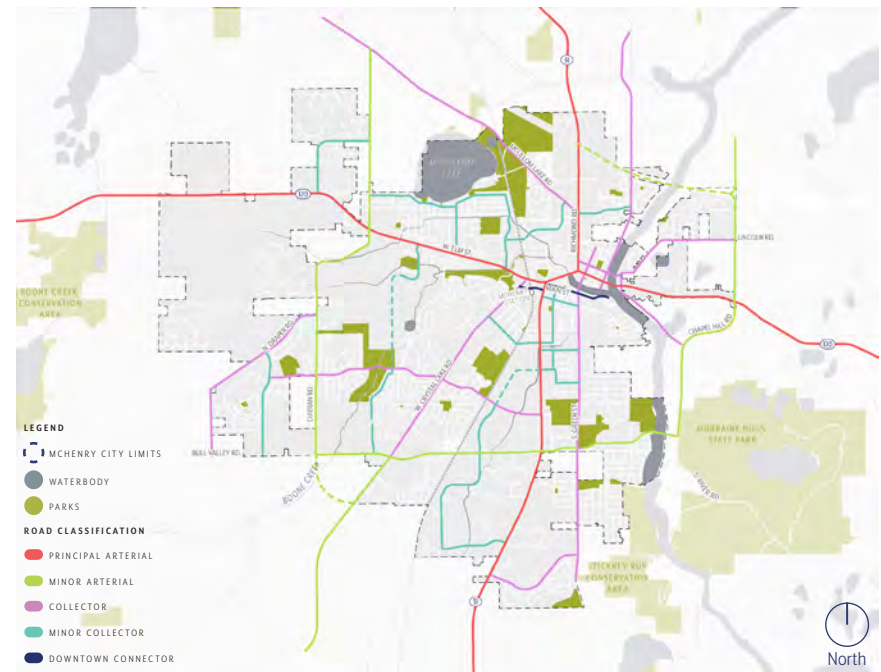


FIGURE 5. FUTURE MOBILITY NETWORK MAP

accelerated demands for affordable housing, viable transportation infrastructure, basic services and amenities, and accounting for environmental impacts of developments. Therefore, the first goal of the city is sustainable growth . It means that the city has committed to adopting practices such that the developments meet the evolving needs of the community today, without compromising the ability of future generations to meet their own. Social, economic, and environmental impacts will be factored into the planning, design, and administration. The city will look to the successful implementation of strategies such as maintaining the small-town legacy, increasing the diversity of housing stock, and prioritizing the preservation of ecologically sensitive sites to achieve the desired outcomes. While the City of McHenry is planning for growth within its boundaries, its potential expansion is equally important. McHenry will develop an annexation strategy to help facilitate this. It will both extend the regulatory authority and expand the tax base.

Recent global challenges from geopolitical strife to climate impacts have

evidenced the importance of robust and self-reliant regional/local economies with heightened inflation rates, increased cost of living and resource crunch. Therefore, the second goal of the city is economic resilience . It means that the city has committed to strengthening community's capacity to plan for, anticipate, withstand, and bounce-back from any long-term economic stress to pre-crisis levels relatively quickly. The plan recommends the redevelopment of vacant shopping centers into mixed-use nodes, recruiting businesses that amplify recreation/entertainment avenues for younger residents, and increasing commercial and industrial businesses across the city. Their successful implementation will support proactive risk management, faster response to economic uncertainties, and speedy recovery.

With increasing levels of urbanization, environmental degradation, and adverse climate change impacts, it is imperative that the available resources are utilized responsibly while managing service demands. Therefore, the third goal of the city is infrastructure & fiscal sustainability . It means that the city has committed to developing roadways, transit, energy, and water infrastructure with due consideration to economic, social, and environmental implications within the government's spending capacity. The city will look to the successful implementation of strategies such as right sizing roadway design that ensures safe mobility for all users, expanding the trail network, prioritizing shared use and multi-benefit nature-based infrastructure, and upgrading the existing system over service expansion to undeveloped areas to prevent development sprawls that can strain the city's resources. This will help direct funds thriftly for maximum return on investments with minimal detrimental impacts on the environment. Prioritizing smart investments by harnessing existing infrastructure, it will also help promote sustainable transportation, reduction of carbon footprints, protection of natural systems, and added value to taxpayer's money.

The implementation of Vision 2050 Comprehensive Plan requires coordinated actions by various public and private entities, including the City of McHenry, local and regional jurisdictional partners, state and federal agencies, and private actors, such as developers, landowners, and business owners. Each has a specific role and responsibility in the implementation process from maintaining regulations, providing site services, administering grants to maintaining properties in world-class standards. The city will continue to work with its partners, stakeholders and citizens to bring Vision 2050 to life!



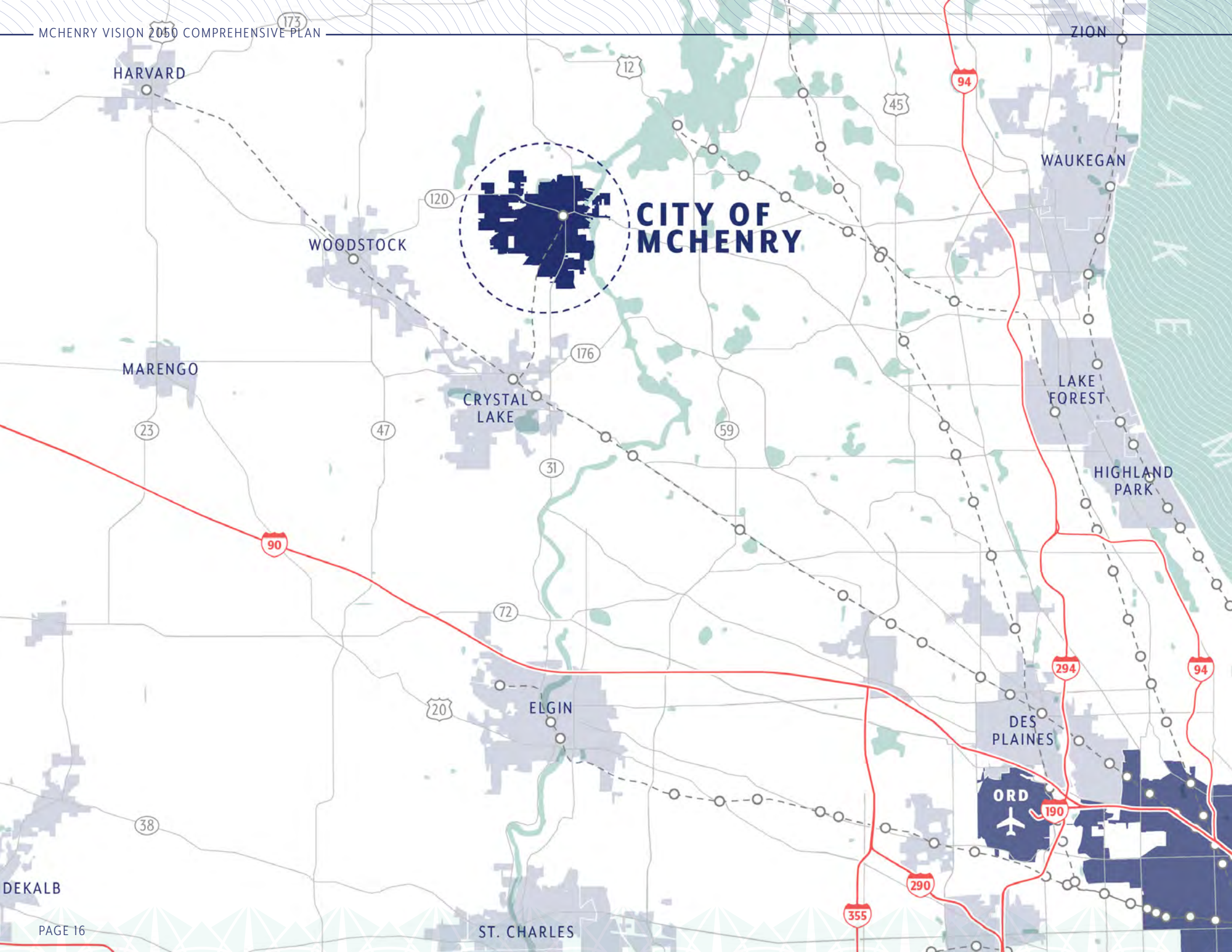




CHAPTER

02

CONTEXT & ANALYSIS





The aim of this plan is to collaboratively re-imagine and determine how the City of McHenry will develop and evolve over the coming years. This chapter introduces McHenry 2050 Comprehensive Plan as the guide for the future growth and investments in the city.

The plan has been developed by rigorous analysis of the planning context, and feedback from the public and stakeholders. This chapter provides an overview of the inventory and evaluation of the existing conditions in and around the city, including but not limited to social, land use, economic and environmental characteristics, policy frameworks, and infrastructure systems. It also provides a summary of the community engagement completed during the planning process.



MCHENRY VISION 2050

The City of McHenry is in a new era. Anyone who has lived or spent much time here over the past few years can see the changes that have transformed downtown and made McHenry a regional destination. While downtown has flourished, particularly around the vibrant McHenry Riverwalk, the city has not lost its character as a small town with a close-knit community. The qualities that encourage residents to stay have also brought challenges. Housing availability, congestion, struggling commercial corridors, and access to walking and biking paths are key concerns of the community.

Informed by multi-factor analysis of existing conditions, advice from subject matter experts, and most importantly community engagement to develop a shared vision, the City of McHenry has developed a comprehensive plan to proactively identify opportunities and foster positive transformation towards a vibrant and liveable future. It is a document that the city will use to guide development and investment over the next 25+ years. It will focus on following key areas:

- Land Development
- Economic Development
- Infrastructure Development

HOW TO USE THIS DOCUMENT?

McHenry 2050 will be a tool for city staff, elected leaders, developers, business owners, and residents to make decisions related to how McHenry will develop and where growth will occur. City leadership should use this plan for prioritizing investment in public infrastructure and amenities, as well as when evaluating development proposals. The extent to which future decisions follow this plan will determine the community's success in achieving the vision it sets forth. City leadership should continually assess progress toward the plan's goals and strategies to evaluate where additional focus is needed.



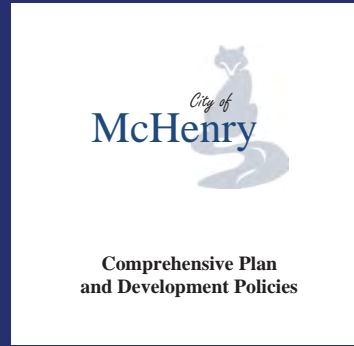
PREVIOUS PLANNING EFFORTS

McHenry Vision 2050 Comprehensive Plan does not exist in a vacuum. The city, county, and regional organizations have completed many planning efforts that underlay this plan. This section highlights their key points that will serve as foundational components of the recommendations of this planning effort.

The plans and initiatives identified on this page are not an exhaustive list. Those of highest relevance or greatest potential for synergies have been identified here and reviewed by the planning team. To see all publicly available plans for McHenry, visit the city's website.

CITY OF MCHENRY COMPREHENSIVE PLAN AND DEVELOPMENT POLICIES

City of McHenry | 2008



SUMMARY

The 2008 Plan is an update to the 1990 McHenry Development Plan. The plan's stated purpose is to "shape and guide the type, intensity, rate and quality of growth, so that new development achieves the objectives of the City of McHenry within the available resources."

RELEVANCE

As a predecessor to this plan, the 2008 Comprehensive Plan states that a new 20-year vision plan should be adopted prior to 2028. Vision 2050 will build upon the framework established in the 2008 plan.

COMPREHENSIVE STRATEGIC PLAN

City of McHenry | 2014

SUMMARY

This document sets out a detailed strategic plan for the City of McHenry from 2014 to 2019. It focuses specifically on both internal (administration and operations) as well as external (development and infrastructure) strengths, weaknesses, and opportunities. The document sets out proposed strategies and goals for organizational improvement and the identification of stakeholders responsible specific goals.

RELEVANCE

The document identifies unique downtown areas as an asset and the following limitations: limited commuter rail service, aging vital infrastructure. Key Opportunities are: development of bike paths through public and private implementation. Relevant challenges include vacant/underutilized retail space and unfunded mandates.

BICYCLE & PATHWAY SYSTEM PLAN

City of McHenry | 2004

SUMMARY

The goal of this plan was to develop a citywide network of bicycle facilities and integrate them with other planning efforts, encourage safe and lawful operation of bikes, develop a financially feasible plan with a high likelihood of implementation, and regularly review the plan.

RELEVANCE

The goals in this plan will be a foundation for strategies around creating a citywide network that connects people on foot or bike to local destinations and regional trail systems.

PARKS AND OPEN SPACE MASTER PLAN

City of McHenry | 2012

SUMMARY

The Master Plan describes how the City of McHenry plans to provide park and recreation open spaces that are accessible to the entire community.

RELEVANCE

This plan establishes guidelines for improving existing parks, developing new parks, renovating a number of parks, and expanding the intra-city and inter-city bicycle path network.

ECONOMIC DEVELOPMENT PLAN

City of McHenry | 2009

SUMMARY

The plan establishes the goals of economic development as: create a vibrant downtown; develop and implement strategies to retain existing businesses in the city; enhance the existing retail base; encourage retail development on the south side of the city; market McHenry as a Character Counts! Community and a Great Place To Live, Work, Play and Visit; create opportunities for industrial, job generating development and work to locate a facility for large-scale meetings and events in the city. The plan also establishes several action items for each goal.

RELEVANCE

The strategy emphasizes economic development in Downtown McHenry through completing the Riverwalk, providing parking, encouraging quality business and multi-family housing, creating, implementing, and marketing financial incentives to encourage reinvestment, reducing storefront vacancies, keeping close contact with Metra, and connecting Main St, Green St, and Riverside Dr together.

CITY OF MCHENRY COMPREHENSIVE PLAN AND ORDINANCE ASSESSMENT

Chicago Metropolitan Agency for Planning (CMAP) | 2013

SUMMARY

Prepared by CMAP, this assessment is intended to provide specific suggested revisions to the comprehensive plan and existing ordinances in the City of McHenry. The assessment was done using the U.S. Environmental Protection Agency's Water Quality Scorecard and the Watershed Action Plan as a starting point.

RELEVANCE

The comprehensive plan assessment recognizes the existing plan's emphasis of sustainable design and natural resources; however, this assessment points out that the comprehensive plan lacks the "specificity necessary to protect natural resources and reduce negative impacts." The assessment identifies areas for improving the comprehensive plan in terms of better existing condition analysis, revisions to overall goals, future land use, transportation, neighborhood character, economic development, parks and recreation, and public facilities.

FOX RIVER CORRIDOR PLAN

CMAP | 2021

SUMMARY

"The Fox River Corridor Plan presents a shared vision for the future of four municipalities, unincorporated communities, expansive open space, and the waterway that connects them all. The plan provides stakeholders with a long-term framework for making informed decisions about development and conservation that will affect the river and the adjoining land. It builds on planning initiatives at the city, county, and watershed scales and integrates recommendations from past plans that strive to strengthen the health, vibrancy, and resilience of the Fox River and the area it supports."

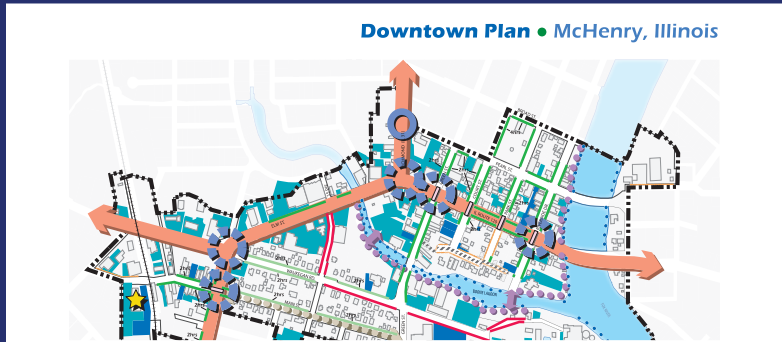
RELEVANCE

The plan's recommendations include continuing the investment in public open space and downtown redevelopment, specifically promoting infill and mixed-use development, increasing riverfront access from downtown, and finishing McHenry Riverwalk with significant cooperation with private landowners and fundraising. The plan also recommends pursuing river-oriented development, low-impact and conservation-oriented development, expanding the bike and pedestrian network and integrating with the regional network, improving transportation infrastructure and implementing complete streets policies, investing in walkability, and diversifying transportation options.

DOWNTOWN PLANNING EFFORTS

DOWNTOWN PLAN

City of McHenry | 2003



SUMMARY

The Downtown Plan is “the City’s official policy guide for physical improvement and development within Downtown McHenry.” The plan establishes the foundation for public and private improvement and development, guidelines for private development proposal evaluation, and guidance for public investments and capital improvements. . This plan is the desired “blue print” for growth and development, the basis for refining the zoning ordinance and other development codes, and a tool for marketing Downtown. This plan is intended to preserve the historic character of the area as well as renew the economic and recreational uses in the center of town while promoting new mixed-use developments.

RELEVANCE

The plan envisions Downtown in 2013 to have a completed and thriving Riverwalk project, stable single-family residential neighborhoods balanced with mixed-use and multi-family developments, redeveloped and thriving businesses with ideal walkability environment, better Metra frequency, less congestion and new public parking. The Downtown Plan aims to achieve a balance between preservation and new development, accommodate and establish the multiple roles of downtown, maintain and further Downtown as a mixed-use environment, establish improvement and development guidelines for different land uses, improve vehicular circulation and parking, establish guidelines for buildings and storefronts, and enhance other urban design aspects of Downtown.

DOWNTOWN DESIGN GUIDELINES

City of McHenry | 2004

SUMMARY

The guidelines are “for new construction and for enhancing the appearance of existing buildings in the Downtown Overlay District. These standards provide the criteria for City Council, Planning and Zoning Commission and Staff to evaluate development plans for consistency with the implementation policies of the city’s Downtown Plan and the purposes of the Downtown Overlay District.”

RELEVANCE

The guidelines are applicable for new developments and establishes standards for urban massing/design, façades, windows, doors, awnings, landscaping, etc.

DOWNTOWN STREETScape MASTER PLAN

City of McHenry | 2022

SUMMARY

“The Downtown Streetscape Master Plan’s purpose is to create a unified vision for the various areas within the core Downtown Area. The purpose of this plan is to design streetscapes that enhance the City of McHenry’s three historic downtown areas: Green Street, Riverside Drive, and Main Street “ The plan specifically identifies an array of preferred streetscape elements, and proposes improvements on Main Street, Green Street, and Riverside Drive.

RELEVANCE

Impacts on the configuration of roads and public realm in Downtown Mc Henry.

COUNTYWIDE PLANNING EFFORTS

MCHENRY COUNTY 2030 COMPREHENSIVE PLAN

McHenry County | 2010

SUMMARY

“The McHenry County 2030 Comprehensive Plan establishes a vision for McHenry County as well as a set of actionable goals and objectives that serve as a road map to realizing that vision. The comprehensive plan provides long-range policy recommendations for the development and redevelopment of the County’s built form and physical assets as well as for the maintenance and enhancement of the County’s valued natural resources. The 2030 Plan, its vision, and recommendations are intended to serve as a general guide to regional policy and decision making over the course of the next two decades and into the year 2030...”

RELEVANCE

The comprehensive plan promotes increased density and compact development, discourages leapfrog development and sprawl in suburban areas promotes TODs around the County’s several Metra stations, promotes adaptive reuse and sustainable design. The plan also promotes land uses that maintain and preserve natural features, promotes retention and management of open space for conservation, wildlife habitat and recreation, preserve and enhance existing surface and groundwater resources, etc. The plan supports greater multi-modal systems of transportation, development of appropriate and adequate facilities for the use of pedestrian, equestrian, and non-motorized traffic safety and convenience and for recreational purposes.

MCHENRY COUNTY GREEN INFRASTRUCTURE PLAN

McHenry County | 2012

SUMMARY

“The plan seeks to encourage green infrastructure concepts (such as greenways, trails, conservation design, and green building practices) in land use decisions and new development, and to establish a network of green infrastructure that runs through every jurisdiction in the county.” –2016 Update to 2030 Comprehensive Plan.

RELEVANCE

The plan recommends several local scale implementation initiatives such as permeable paving, green roofs, rain barrels, bioswales and rain gardens, and natural landscaping. The plan also encourages local governments to link development priorities to natural resource constraints and opportunities, expand implementation of conservation design, implement trail corridors—one of which goes through the City of McHenry on Miller Road.

MCHENRY COUNTY 2040 LONG RANGE TRANSPORTATION PLAN

McHenry County | 2014

SUMMARY

The plan lays out its priorities from 2014 to 2040 to best manage the use of over \$20 million in annual transportation maintenance and new project funding. “The plan identifies six goals: 1) Mitigate highway congestion; 2) Make transportation safer; 3) Promote mobility for all residents; 4) Provide transportation choices; 5) Preserve environmental quality; and 6) Link transportation and land use.” –2016 Update to 2030 Comprehensive Plan

RELEVANCE

To support all goals, the plan recommends safe bike/pedestrian facilities to reduce highway traffic and fatalities, and increase the mobility of those that cannot drive. The plan encourages using NACTO guidelines and incorporating bike/pedestrian facilities to promote ecological and human health. The plan supports making improvements to accommodate diverse transportation needs and incorporating a “complete streets” approach to design.



EXISTING CONDITIONS ANALYSIS



The Vision 2050 Plan has two primary areas of focus. The Comprehensive Plan is a citywide document, while the Downtown Plan focuses on McHenry's downtown area. **Figure 6** illustrates the planning areas and local context.

COMPREHENSIVE PLAN AREA

The Vision 2050 Comprehensive Plan has been a citywide effort, resulting in a framework to guide development and investment for the next 25 years. Community's input has provided the foundation of the 2050 vision, goals and strategies needed to bring the plan into reality.

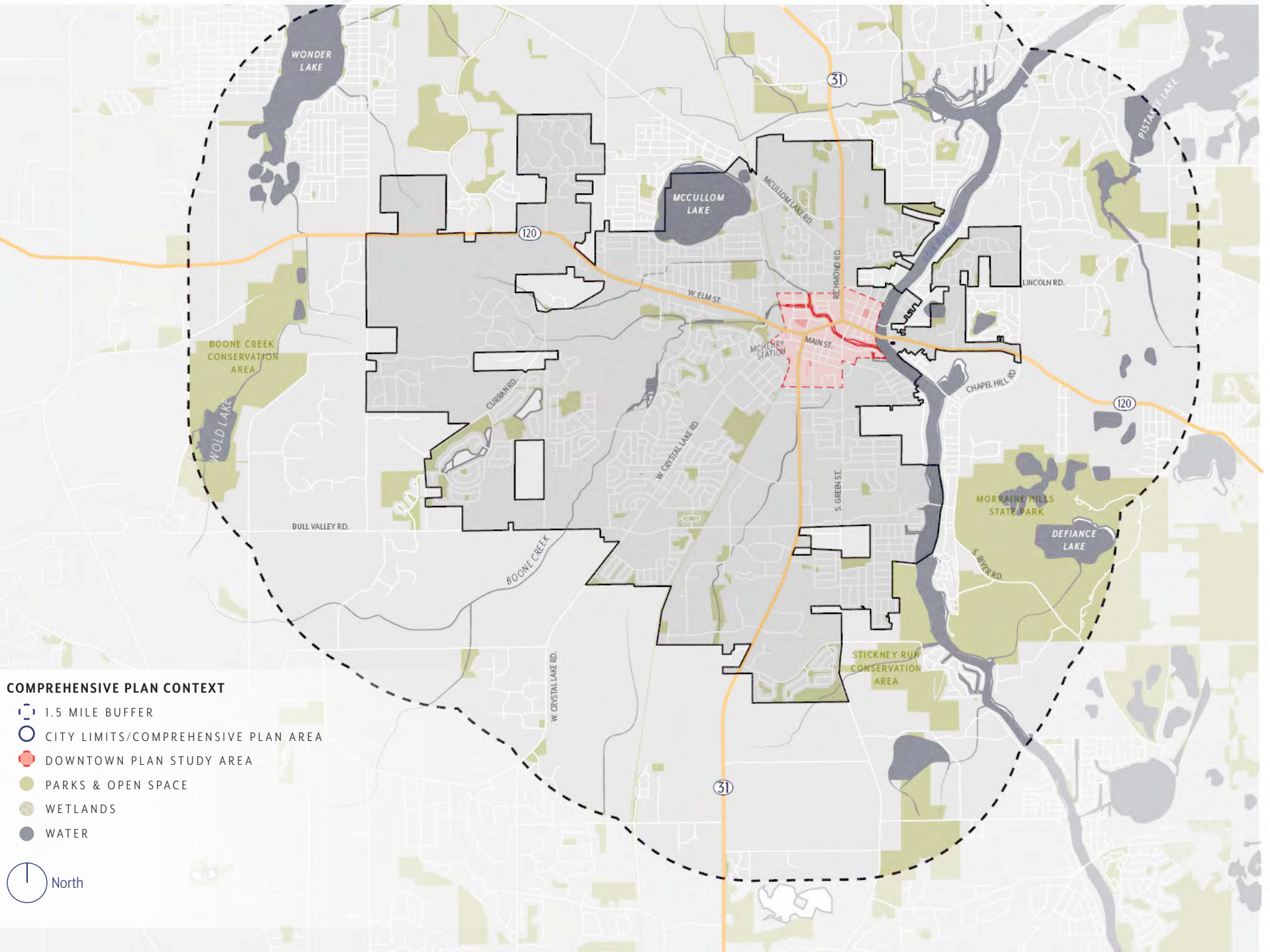
City's 2023 municipal boundaries have been used as the study area. Certain components such as recommendations for future land use and mobility have taken into consideration areas within 1.5 miles outside the city boundaries in unincorporated McHenry County due to the possibility of potential future annexation of these lands.

DOWNTOWN PLAN AREA

The Downtown Plan is a focused component of the comprehensive planning effort addressing the unique character and challenges of McHenry's downtown. Similar to the Comprehensive Plan, the Downtown Plan provides a framework for public investment and development guidelines. Stakeholder outreach ensured that residents, businesses and visitors provided feedback that shaped the vision.

See separate McHenry Downtown Plan for details.

FIGURE 6. CONTEXT MAP





HISTORICAL CONTEXT

Over its nearly 150-year history, McHenry has grown from a small settlement on the Fox River to a vibrant city of over 27,000 residents. McHenry has seen its most significant changes over the past 50 years. Between the 1960s and today, the population has grown over 800% and the city’s boundaries have expanded to incorporate areas on both sides of the Fox River and beyond.

Today, McHenry residents look back with nostalgia on the vibrant community they grew up in, where they knew their neighbors’ names and were able to live their American Dream. In recent years as the population has grown and the society has changed, new challenges have appeared.

Looking towards 2050, community members are hopeful McHenry can be a city that has opportunities for homegrown business, the enrichment of its youth, a draw for visitors from across the region, and strong multi-modal connections to local points of interest.

The timeline below shows key moments in McHenry’s history and events that have shaped the current landscape of development and growth.

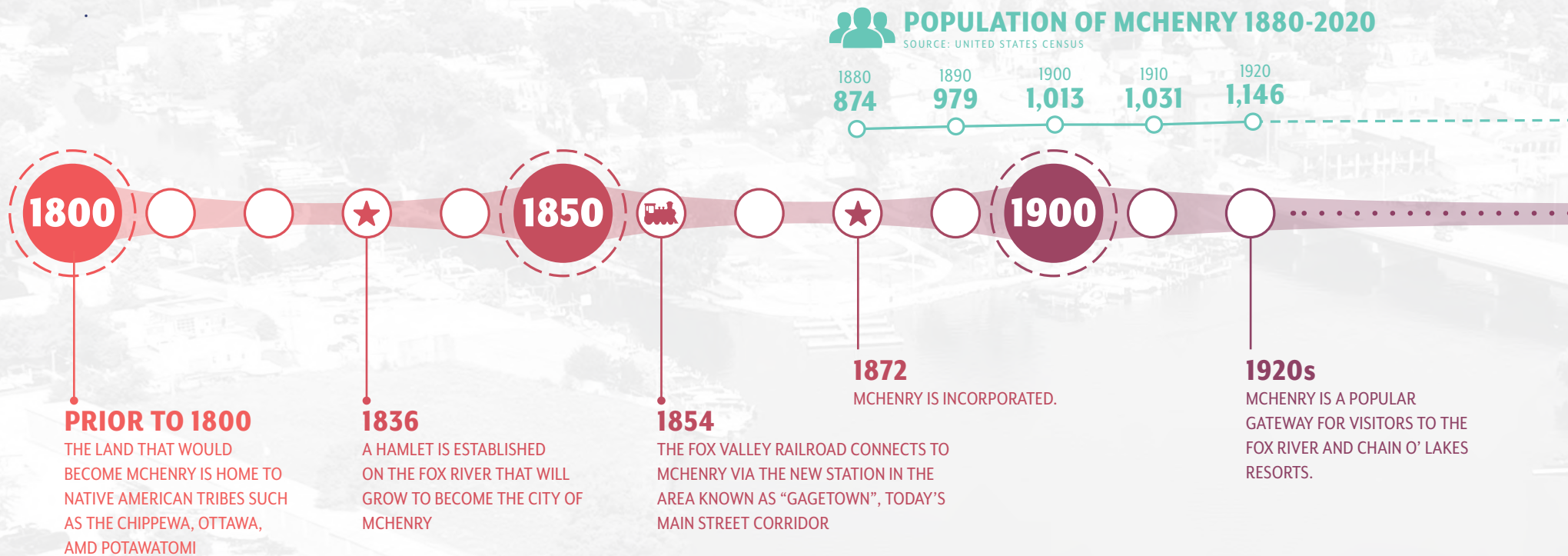


FIGURE 7. HISTORY OF MCHENRY

1930
1,354

1940
1,596

1950
2,080

1960
3,336

1970
6,772

1980
10,737

1990
16,177

2000
21,501

2010
26,991

2020
27,135

2030
31,750*

2030
40,250*

* PROJECTED
POPULATION
SOURCE: CHICAGO
METROPOLITAN AGENCY FOR
PLANNING (CMAP) ON TO 2050
SOCIOECONOMIC FORECAST



1950



2000



2050

1930s - 1940s

NEW INDUSTRIES DEVELOP IN MCHENRY. FACTORIES SUCH AS BORDEN PROVIDE A STRONG ECONOMIC BASE FOR THE CITY.

1920s

MCHENRY'S POPULATION BEGINS GROWING RAPDILY. MANY CHICAGO COMMUTERS SETTLE DOWN TO RAISE THEIR FAMILIES IN MCHENRY

1995

AS THE CITY CONTINUES GROWING, THE CORPORATE BOUNDARIES CROSS EAST OF THE FOX RIVER FOR THE FIRST TIME.

2019

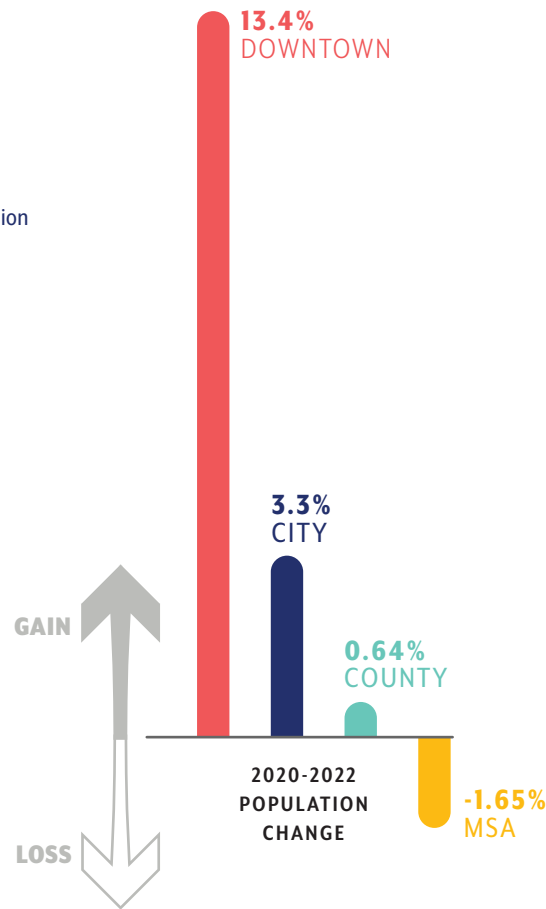
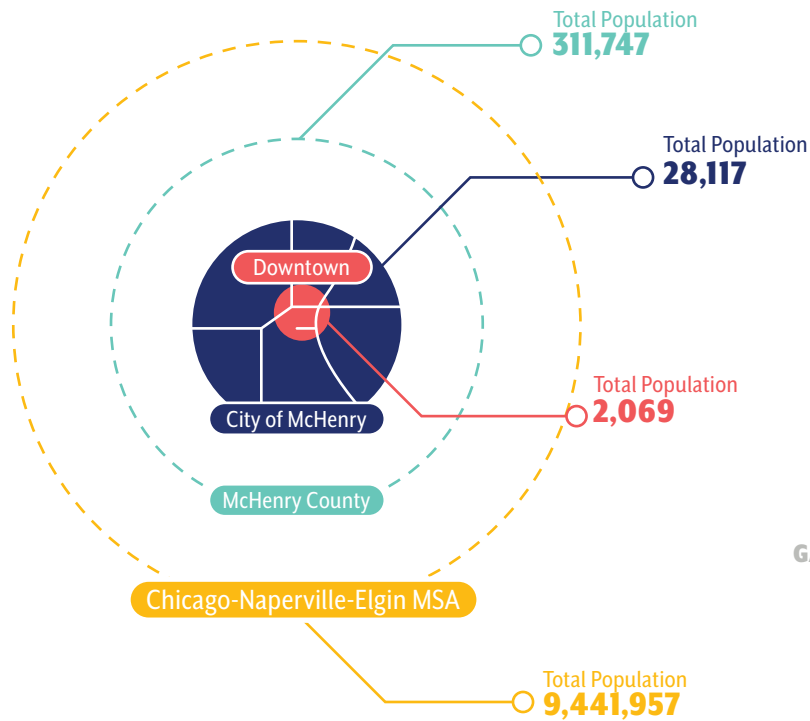
MCHENRY'S RIVERWALK EXPANDS TO CONNECT MILLER POINT TO SEGMENTS ALONG BOONE CREEK



SOCIAL CONTEXT

McHenry is defined by its people. With over 27,000 residents and one of the fastest growing populations in the region, McHenry will need to plan for a future with more children, adults, and seniors, each with specific needs. Following current trends, the people of McHenry in 2050 will be more diverse, more educated, and require housing that allows for a thriving multi-generational community.

2022 POPULATION PROFILE



AGE DISTRIBUTION & TRENDS

MEDIAN AGE OF POPULATION

32.6 (2000) → 42.2 (2020)

% OF POPULATION BETWEEN AGED 0-19

33% (2000) → 22% (2020)

CITY OF MCHENRY AGE DISTRIBUTION

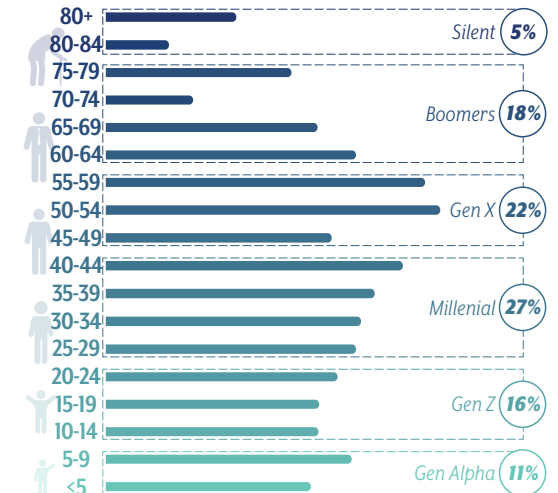


FIGURE 8. PEOPLE OF MCHENRY DEMOGRAPHIC ANALYSIS
SOURCE: ESRI 2023 EQUITY COMPARISON REPORT, US CENSUS BUREAU - 2022 ACS

POPULATION

City of McHenry has a steadily growing population. It is outpacing both the McHenry County and Chicago-Naperville-Elgin MSA in terms of growth as shown in **Figure 8**. The population of downtown has grown 13.4% since 2020 growing from about 1,800 residents to 2,100. As new developments come on line downtown and throughout the city the population is expected to grow further. The Chicago Metropolitan Agency of Planning’s “On to 2050 Socioeconomic Forecast” anticipates that McHenry’s population will surpass 31,000 by 2030 and continue growing to about 40,000 in 2050.

As the population of McHenry has grown over the years, it has also aged. Since the 2000 census, the median age has increased by 10 years, growing from 32.6 to 42.2. During this same period the share of the population 19 and under has decreased from 33% to 22%. As the population has aged, the concurrent growth has led to a modest decrease in the youth population’s absolute numbers, going from 6,647 in 2000 to 6,013 in 2020.

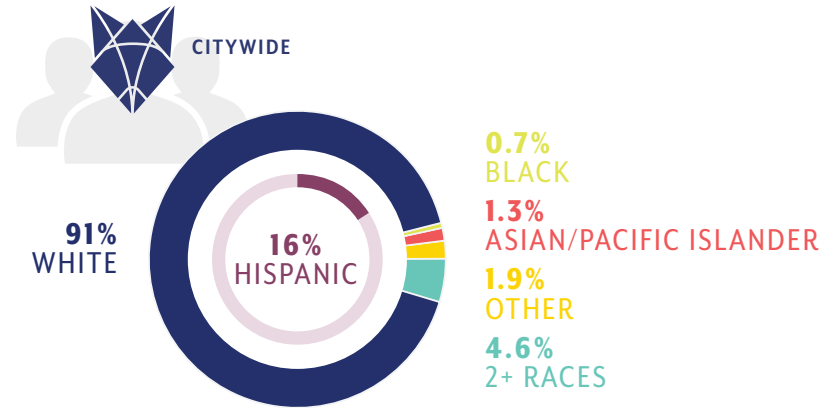
RACE/ETHNICITY

McHenry’s population is predominantly White, with notable minorities of Asian/Pacific Islanders, African Americans, and those of mixed races. About 16% of the population is Hispanic and about 7-10% of the city’s population does not speak English well or at all. Downtown has a slightly more diverse composition with higher percentages of Hispanic and Asian residents. **Figure 9** illustrates the racial and ethnic composition of the city.

McHenry has become more diverse over the past 20 years. The share of the population identifying as Hispanic has grown from 7% to 16% since 2000 while the percentage identifying as White has reduced to 91% from 94%.

RACE & ETHNICITY IN MCHENRY

RACE & ETHNICITY



CHANGE IN RACIAL/ETHNIC MAKEUP (2000-2020)

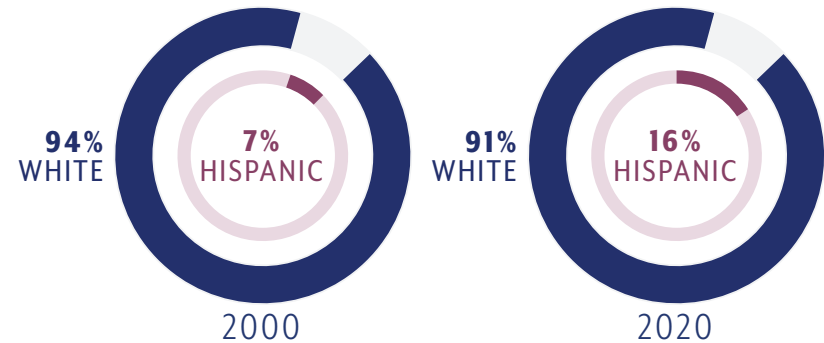


FIGURE 9. PEOPLE OF MCHENRY RACE & ETHNICITY ANALYSIS
 SOURCE: ESRI 2023 EQUITY COMPARISON REPORT, US CENSUS BUREAU - 2022 ACS

EDUCATION

McHenry benefits from a strong school district. The strong educational foundation provided by McHenry’s schools makes the city an attractive place to raise a family. McHenry Community High School and McHenry Middle School have both received “Commendable School” designations from the Illinois State Board of Education. The high school boasts a 92% graduation rate for the 2021-2022 school year.

EDUCATIONAL ATTAINMENT

The educational profile of McHenry residents shows that overall, the community is well educated and on par with national averages for educational attainment. In McHenry, 64.5% of those 25 and older have education beyond a high-school diploma as compared to the 63% national average. The population enrolled in school (ages three and older) is split into about 70% who are enrolled in grades K-12 and about 30% enrolled in college or a graduate/professional program. **Figure 10** shows the educational attainment and enrollment for McHenry residents. Statistics are from the 2022 American Community Survey (ACS).

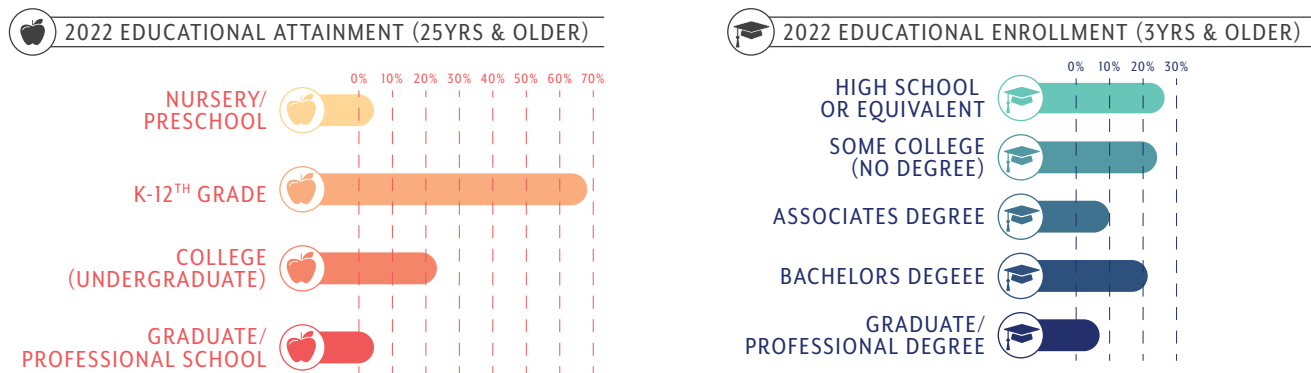


FIGURE 10. CITYWIDE EDUCATIONAL ANALYSIS
 SOURCE: US CENSUS BUREAU - 2022 ACS

LANDMARK ELEMENTARY SCHOOL





ECONOMIC CONTEXT

McHenry’s population growth over the last few decades has spurred further residential development and economic opportunities. Its convenient location between Chicago, Milwaukee, and Rockford also establishes McHenry as a desirable community for those seeking a high quality of life, economic viability, and urban accessibility. Still, a large portion of the labor force living in McHenry commutes to other communities for work, and new residents may face challenges with housing affordability. The city is poised for sustained growth and prosperity in the future, but it will need a strong economic vision to attract talent, improve housing opportunities, and draw new investment.

INCOME

The city has a wide range of household incomes, with a median household income of nearly \$77,000 – approximately 6% higher than the State median. Approximately 20% of residents earn more than \$150,000 annually, while a similar percentage of residents earn less than \$35,000 a year. The percentage of households below the poverty line in the city is approximately 6.8%. More broadly, McHenry County stands out in the region with a median household income of over \$93,000, as shown in **Figure 11**.

It is important to note that the median household income in downtown McHenry is substantially lower than the rest of the city at \$63,193. Bringing average incomes in the downtown districts in line with the rest of the city and county is critically important to making downtown an area where people can work and thrive.

MEDIAN HOUSEHOLD INCOME		HOUSEHOLDS BELOW POVERTY LINE	
Downtown McHenry	\$63,193	Downtown McHenry	10.82%
City Of McHenry	\$76,858	City Of McHenry	6.79%
McHenry County	\$93,801	McHenry County	6.56%
Chicago	\$65,781	Chicago	10.82%
Illinois	\$72,563	Illinois	11.97%

FIGURE 11. MCHENRY INCOME COMPARISON
 SOURCE: U.S. CENSUS BUREAU: 2021 5-YEAR AMERICAN COMMUNITY SURVEY

LABOR & EMPLOYMENT

The McHenry labor force is comprised of a mix of white collar, blue collar and service workers. The three primary employment sectors in McHenry are:

- Education, Healthcare and Social Assistance (17%)
- Retail Trade (16%)
- Manufacturing (15%)

Downtown McHenry in particular offers approximately 2,800 jobs across more than 240 businesses. **Figure 12** summarizes employment in the study area and City of McHenry.

A majority (87%) of those who work in McHenry do not live in the city. Roughly the same number of McHenry residents commute outside of the city for work. These employment trends extend to the area more broadly, with 70% of McHenry County residents working outside of the county. The city may need to employ new strategies to retain existing businesses and create opportunities to attract new business into the area.

Most workers in McHenry have a commute that is less than 25 minutes, and 79% of those workers drive alone to work. Only 4% of workers use public transportation or walk to work. Expanding public transportation options and access could attract a more diverse workforce to the city and limit barriers to employment.



CITYWIDE EMPLOYED LABOR FORCE BY INDUSTRY

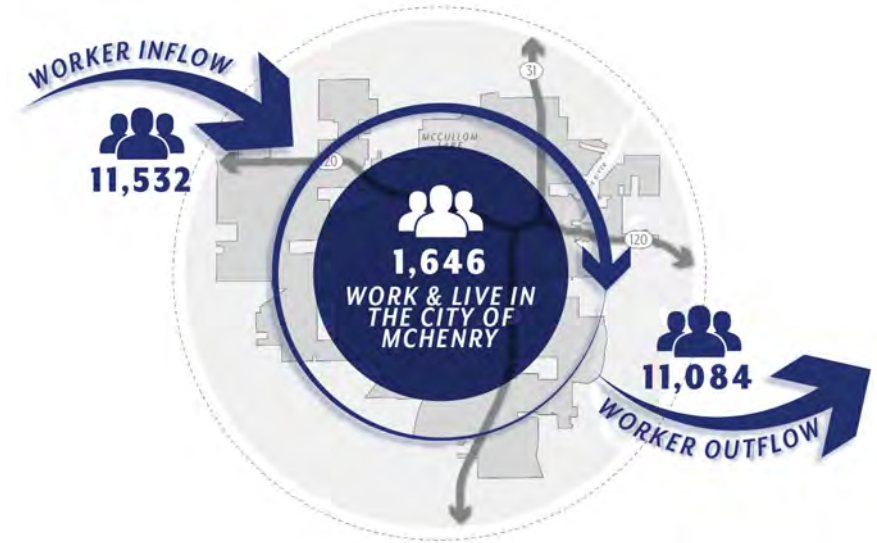


TOP EMPLOYERS IN MCHENRY

- 1 NORTHWESTERN MEDICINE MCHENRY HOSPITAL
- 2 FIRST BRANDS GROUP
- 3 FOLLETT
- 4 MEDELA
- 5 FABRIK MOLDED PLASTICS



FLOW OF WORKERS IN AND OUT OF MCHENRY



FLOW OF WORKERS IN AND OUT OF DOWNTOWN

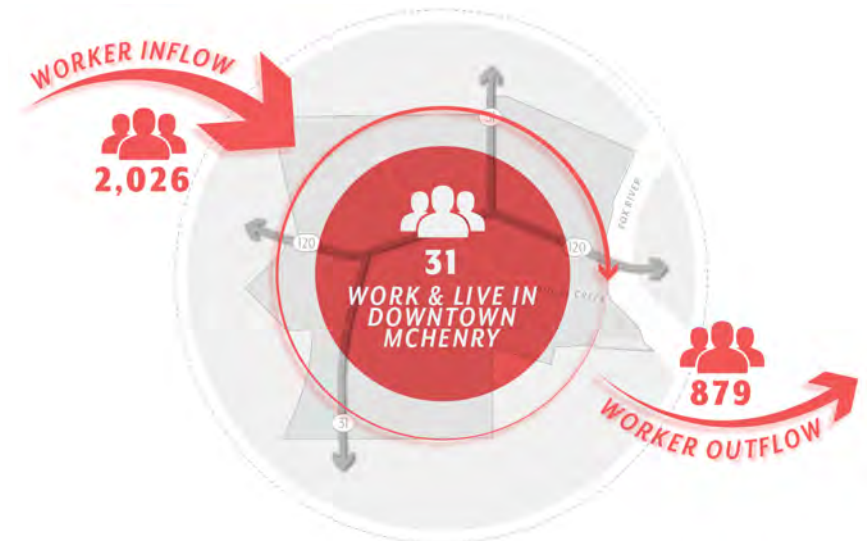


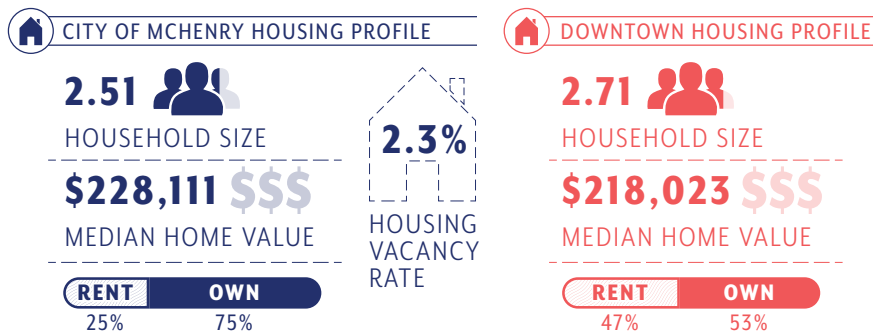
FIGURE 12. CITYWIDE & DOWNTOWN EMPLOYMENT ANALYSIS

SOURCE: ESRI 2023 EQUITY COMPARISON REPORT, US CENSUS BUREAU - 2022 ACS; MCHENRY CITY COUNCIL: THINK MCHENRY ILLINOIS

HOUSING

McHenry is a predominantly low-density residential community with about a third of the land area currently used for single-family housing. Regionally, it boasts more affordable housing, with a citywide median home value of \$228,111 which is lower than the countywide median of \$275,000 (Esri 2023 Equity Comparison Report). While homes are relatively affordable in McHenry, costs have increased, and vacancies remain low indicating that the supply of housing is not meeting local demand.

Residents report feeling the tight supply of homes for sale and have noted that there are few options for renters. Additionally, many residents have reported that housing is generally oriented towards larger families with few opportunities for starter homes or smaller homes for singles and seniors. **Figure 13** illustrates the data supporting the 2.3% citywide housing vacancy rate and 75% homeownership ratio.



MEDIAN HOME VALUE		HOUSING AFFORDABILITY INDEX	
Downtown McHenry	\$218,023	Downtown McHenry	85
City Of McHenry	\$228,111	City Of McHenry	108
McHenry County	\$275,353	McHenry County	107
Chicago	\$293,586	Chicago	95

FIGURE 13. CITYWIDE & DOWNTOWN HOUSING ANALYSIS
 SOURCE: ESRI 2023 EQUITY COMPARISON REPORT, US CENSUS BUREAU - 2022 ACS

MCHENRY IS IN NEED OF A GREATER DIVERSITY OF HOUSING OPTIONS TO PROVIDE IT'S GROWING POPULATION AND CURRENT RESIDENTS WITH CHOICES THAT FIT A VARIETY OF LIFESTYLES AND INCOMES.

Downtown McHenry provides one of the best opportunities for renters and smaller households, and it currently boasts a slightly more affordable housing supply, with a median home value of \$218,023. The 2021 McHenry Strategic Planning Analysis for Rental Apartments prepared by Tracy Cross & Associates, Inc, identifies key opportunities for providing more rental options and meeting existing demand for new housing types in McHenry. Key points of the rental analysis include:

- The strong demand and structural opportunities for providing more downtown housing that will supply a mixed-use urban environment and walkable lifestyle.
- The opportunity to provide housing that meets the needs of a broad consumer base such as professional singles and couples without children, couples in the early stages of family formation, and localized empty nesters.
- Potential development sites that are positioned with sufficient land area, access to amenities, and connectivity for new development. These include the following:
 - 3810 McCullom Lake Road
 - Downtown district properties identified as 9 adjoining parcels located at the southwest intersection of Elm St/Route 120 and Route 31.
 - 3510-3522 W. Elm Street
 - The Former Wastewater Treatment Facility
 - 1900 N. Richmond Road.

New housing types such as rentals, townhomes, and condominiums will build upon the momentum of recent developments such as the 27-unit River Place development located on Green Street along the Riverwalk. Other multi-family offerings such as Authentix off of Route 31 have begun to supply housing to smaller households which will reduce the scarcity of single-family homes for larger families.

HOUSING AFFORDABILITY

Housing affordability is defined by the gap between median household income and median home value in an area. A variety of factors impact housing affordability, such as housing supply, commuting and transportation costs, and mortgage rates. Measuring the affordability of homes in an area can provide an indication of how a typical household budgets for housing costs. Esri's Housing Affordability Index (HAI) measures the gap between household income and home value to quantify the ability of a typical household to purchase an existing home in an area. If an area's HAI is greater than or equal to 100, then the median household income is sufficient to purchase a median valued home. When an area's HAI is less than 100, the median household income is insufficient to purchase a median value home.

While the HAI in the city and county is greater than 100 – indicating that most residents earn enough to qualify for a loan for a median-valued home – Downtown McHenry has an HAI of 85. Downtown residents may face more challenging financial conditions and barriers to housing. These circumstances present a specific opportunity to expand affordable housing options and improve financial conditions in downtown McHenry.

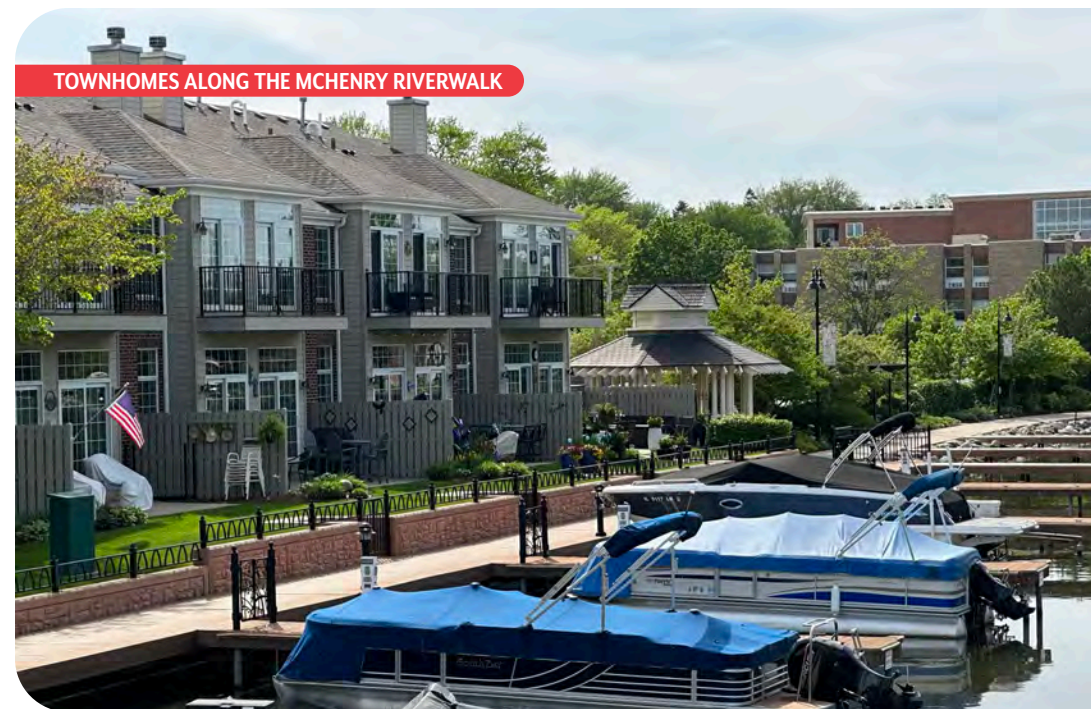
Housing prices in McHenry have typically remained more affordable and more stable compared to the broader Chicago metropolitan area, though prices vary by neighborhood and have increased steadily over time. The city's lower cost of living compared to other parts of the region and country, coupled with its proximity to other major cities and resources, makes McHenry an attractive place to live for those seeking a better value for their income.

REAL ESTATE

McHenry's real estate market is marked by a mix of housing options and commercial development. Properties in McHenry's downtown range from historic homes and storefronts to contemporary developments with modern amenities. Consistent with the rest of the region, property rents are increasing and expected to continue increasing, as median listing prices saw double-digit increases over the last year.

The city has nearly 40 properties available today with over 315,000 square feet total waiting for redevelopment. These properties are mostly in downtown and are primarily industrial, warehousing, and office spaces.

While ample opportunities for commercial and industrial development exist in McHenry, it could benefit from expanded housing options for a range of household types and income levels.





LAND USE & ZONING CONTEXT

McHenry’s rural roots and agricultural heritage remain deeply entwined with the character of the city. As growth has changed much of the landscape from prairie to subdivisions, it has become more important than ever to plan for growth that preserves ecology and promotes livability. Natural assets such as the Fox River, Boone Creek, McCullom Lake, local parks, and conservation areas are economic engines as much as natural ones. A prosperous McHenry in 2050 will need to grow in a way that ensures new housing, business, and industry do not come at the expense of air and water quality or ecological systems.

CURRENT ZONING

Zoning defines the legally allowed building types and activities for a given piece of land. It controls the density and intensity of development and typically aims to avoid conflicts between incompatible uses or building types.

Figure 14 illustrates the land area assigned to a specific zone in McHenry. In McHenry most land is zoned to be residential. Within the residential zones, the majority of land is zoned for single family homes, with only about 5.4% of all land zoned for multifamily dwellings. McHenry has a large number of residential zoning districts when compared to the city’s size.

Figure 15 shows the current citywide zoning map. Generally, higher density development is concentrated in downtown and along primary arterial roads. Industrial zoning is mostly in the south and west portions of the city.

CURRENT ZONING LIMITATIONS

McHenry has limited zoning for mixed use and clustered development types. The Integrated Design District (IDD) allows clustered development but is not extensive enough to promote land conservation throughout the city. The current zoning code also has limited open space guidelines or incentives for preserving natural resources.

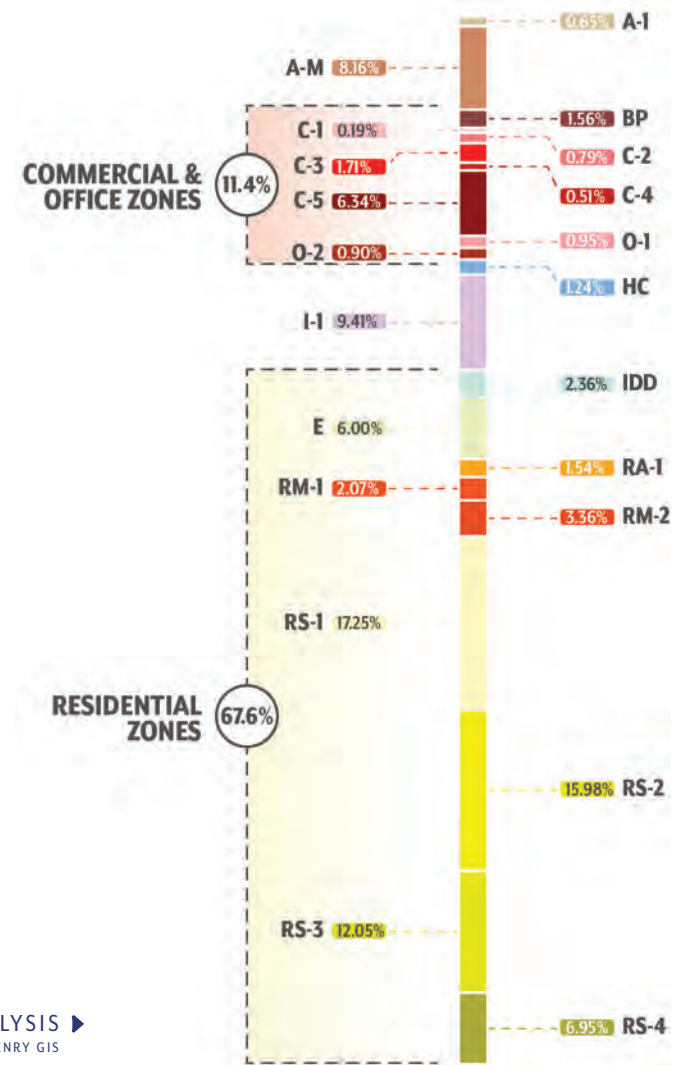


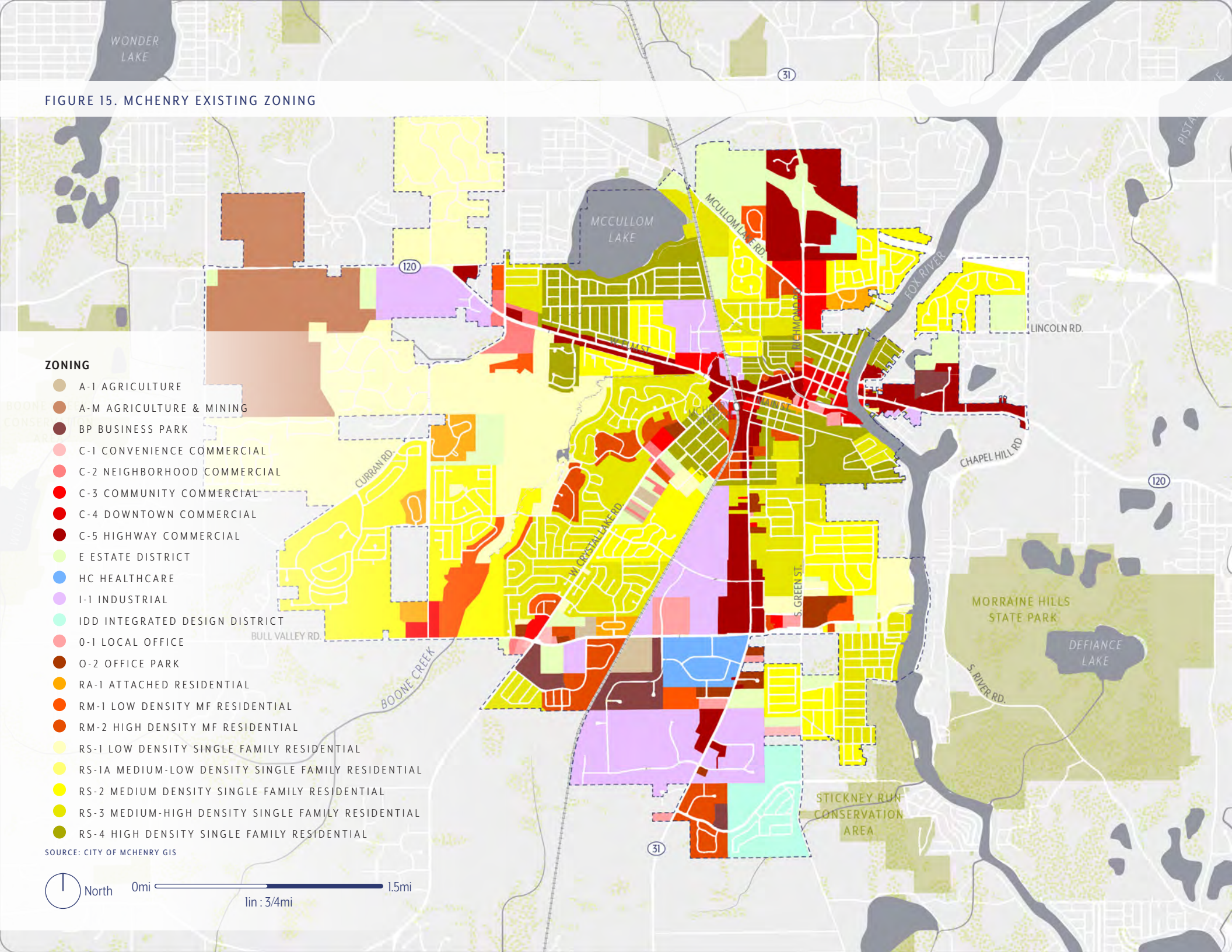
FIGURE 14. CITYWIDE ZONING ANALYSIS
SOURCE: MCHENRY GIS

FIGURE 15. MCHENRY EXISTING ZONING

ZONING

- A-1 AGRICULTURE
- A-M AGRICULTURE & MINING
- BP BUSINESS PARK
- C-1 CONVENIENCE COMMERCIAL
- C-2 NEIGHBORHOOD COMMERCIAL
- C-3 COMMUNITY COMMERCIAL
- C-4 DOWNTOWN COMMERCIAL
- C-5 HIGHWAY COMMERCIAL
- E ESTATE DISTRICT
- HC HEALTHCARE
- I-1 INDUSTRIAL
- IDD INTEGRATED DESIGN DISTRICT
- O-1 LOCAL OFFICE
- O-2 OFFICE PARK
- RA-1 ATTACHED RESIDENTIAL
- RM-1 LOW DENSITY MF RESIDENTIAL
- RM-2 HIGH DENSITY MF RESIDENTIAL
- RS-1 LOW DENSITY SINGLE FAMILY RESIDENTIAL
- RS-1A MEDIUM-LOW DENSITY SINGLE FAMILY RESIDENTIAL
- RS-2 MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL
- RS-3 MEDIUM-HIGH DENSITY SINGLE FAMILY RESIDENTIAL
- RS-4 HIGH DENSITY SINGLE FAMILY RESIDENTIAL

SOURCE: CITY OF MCHENRY GIS



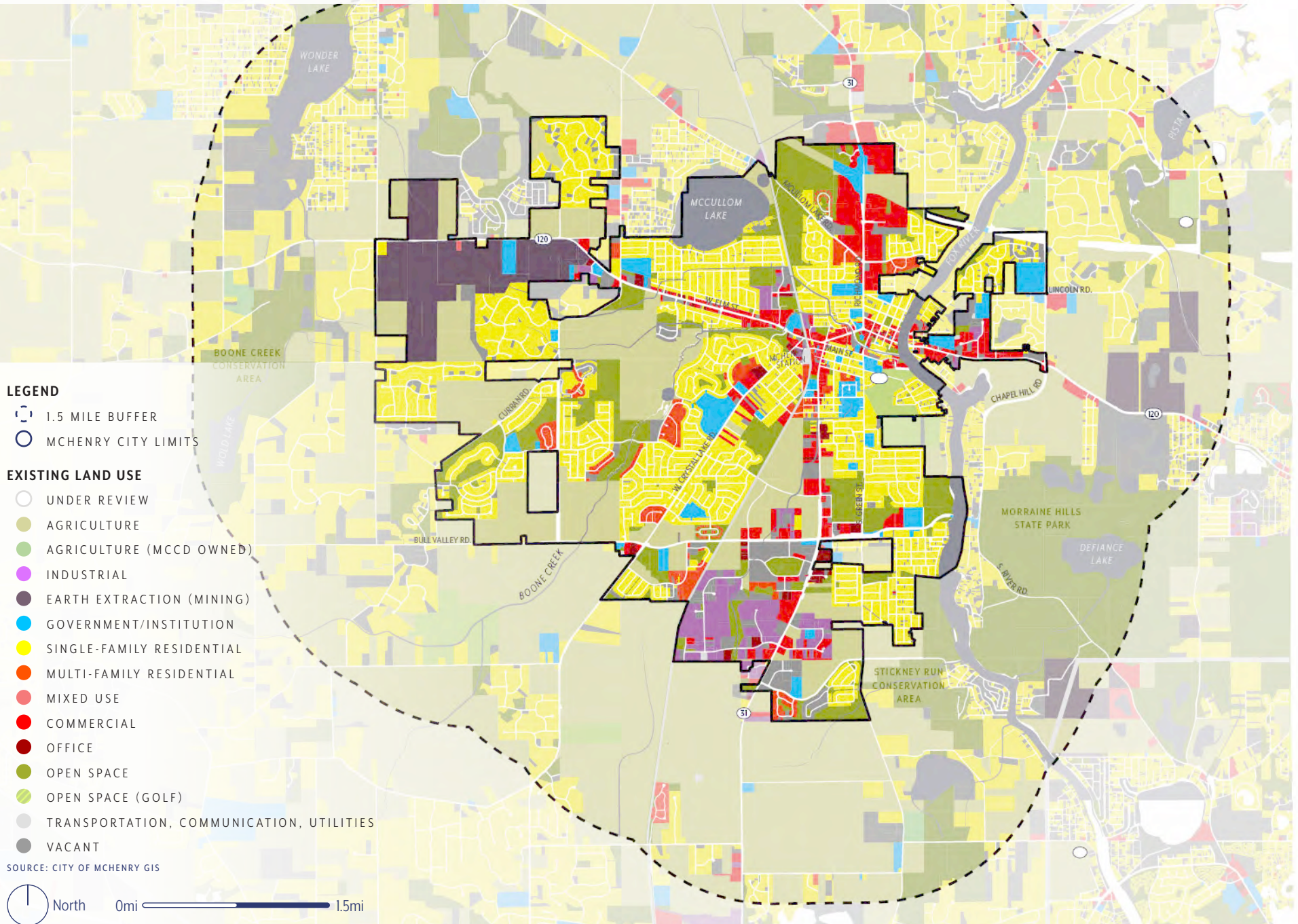
CURRENT LAND USE

Whereas zoning indicates what uses are allowed on a parcel of land, “land use” is a description of what the land is being used for. Existing land use is from McHenry County’s 2023 GIS data and will be used as the basis for understanding the current land uses in the City of McHenry. The map of existing land use can be seen in “**Figure 16: McHenry Existing Land Use**”.

Currently, most of the land in McHenry is being used for residential or agricultural purposes. Single-family residences are by far the most prevalent land use and take up more than a third of the citywide area. Agriculture accounts for 21% of the city’s land use. These two categories represent land uses that are respectively most stable (single family residential) or most likely to change (agriculture).

Most new development in McHenry has occurred on previously undeveloped agricultural land, and most of the land currently used for agriculture is zoned for residential or industrial uses. Future growth in the city must take into consideration the potential for McHenry’s undeveloped and agricultural land to provide ecological benefits when redeveloped. Clustered development, natural restoration, and provision of open space will ensure that future residents, property owners, and visitors continue to have clean water and comfortable environments to live and work.

FIGURE 16. MCHENRY EXISTING LAND USE





TRANSPORTATION & MOBILITY

McHenry sits at a crossroads. The city has two major state routes (IL Rt. 31 and IL Rt. 120) meeting at its center, and it is served by its own Metra rail connection with regional service to Crystal Lake and Chicago. Growth has led to increasing congestion, and automobile-oriented development has left limited ability to access destinations by foot or on bike. Access to safe and enjoyable bike and walking paths is good for public health and for reducing congestion. The McHenry Riverwalk, the Illinois Prairie Trail and Grand Illinois Trail provide a great foundation for developing a citywide trail network. Looking forward to 2050, the city can create a more robust mobility network that reduces car dependency and supports a healthy and active population.

ROADS

According to Community Survey, 80% of the population drove alone to work and another 6.6% carpooled. With about 10.7% of the workforce working from home, only 2.7% of the population commutes via methods other than driving. As the population has increased, so has traffic, resulting in notable pockets of congestion. Reducing congestion will require a combination of new modes of transportation and strategic roadway projects to increase capacity and efficiency.

Roadways in McHenry fall under different jurisdictions. Depending on the road, maintenance and improvements may fall to national, state, local, or private entities. There are seven primary jurisdictions of roads:

- Interstate Highways
- United States Highway
- State
- County
- Municipality
- Township
- Private

Figure 17 shows the four primary roadway jurisdictions found in McHenry.

PRIMARY REGIONAL ACCESS

Regional access to McHenry is primarily in the form of state and county roads. The city is served by Illinois Routes 31 and 120 which provide regional connections in the four cardinal directions. These routes have the highest daily traffic volumes and are the primary routes for commercial traffic (IDOT). The state routes meet in downtown McHenry at Elm Street. Some key characteristics for each are listed below:

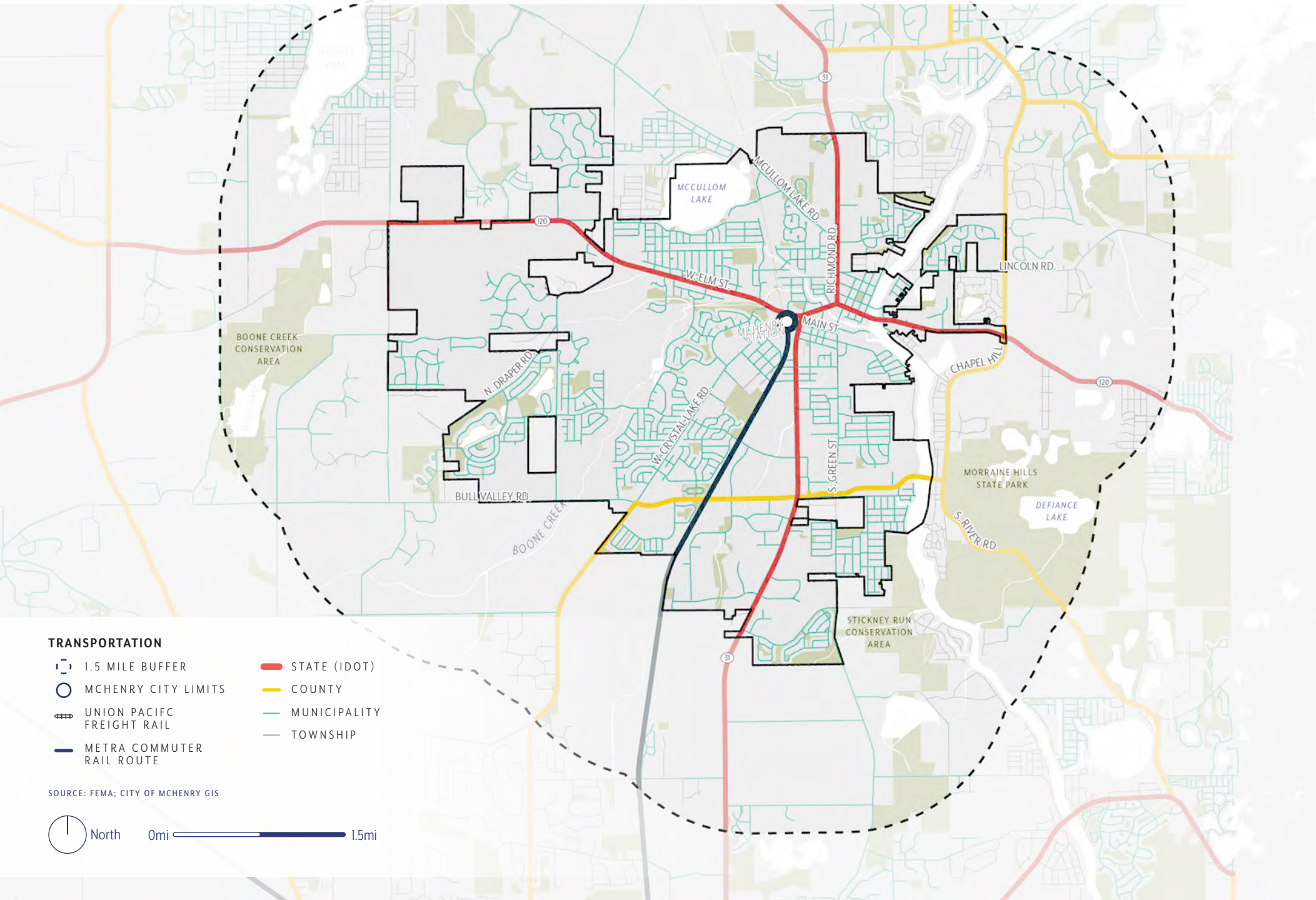
ILLINOIS STATE ROUTE 31

- North to Richmond and Wisconsin
- South to Crystal Lake, Algonquin, and along the Fox River to Elgin
- 17,100 - 22,200 average daily traffic (ADT) in McHenry (IDOT IROADS 2023)

ILLINOIS STATE ROUTE 120

- West to Woodstock
- East to Waukegan, with connections to US Route 45 and Interstate 94.
- 18,800 - 31,500 average daily traffic (ADT) in McHenry (IDOT IROADS 2023)

FIGURE 17. MCHENRY EXISTING TRANSPORTATION



TRANSPORTATION

-  1.5 MILE BUFFER
-  MCHENRY CITY LIMITS
-  UNION PACIFIC FREIGHT RAIL
-  METRA COMMUTER RAIL ROUTE
-  STATE (IDOT)
-  COUNTY
-  MUNICIPALITY
-  TOWNSHIP

SOURCE: FEMA; CITY OF MCHENRY GIS





MAJOR PROJECTS

To address congestion and traffic efficiency, the Illinois Department of Transportation (IDOT) has included the reconstruction of Route 31 from IL 176 in Crystal Lake to IL 120 (Elm Street) in its Multi-Year Highway Improvement Program. The project will encompass 6.8 miles of roadway and the west intersection of IL 31 and IL 120. The project will result in the addition of new traffic lanes, sidewalks along the entire length of the project, and a multi-use path connecting to the Miller Memorial Highway bike route. The project is planned for the 2025-2029 Fiscal Years.

The McHenry 2040 Long Range Transportation identified a possible Fox River crossing project in the north of McHenry south of Johnburg to create a potential northern connection from IL 31 to IL 120.

DOWNTOWN TRAFFIC

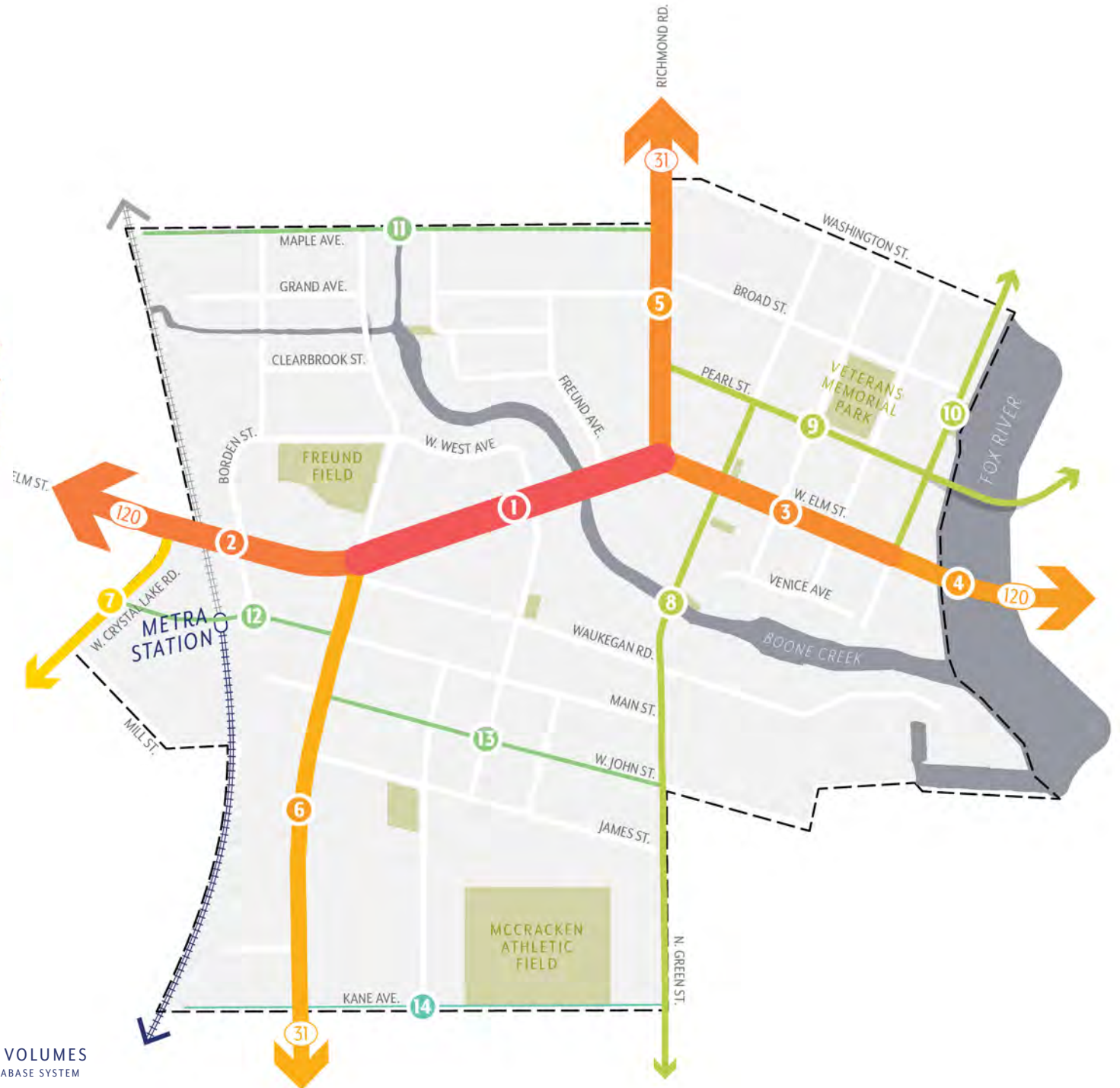
With two State roads converging in McHenry, most regional traffic passes through the city. Elm Street supports most of this traffic and has the highest ADTs in the city at 31,500 per IDOT's 2023 Illinois Roadway Analysis Database System (IROADS). West Crystal Lake Road, Green Street, Pearl Street, and Riverside Drive are the primary connections to nearby neighborhoods.

The large volume of traffic, particularly along Elm Street, often leads to congestion during rush hours. Land development along the central segment of Elm Street has responded to the highway-like condition of the road with automobile-oriented development and large surface parking lots. Elm Street is often perceived as a barrier for non-car users and has only three north/south crosswalk connections in the downtown area (Riverside Dr, IL Rt. 120, and Front St).



2023 DOWNTOWN TRAFFIC VOLUMES

- 1 RT. 120/ELM ST (A) - 31,500 ADT
- 2 RT. 120/ELM ST (B) - 26,800 ADT
- 3 RT. 120/ELM ST (C) - 22,200 ADT
- 4 RT. 120/ELM ST (D) - 19,300 ADT
- 5 RT. 31 (A) - 22,200 ADT
- 6 RT. 31 (B) - 17,100 ADT
- 7 W. CRYSTAL LAKE RD - 10,900
- 8 GREEN ST - 4,650 ADT
- 9 PEARL ST - 4,550 ADT
- 10 RIVERSIDE DR - 4,100 ADT
- 11 MAPLE AVE - 2,450 ADT
- 12 MAIN ST - 1,600 ADT
- 13 JOHN ST - 1,200 ADT
- 14 KANE AVE - 625 ADT



North

FIGURE 18. 2023 DOWNTOWN TRAFFIC VOLUMES
SOURCE: MCHENRY GIS, IDOT ILLINOIS ROADWAY ANALYSIS DATABASE SYSTEM



RAILS

A Union Pacific Railway corridor shares operations with Metra regional rail and runs through the center of McHenry. Metra service terminates at McHenry Station, and train operations beyond the station are generally freight-related.

METRA REGIONAL RAIL

McHenry has long been served by rail at the station located on Main St. Currently Metra operates three commuter trains during weekdays along its Union Pacific Northwest (UP-NW) line. McHenry train service operates on a spur and routes through Crystal Lake at the Pingree Road station on its way to Chicago. Weekend service is currently not available, with the nearest station for weekend trips located in Crystal Lake. Two parking lots with a total of 104 parking spaces serve the station.

TRAILS

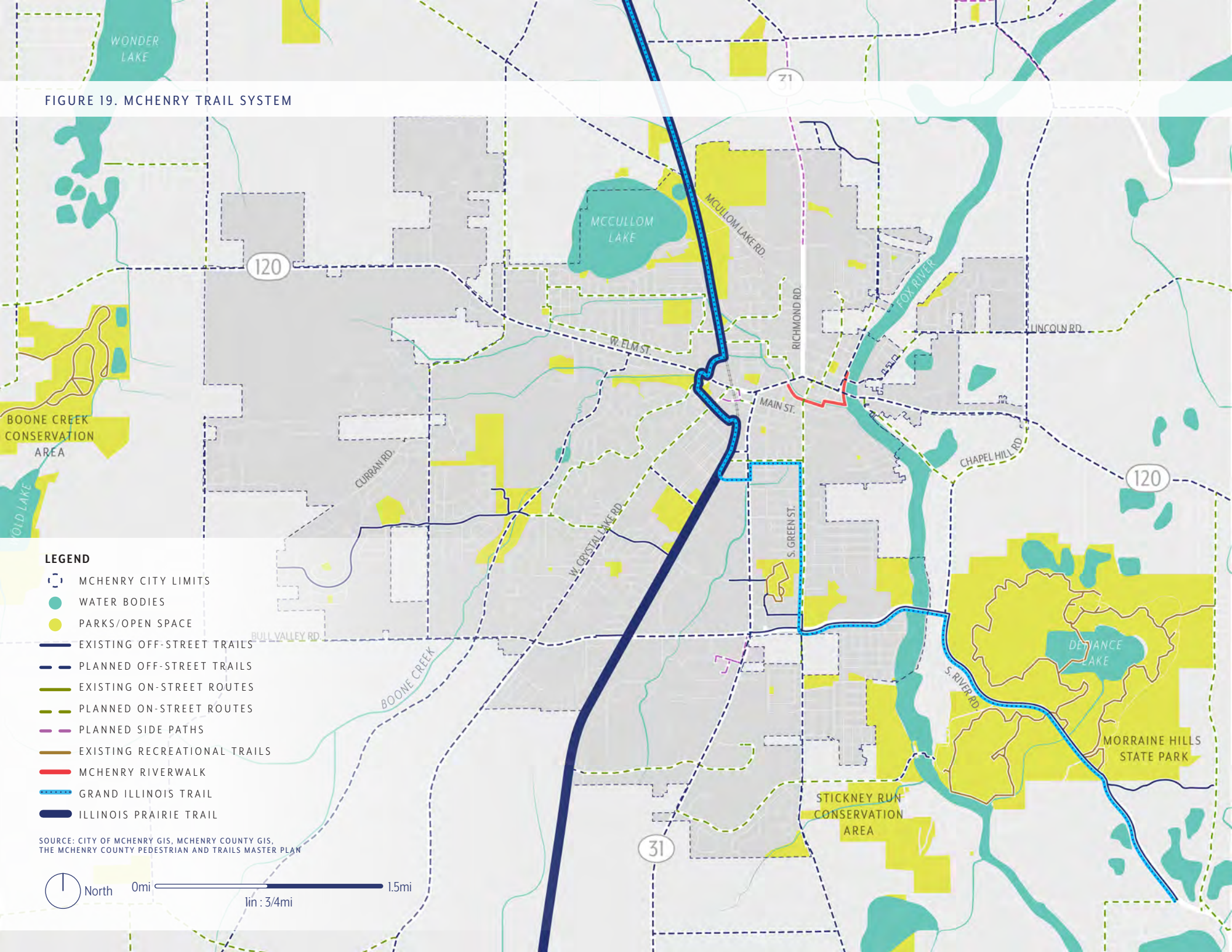
McHenry's bike and recreational trails offer residents and visitors opportunities to exercise, access parks, and travel to regional destinations. **Figure 19** illustrates the trail network in McHenry. Trails in McHenry fall into four categories:

- Local Multi-Use Paths (Side Paths)
- On-Street Bike Routes
- Off-Street Bike Routes
- The McHenry Riverwalk
- Regional Trail Systems

The "McHenry County Connection Pedestrian, Bicycle and Trails Master Plan" and McHenry County Long Range Transportation Plan have proposed a wider network of on and off-street trails to create a robust trail network in McHenry.



FIGURE 19. MCHENRY TRAIL SYSTEM



LEGEND

- MCHENRY CITY LIMITS
- WATER BODIES
- PARKS/OPEN SPACE
- EXISTING OFF-STREET TRAILS
- PLANNED OFF-STREET TRAILS
- EXISTING ON-STREET ROUTES
- PLANNED ON-STREET ROUTES
- PLANNED SIDE PATHS
- EXISTING RECREATIONAL TRAILS
- MCHENRY RIVERWALK
- GRAND ILLINOIS TRAIL
- ILLINOIS PRAIRIE TRAIL

SOURCE: CITY OF MCHENRY GIS, MCHENRY COUNTY GIS, THE MCHENRY COUNTY PEDESTRIAN AND TRAILS MASTER PLAN



LOCAL MULTI-USE PATHS (SIDE PATHS)

These paths provide pedestrians and cyclists a shared off-street route for recreation and active transportation. In McHenry multi-use paths such as the side paths along Dartmoor Road and Miller Memorial Highway permit bikes and pedestrians. These paths are wide enough to accommodate both types of users and typically have clearly marked street crossing and signage. Certain trails in nearby parks such as the trails in the Boone Creek Conservation area are meant for hiking and prohibit bike riders.

ON-STREET BIKE ROUTES

McHenry does not have any on-street biking routes. The lack of on-street bikeways discourages residents from biking as a form of transportation and limits the options for safe non-vehicular travel. The McHenry County Pedestrian and Bicycle Plan identifies potential future bike routes throughout the city. Planned on-street bike routes serve as connection points between off-street trails and side paths.

MCHENRY RIVERWALK

The McHenry Riverwalk is a unique path in downtown McHenry. It was initiated by the city and McHenry Riverwalk Foundation in 2006, and its construction commenced in the same year. It offers a scenic walking route between the Green Street and Riverside Drive shopping and dining areas. The path currently starts at the Green Street bridge at Boone Creek and travels east to Miller Point and north to the IL 120 bridge. The Riverwalk features art installations, boat docks, and seasonal activities. This popular downtown amenity is planned to expand farther east along Boone Creek and north along the west bank of the Fox River. There is potential for future connections to the larger regional trail network.

REGIONAL TRAILS

The primary off-street trail system is the Illinois Prairie Trail which mostly follows the Union Pacific Railway right-of-way and is part of a 26-mile regional network of predominantly off-street trails. The Illinois Prairie Trail connects to multiple local neighborhood paths and recreational sites such as Peterson Park.

The Grand Illinois Trail (GIT) is a large 500-mile regional biking route with on- and off-street components. The route crosses through McHenry, coming from the north along the Prairie Trail and then splitting off heading eastward via local roads. The GIT connects McHenry to Chicago and the Mississippi River along scenic biking routes that showcase the beauty of northern Illinois.

CUNAT PEDESTRIAN BRIDGE AT THE MCHENRY RIVERWALK



DID YOU KNOW?

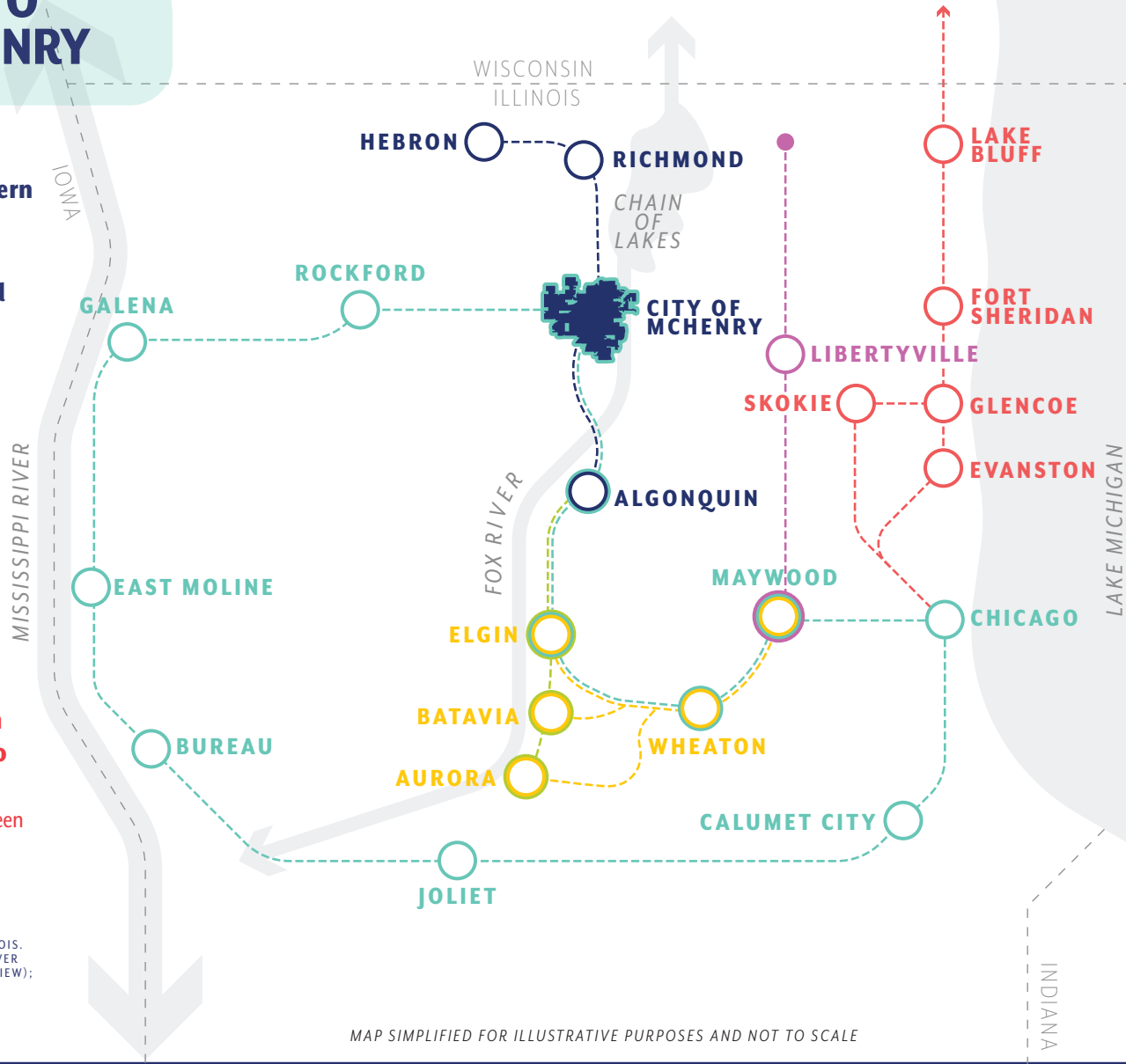


ALL TRAILS LEAD TO THE CITY OF MCHENRY

McHenry is connected to a wide network of Northern Illinois trails. Starting in the City of McHenry, you can access more than 600 miles of bike routes.

From McHenry you can travel along many regional trails and bike routes which include:

- 61+ Miles along the Prairie Path
- 40+ miles along the River Trail
- 500 miles along the Grand Illinois Trail
- 45+ miles along the Prairie Trail
- 28+ miles along the Des Plaines River
- 35+ Miles along the North Shore trail system from Chicago to the Illinois Border and on to Kenosha, Wisconsin.
(North Branch Trail System, North Shore Channel Trail, Green Bay Trail, Robert McClory Bike Path, Kenosha County Bike Trail)



SOURCE: PRAIRIE PATH ([HTTPS://IPP.ORG/](https://ipp.org/)); GRAND ILLINOIS TRAIL ([HTTPS://DNR.ILLINOIS.GOV/RECREATION/GREENWAYSANDTRAILS/GRANDILLINOISTRAIL.HTML](https://dnr.illinois.gov/recreation/greenwaysandtrails/grandillinois.html)); DES PLAINES RIVER TRAIL ([HTTPS://FPDCC.COM/PLACES/TRAILS/DES-PLAINES-RIVER-TRAIL-SYSTEM/#OVERVIEW](https://fpdpc.com/places/trails/des-plaines-river-trail-system/#overview)); PRAIRIE TRAIL ([HTTPS://FILES.MCCDISTRICT.ORG//PUBLICATIONS/RECREATION/PRAIRIE-TRAIL-BROCHURE_2018_DEC_WEB.PDF](https://files.mccdistrict.org/publications/recreation/prairie-trail-brochure_2018_dec_web.pdf)); NORTH SHORE TRAILS (COOK COUNTY GIS, LAKE COUNTY GIS, GOOGLE EARTH, LAKE COUNTY INTERACTIVE TRAIL MAP)

MAP SIMPLIFIED FOR ILLUSTRATIVE PURPOSES AND NOT TO SCALE



SENSE OF PLACE

McHenry has long been a place whose rural charms, historic downtown, and local amenities have attracted residents to plant roots and grow families. Good schools, public safety, parks and open space, and community celebrations are just some of the assets that make the city attract and retain residents. In 2050, both longstanding community assets and those to come will continue to make the City of McHenry a vibrant place to live, work, and play.

HISTORIC IMAGE OF RIVERSIDE HOUSE



Built in 1864, the Riverside House was a popular resort destination for visitors to the Chain O Lakes area. Many arrived by train from Chicago to relax and enjoy nearby recreation. Today the building is still standing at the NE corner of Elm street and Riverside drive. Historic buildings downtown are an important part of the character and cultural heritage of McHenry.

SOURCE: MCHENRY COUNTY HISTORICAL SOCIETY; CITY OF MCHENRY HISTORICAL PHOTOS

HISTORIC ASSETS

Over its 150+ year history, McHenry has seen many structures and developments come and go. As of 2023, the City of McHenry's landmark commission has designated 3 landmark buildings. However there are many more structures with a historic plaque that qualify for landmark designation but do not have that protection today. Most of the historic landmarks with plaques are in the downtown area. Two exceptions are Petersen Farm on the northwest side of the city and the Riverside Chocolate Factory on the eastern edge of McHenry. Many more buildings are not formally recognized but retain historic character and contribute to the aesthetic quality and urban form of downtown. Prioritization of these buildings for rehabilitation and preservation will ensure that they continue contributing to the unique character of McHenry for years to come.

COMMUNITY ASSETS

Community assets are essential elements of the city that enhance health, safety, education, and happiness. **Figure 20** illustrates six types of community assets in McHenry (fire stations, hospitals, schools, libraries, parks, and police stations).

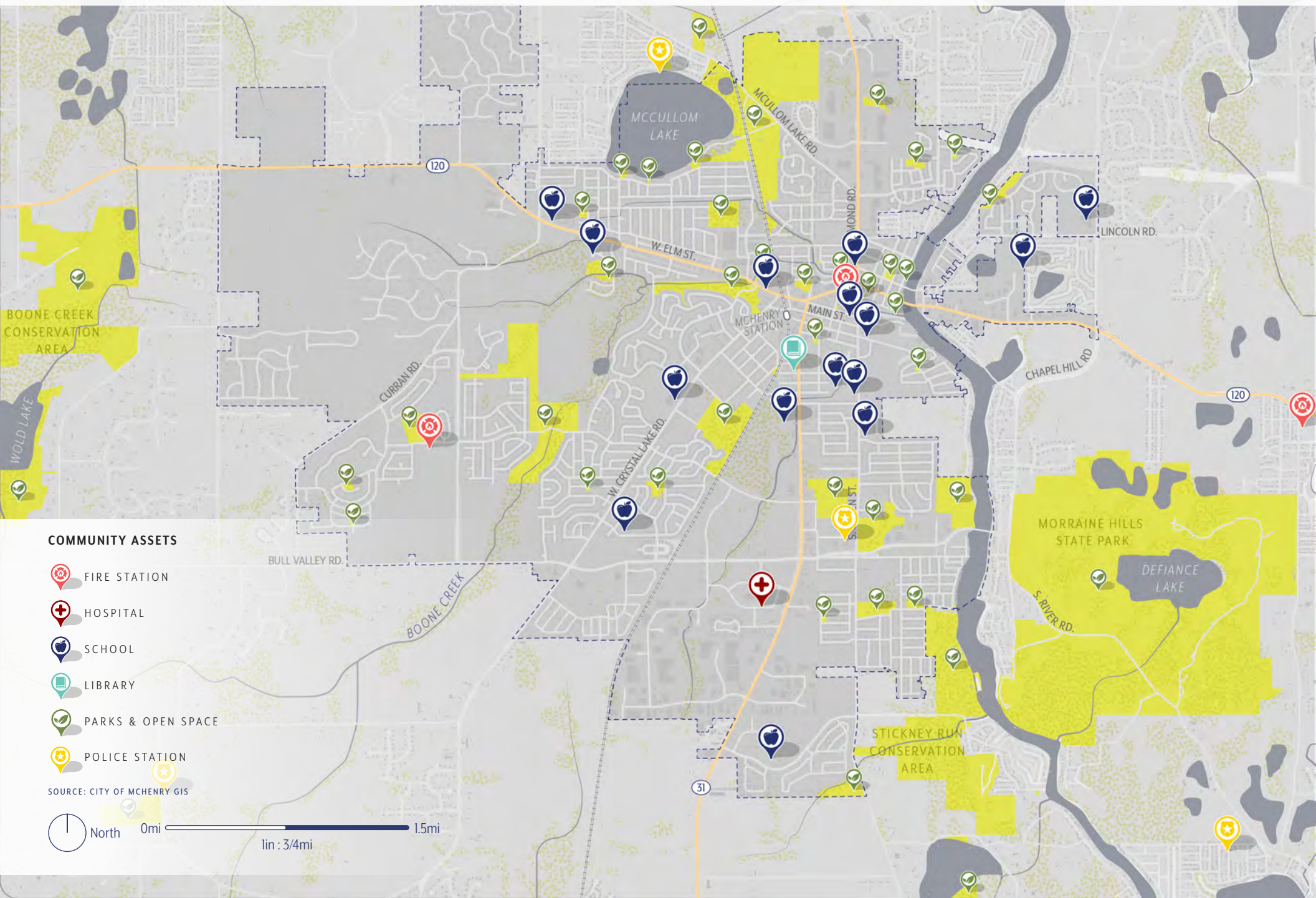
SCHOOLS

McHenry School District 15 operates eight schools in the city: five elementary schools and two middle schools. It also has a one year-round elementary school that will end at the end of the 2024-2025 school year. McHenry School District D156 operates McHenry Community High School. Nine other schools operate privately for students with special needs.

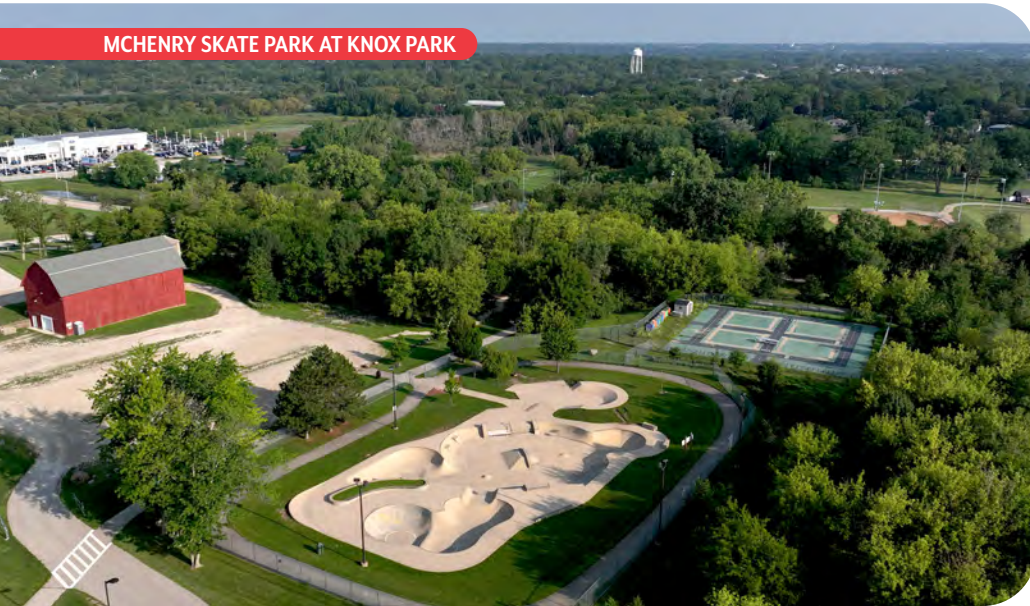
HEALTHCARE

Northwestern Medicine's McHenry Hospital is a 143-bed acute care teaching hospital located in McHenry off Route 31. The hospital specializes in cardiovascular and cancer care and is the largest employer in the city.

FIGURE 20. COMMUNITY ASSETS



MCHENRY SKATE PARK AT KNOX PARK



PARKS AND OPEN SPACE

Parks provide important spaces for recreation, healing, gathering, celebrating, and interacting with nature. Parks and open space can range from small pocket parks and playlots to city parks and regional assets such as state parks and nature preserves.

The McHenry Parks & Recreation Department manages 41 parks totaling over 589 acres of park space. State parks such as Moraine Hills and other nearby conservation areas offer outdoor recreation as well.

The 2007 McHenry Parks & Open Space Master Plan uses a standard ratio of 15 acres of city-owned active recreation space per 100 people to ensure there is an adequate amount of recreational open space in the city. The 2007 plan identified two primary concerns with the existing open space in McHenry:

- When adjusting open space calculations to exclude natural preserves that do not provide recreational access, the city falls below the 15-acres per 100 population goal.
- Due to limited recreation offerings in neighboring communities, the service area for McHenry's parks extends beyond the population within its borders.

The amount of space dedicated to active recreation is just one measure to identify the adequacy of parks and open space. Access to parks and open space is an essential component to ensuring residents are healthy and happy. As McHenry develops new land, it is essential to improve connections to existing open spaces while providing new active recreation opportunities.

COMMUNITY EVENTS AND ORGANIZATIONS

Community cohesion is an important part of a city's vibrancy, safety, and health. Opportunities to meet neighbors, celebrate together, and build social connections are often best facilitated through community events and civic organizations. These events also provide opportunities to market a city and build its reputation beyond its borders. In addition to the city's Parks & Recreation Department, groups like the Chamber of Commerce, Kiwanis Club, Rotary Club, VFW, Downtown Business Association, and many more help to create year-round programming that attract residents, builds community, and bolsters the local economy of McHenry.

VETERANS MEMORIAL PARK



DID YOU KNOW?



YEAR-ROUND COMMUNITY EVENTS IN MCHENRY



People come from all over to visit McHenry and participate in the many events that occur throughout the year.

Celebrations, fundraisers, volunteer events, athletic competitions and more boost the economy and community pride.



SOURCE: K-ADAMS PHOTO; MCHENRY CHAMBER OF COMMERCE, DOWNTOWN BUSINESS ASSOCIATION, MCHENRY KIWANIS CLUB, MCHENRY ROTARY CLUB

JANUARY	FEBRUARY	MARCH
		SHAMROCKS THE FOX FESTIVAL
APRIL	MAY	JUNE
ARBOR DAY CELEBRATION	THE SPRING SIP PEARL STREET MARKET	TASTE OF MCHENRY
JULY	AUGUST	SEPTEMBER
FIESTA DAYS MUSIC FEST DUCK DERBY ART & STREET FAIR	BANDS BREWS & BBQ	DOWNTOWN UNCORKED RISE-UP LIGHT THE NIGHT
OCTOBER	NOVEMBER	DECEMBER
FULL MOON MARKET HAUNTED HAYRIDE	HOLIDAY WALK/LIGHTS TOYS FOR TOTS PARADE TURKEY TROT	



ENVIRONMENT

McHenry's natural environment is one of its greatest strengths. Water is at the heart of the unique natural and cultural heritage of the city with the Fox River, Boone Creek, and surrounding lakes providing important ecological and recreational resources. New developments continue to reduce natural and agricultural lands and pose challenges to managing water resources. As McHenry looks to 2050, ecologically sensitive development that protects environmental resources will create a sustainable future that allows the next generation to enjoy the same environmental resources we do today.

Within the City of McHenry, the Fox River meanders into the downtown, Riverstream, and McHenry Shores neighborhoods. Significant streams within the city include Boone and Dutch Creek. McCullom Lake is present in the northern region of the city. Wetlands, floodplains, and floodways border these water resources. The city also has a high proportion of park and conservation lands. Although not within the City of McHenry, Moraine Hills State Park borders the city to the southeast. Due to the high level of ecological resources present within its boundaries, the City of McHenry should work to preserve and enhance these natural features in future development plans as the city welcomes further growth.

ENVIRONMENTALLY SENSITIVE AREAS

Wetlands are areas inundated or saturated with water at a frequency and duration to support a prevalence of vegetation typically adapted for life in saturated soil conditions under normal circumstances. The United States Army Corps of Engineers criteria for wetland determination depends on three key factors: vegetation, soil, and hydrology. An area must meet the classifications of possessing hydrophytic vegetation, hydric soil, and hydraulic conditions to be considered a wetland unless it can be proven to have significant disturbance, in which case one or two out of the three factors may be sufficient.

Wetlands are essential for water management, reducing flooding by providing water storage and infiltration, supporting water security by promoting groundwater recharge, and reducing water pollution through natural filtration. Wetlands are also one of the most productive and bio-diverse habitats, supporting a multitude of bird, fish, amphibian, shellfish, insect, and herbaceous species. There are approximately 684 acres of wetlands within the city's limits, although the presence, quantity, and quality of wetlands can only formally be determined through formal wetland delineations.

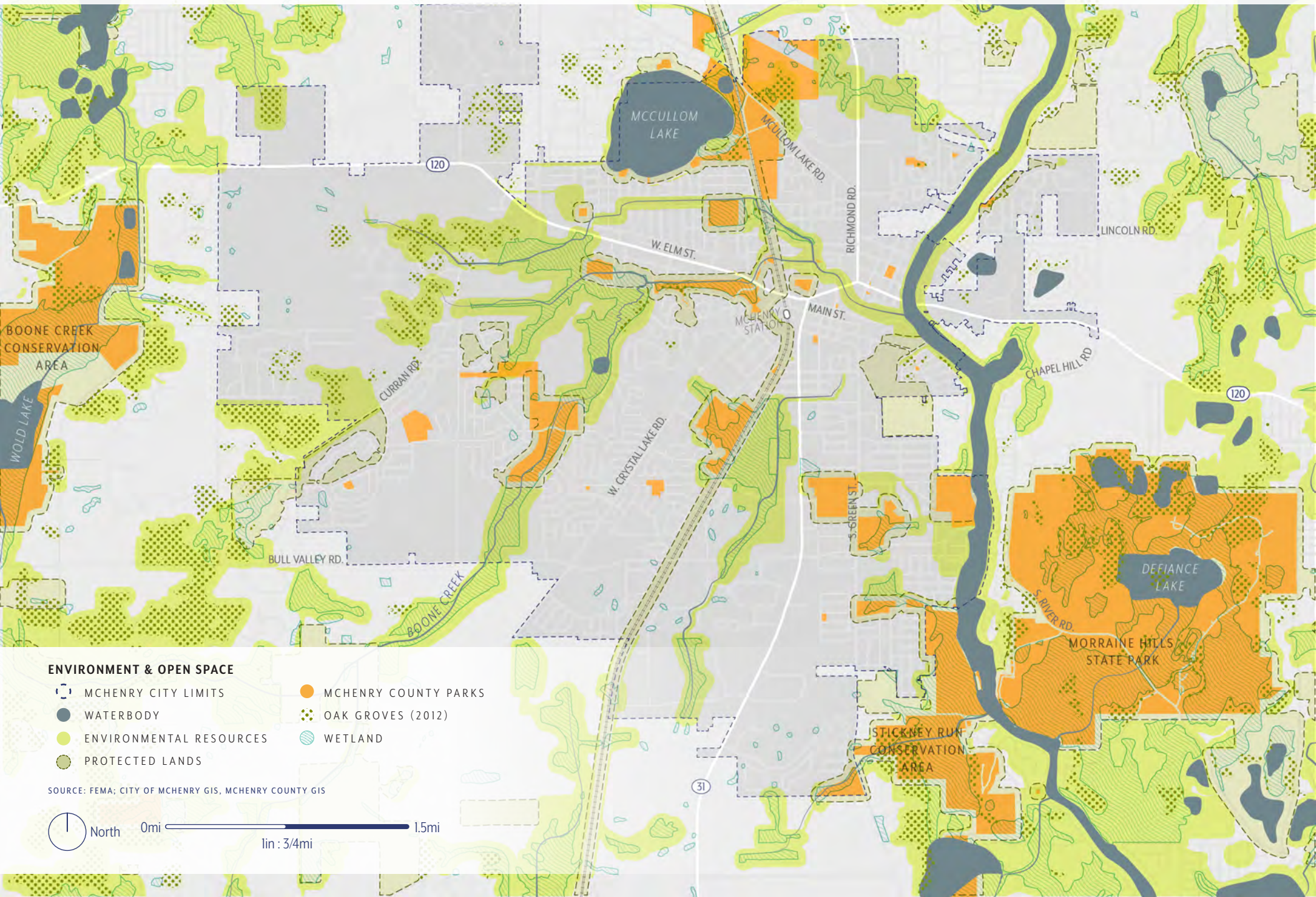
PROTECTED LANDS & ENVIRONMENTAL RESOURCES

The city has a total of 41 parks, or approximately 589 acres of land. Most of these parks are municipally owned and managed by the McHenry Parks and Recreation Department. Located in the southeastern corner of the city, Stickney Run Conservation Area is owned and managed by McHenry County Conservation District. According to McHenry County Conservation District, historic oak ecosystems exist in many locations around the city, particularly around McCullom Lake within Petersen Farm and Petersen Park as well as within McHenry Country Club, Whispering Oaks Park, and the Martin Woods and Woodcreek neighborhoods.

AGRICULTURAL AREAS & DEVELOPMENT PATTERNS

Approximately 1,817 acres of agricultural lands are within the city. They tend to exist in clusters, generally near other agricultural or open space lands and water resources. Consequently, agricultural lands tend to be further from the more developed area of the city. As the City of McHenry develops and welcomes new residents, it can be expected that agricultural lands will be converted to new land uses. During this conversion, care should be taken to preserve the nearby water resources and the species they support.

FIGURE 21. ENVIRONMENT





WHAT DOES IT MEAN?

GSI: GREEN STORMWATER INFRASTRUCTURE



Did you know managing stormwater can create a more beautiful streetscape?

Green Stormwater Infrastructure (GSI) is a term used to describe methods of collecting, managing, and filtering stormwater using plants and other natural features. Rain gardens like the one pictured above can collect rainwater for use by native plants and reduce flow into a city’s sewer infrastructure. GSI can help reduce pollution in local waterways and return water into the aquifer.

HYDROLOGY

NOTABLE WATERWAYS/HYDROLOGIC RESOURCES

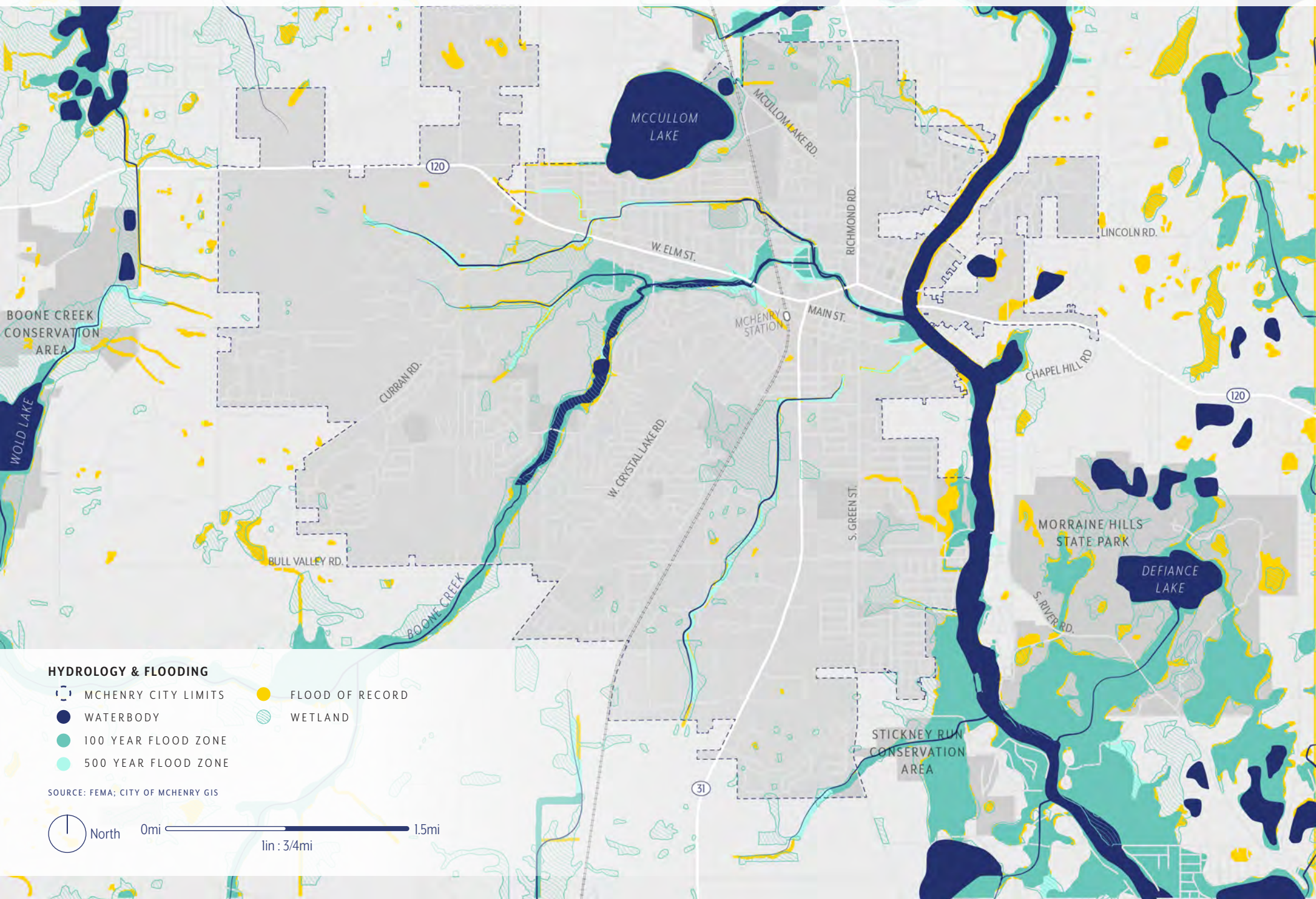
Notable waterways within the City of McHenry include the Fox River, Boone Creek, and Dutch Creek. The Fox River is a tributary to the Illinois River, originating in southeastern Wisconsin and flowing south through McHenry before joining the Illinois River in Ottawa, Illinois. Streams within the city include Boone Creek and Dutch Creek, both tributaries to the Fox River. Dutch Creek flows east through the northern region of the city and through McCullom Lake before joining the Fox River to the north of the McHenry’s city limits. Boone Creek flows northeast through the city and joins the Fox River in downtown McHenry. Due to downtown McHenry’s close proximity to these water resources, close attention should be paid to future development’s impact on water quality. Green infrastructure that manages stormwater runoff can help capture and treat water before entering into waterways. Additionally, many opportunities exist for publicly accessible ecological spaces along the river and the existing Riverwalk.

STORMWATER

The city has 186 storm sewer outfalls, which are locations where a storm drainpipe discharges stormwater runoff, usually into a water body. Additionally, there are 2,665 catch basins and 1,922 inlets within the city limits. Catch basins and inlets are both structures that allow stormwater to drain into the storm sewer system and are integral to flood prevention, especially during and after large rain events. According to the Illinois State Water Survey, annual precipitation in northeast Illinois has increased over recent decades. This trend is expected to continue within the region, especially during the summer and fall seasons.

As land is developed and new impervious areas (hard surfaces that do not allow stormwater to soak into the ground) are added, more rainwater will flow into the city’s stormwater system and enter the waterways. Increased runoff can diminish water quality and reduce groundwater supplies over time. New development should maximize stormwater management on site and prioritize the inclusion of permeable surfaces to limit runoff.

FIGURE 22. HYDROLOGY



NIPPERSINK CREEK



SOURCE: ADOBE STOCK

MCCULLOM LAKE



FLOODING CONCERNS

Approximately 602 acres of land within the city are located within a 100-year flood zone. The 100-year flood zone, also known as the floodplain, is the area that will be inundated by a flood event with a one percent chance of occurring each year. Additionally, approximately 187 acres within the city are identified as a floodway. Floodways are channels of a watercourse and their adjacent lands which must be reserved in order for the base, or 100-year flood, to discharge into. This preserves the base flood elevation so that the water surface elevation will not cumulatively increase more than a designated height. Floodways within the city include the channel and immediately adjacent lands along the Fox River and Boone Creek. Future development should avoid floodways and floodplains as much as practically possible. If development is to occur in these areas, all efforts must comply with applicable permits and regulations. Strategies to preserve water infiltration, such as limiting the use of impervious surfaces like concrete and asphalt, or the utilization of alternatives such as permeable pavement, rain gardens, and green streets, should be considered.

GROUNDWATER

The City of McHenry, like many other areas in the Chicago suburbs, depends on the Cambrian-Ordovician Aquifer System of Illinois, made up of three major sandstone aquifers: the St. Peter Sandstone, Ironton-Galesville Sandstone, and Mt. Simon Sandstone aquifers, as a primary source of drinking water. According to the Illinois State Water Survey, the continued development of the northeastern Illinois region has caused aquifer water levels to decline. An aquifer's hydraulic head, also known as the potentiometric surface, measures the water level elevation within the aquifer, indicates how much water the aquifer has available, and subsequently determines how low a pump must be set within a well in order to retrieve water. The City of McHenry currently has a potentiometric head level of around 450-600 feet above mean sea level (AMSL), making it of low relative risk compared to other developed areas in the northeastern Illinois region. However, the City of McHenry should still strive to incorporate water saving and groundwater recharging elements into plans for future development in order to preserve its water resources.



DID YOU KNOW?

MCHENRY'S WATERSHEDS

A “watershed” is an area of land that contributes water to a river, lake, or ocean. Understanding what watershed a particular piece of land is a part of is an important step in managing water quality. Ensuring land uses within that watershed are properly developed can avoid pollution and contaminants from entering waterways.

The city has a total of three watersheds -

- Flint Creek-Fox River
- Nippersink Creek
- Manitou Creek-Fox River

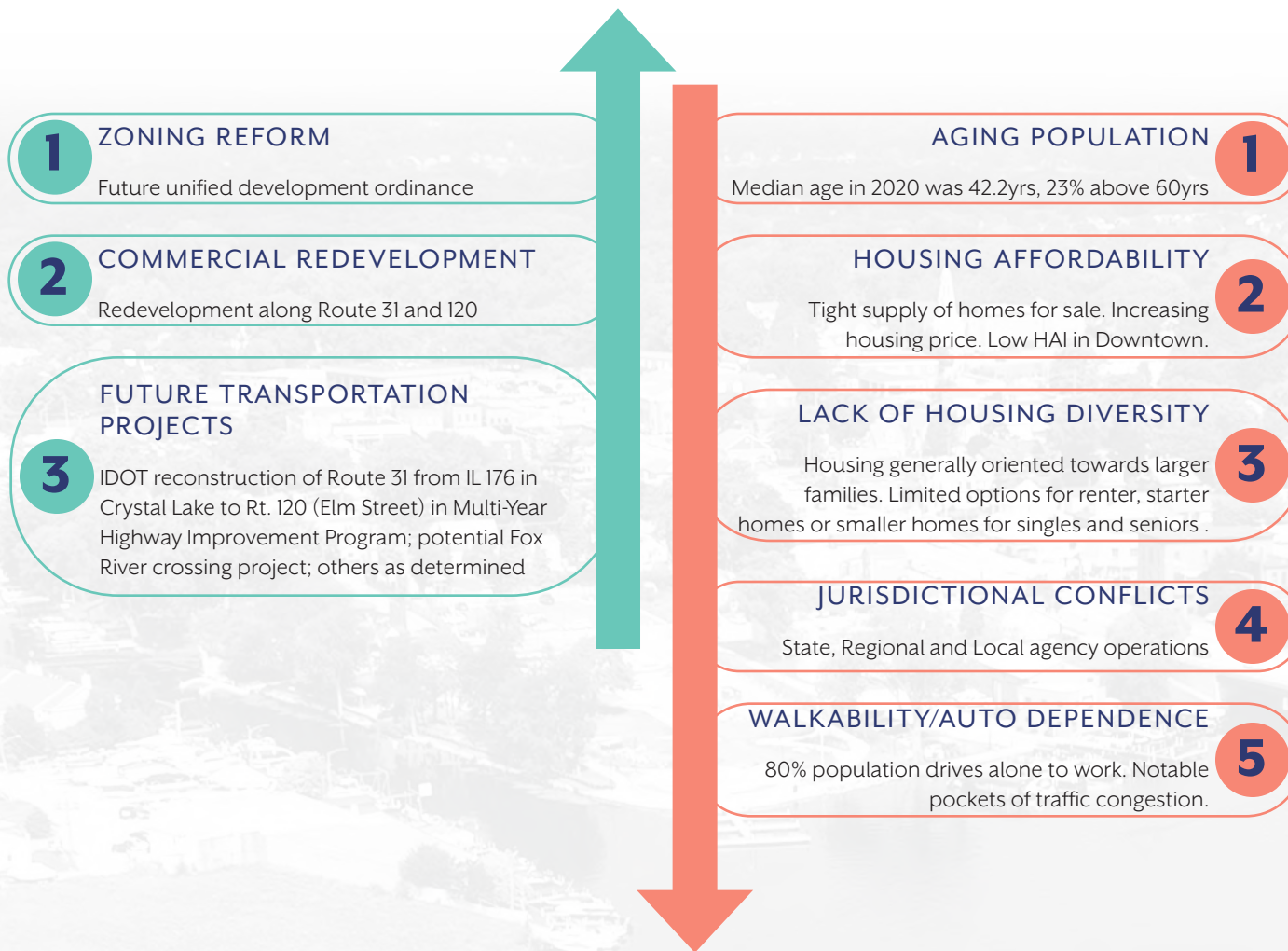
Four subwatersheds are also present within the city boundaries, which correspond to their respective larger watershed. Flint Creek-Fox River watershed takes up the majority of the city. Flint Creek-Fox River watershed's corresponding subwatersheds within McHenry are Griswold Lake and Boone Creek. Nippersink Creek watershed is located in the northwest region of the city through its subwatershed of Wonder Lake. Manitou Creek -Fox River watershed is located in a small portion in the far eastern city limits through its subwatershed Pistakee Lake.

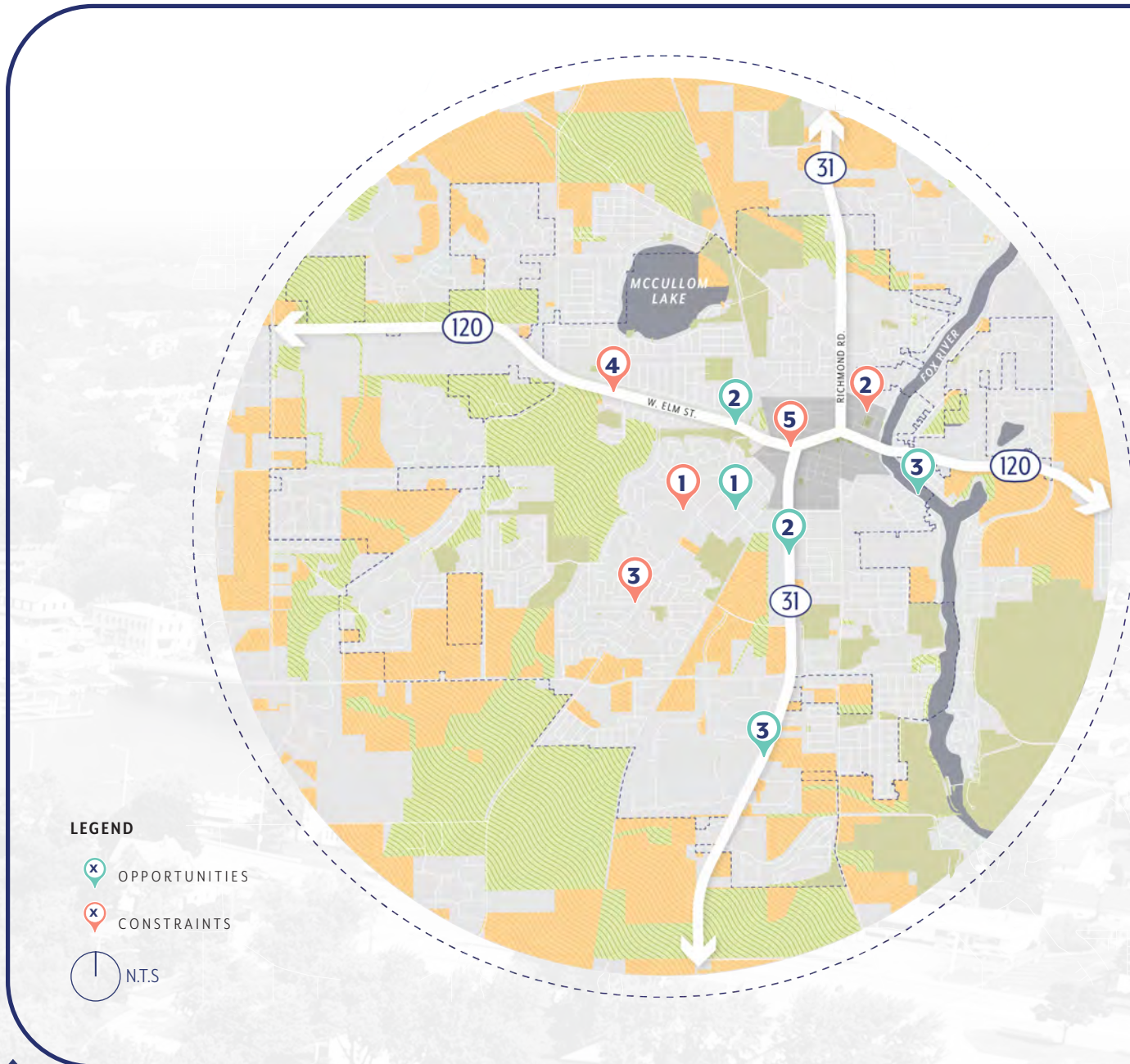


FIGURE 23. MCHENRY WATERSHEDS ANALYSIS
SOURCE: ILLINOIS DEPARTMENT OF NATURAL RESOURCES GIS



OPPORTUNITIES & CONSTRAINTS





LEGEND

- OPPORTUNITIES
- CONSTRAINTS
- N.T.S.



ROUTE 31 RE-DEVELOPMENT POTENTIAL



AUTO-DEPENDENCE



RIVERWALK

FIGURE 24. OPPORTUNITIES & CONSTRAINTS MAP



COMMUNITY ENGAGEMENT



WHERE WE WERE

AUGUST 2023 EVENTS

FARMERS MARKET

- 📅 Thursday, August 17th, 2023
- 🕒 4:00pm - 7:00pm
- 📍 Veteran's Memorial Park

CONCERT IN THE PARK

- 📅 Thursday, August 17th, 2023
- 🕒 7:00pm - 8:30pm
- 📍 Veteran's Memorial Park

DOWNTOWN MERCHANTS

- 📅 Friday, August 18th, 2023
- 🕒 9:30am - 11:30am
- 📍 (Multiple Locations)

BLUES, BREWS, & BBQ

- 📅 Friday, August 18th, 2023
- 🕒 4:30pm - 9:00pm
- 📍 Petersen Park

Intercept Surveys

- 📅 Saturday, August 19th, 2023
- 🕒 3:30pm - 7:00pm
- 📍 Petersen Park

INTERCEPT SURVEYS

- 📅 Saturday, August 19th, 2023
- 🕒 9:00am - 11:30am
- 📍 Home Depot

SEPTEMBER 2023 EVENTS

MCHENRY HIGH SCHOOL - STUDENT SESSION

- 📅 Friday, September 8th, 2023
- 🕒 10:30am - 2:00pm
- 📍 McHenry High School

DOWNTOWN UNCORKED

- 📅 Saturday, September 9th, 2023
- 🕒 12:00pm - 4:00pm
- 📍 Veteran's Memorial Park

INTERCEPT SURVEYS

- 📅 Saturday, September 9th, 2023
- 🕒 4:00am - 6:30pm
- 📍 VFW Baseball Fields

NOVEMBER 2023 EVENTS

DESIGN WORKSHOP

- 📅 Tuesday, November 28th - 30th, 2023
- 🕒 5:30pm - 7:30pm
- 📍 333 S. Green Street, McHenry, IL

MARCH 2024 EVENTS

MCHENRY HIGH SCHOOL - STUDENT SESSION

- 📅 Friday, March 15th, 2024
- 🕒 1:00pm - 3:30pm
- 📍 McHenry High School

SHAM-ROCKS THE FOX

- 📅 Saturday, March 16th, 2024
- 🕒 10:00am - 4:00pm
- 📍 Miller Point at McHenry Riverwalk

MAY 2024 EVENTS

IMPLEMENTATION WORKSHOP

- 📅 Monday, May 13th, 2024
- 🕒 6:00pm - 8:00pm
- 📍 333 S. Green Street, McHenry, IL

JULY 2024 EVENTS

ART WALK

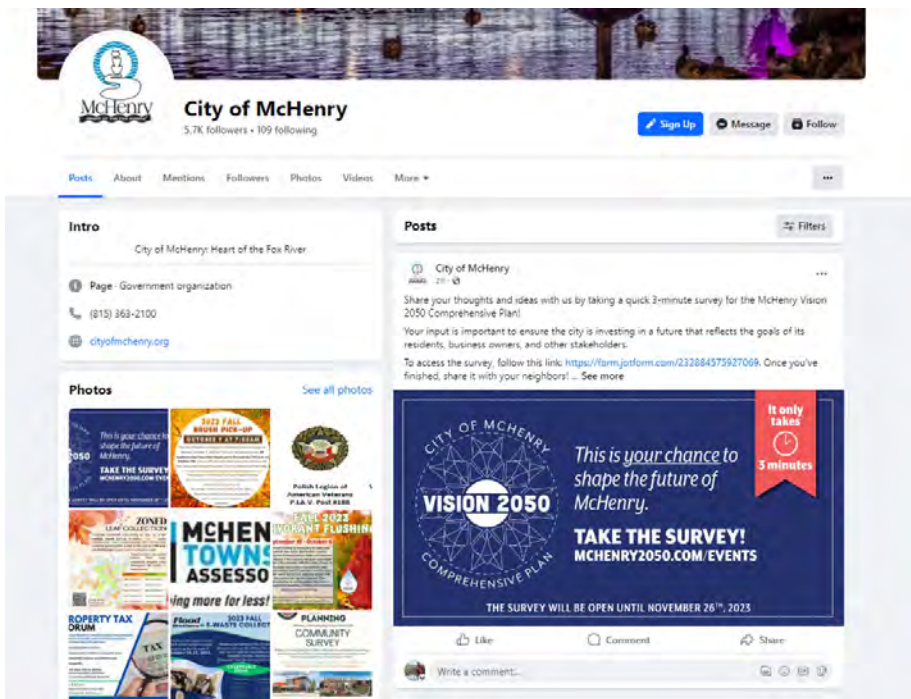
- 📅 Saturday, July 20th, 2024
- 🕒 9:00am - 4:00pm
- 📍 3400 Pearl Street, McHenry, IL

McHenry Vision 2050 Comprehensive Plan has been developed through extensive community engagement. To ensure that as many voices as possible were heard, the project team engaged with the community at multiple touch points throughout the planning process.

To get the word out, the project team used web/social media announcements, flyers, signs and posters around the city, and nickle blast and press coverage in Northwest Herald. The team presented at community events, project specific meetings, targeted outreach events, and through digital/online engagements. The project team also conducted a design workshop to develop site plan concepts for catalyst areas around the city to be used as reference by property owners and developers seeking to build in the city. A stakeholder workshop was also conducted to develop implementation strategies.

Additionally, a project website was established as a one-stop-shop for news, project updates and event announcements: mchenry2050.com.

This section provides a summary of the feedback collected at the various engagement events. The inputs received have been used to develop the community supported vision, goals and strategies to guide development and investment throughout the city, as presented in subsequent chapters.



Do you have an idea on how to improve opportunity sites around McHenry?

Join us at **City Hall** for a collaborative **community workshop!**

Refreshments Will Be Provided

NIGHT #1	NIGHT #2	NIGHT #3
November 28th 5:30pm - 7:30pm	November 29th 5:30pm - 7:30pm	November 30th 5:30pm - 7:30pm
333 S. Green Street, McHenry, IL	333 S. Green Street, McHenry, IL	333 S. Green Street, McHenry, IL

Share your ideas with the Vision 2050 team and help us design concepts to guide future development around McHenry.

FOR MORE INFORMATION VISIT THE PROJECT WEBSITE AT **MCHENRY2050.COM/EVENTS**

FIGURE 25. TIMELINE & PUBLIC OUTREACH SNAP SHOTS



AUGUST 2023 EVENTS – WHAT WE HEARD



In August 2023, the project team had multiple touch points with residents, business owners and public across the city. Residents were happy with the way the city and downtown have been evolving and are excited to see new development occurring. Participants were particularly excited about the continued development of Miller Point and the riverwalk. Parking challenges and concerns about growing traffic were consistently brought up when discussing new residential and commercial development, particularly in downtown. Common topics are below.

MOBILITY

Members of the community consistently remarked on citywide mobility challenges. At each engagement event folks mentioned dangerous street crossings, a general lack of sidewalks along busy streets, and limited ability to travel around without a car. There was a particular focus on the need for safe pedestrian crossings and bikeways. Multiple residents shared a desire for the ability to get around via golf carts.



Many residents mentioned their frequent travel to Crystal Lake for shopping and access to Metra service to Chicago. There were multiple instances where folks did not know McHenry had a Metra stop, and many others expressed a desire for more frequent service from McHenry to Chicago. When prompted, folks showed interest in the ability to use Metra service for travel between neighboring communities similar to Crystal Lake.

VACANT LAND & REDEVELOPMENT

A lot of feedback was provided lamenting the loss of retailers along Il Rt. 31 such as Kmart, Walmart, and Target. Residents were concerned about the vacant storefronts and proliferation of self-storage facilities in former shopping areas. These areas were identified as opportunities for new mixed-use development, and there were multiple comments about making these more walkable and pedestrian friendly developments.



DOWNTOWN DEVELOPMENT

Residents and downtown business owners were generally happy with the continued development of Green Street and Riverside Drive as downtown destinations. The need for investment in Main Street from Il Rt. 31 to the Metra station was a common

response and many folks think the area has great potential for shopping and entertainment in the Downtown area.

COMMON THEMES FROM CONVERSATIONS

- Better walking and biking infrastructure connecting downtown to outer neighborhoods is needed. Connections to and between Prairie Trail and the Riverwalk could create a more robust off-street network.
- People are walking and biking in dangerous conditions and there is a concern about access to schools, local businesses, and other destinations for folks without a car or the ability to drive.
- Access to alternative modes of transportation to relieve congestion and burden on parking, especially around major events and weekends. Ideas such as a downtown trolley or golf-cart circulator were mentioned.
- Shared/municipal parking should be included in new developments downtown to accommodate for increase in downtown visitors. This was mentioned multiple times during discussion of the property located between Elm Street, Green Street, and Boone Creek.
- Need to invest in areas on downtown periphery such as Main St. and Riverside Dr. downtown to make it a cohesive district rather than isolated strips. Street festivals and summer activities could be more dispersed to bring attention and investment to different areas of downtown.
- Better upkeep and investment in public parks and open spaces. Opportunities to include local art and creative displays could draw attraction to underutilized parks.
- Year round programming should be considered. Opportunities should be explored to attract visitors in colder months with activities such as an ice skating rink or holiday village.
- A major theme was the need for housing that is attainable for seniors, singles, and young families.
- Opportunities for existing businesses to access funding for improvements would help improve more established and historic business corridors.
- Preservation of and investment in historic buildings.



We asked you to tell us where to invest!

Participants were given a bag of 10 coins and asked to think about where they'd focus investment if they were in charge.

- They could spread their investment any way they liked.
- They were allowed to give more than one coin if they considered investment in that topic a priority.
- They were told to not give any coins if investment in that topic was the least important to them.

WHERE WOULD YOU INVEST IN MCHENRY?



AUGUST ENGAGEMENT ACTIVITY



Think about it....

If you were the mayor for a day, where would you focus investment?

Coin Results:

	Downtown Redevelopment	125 coins
	More Types of Housing	36 coins
	Economic Development	70 coins
	Walking & Biking Infrastructure	85 coins



SEPTEMBER 2023 EVENTS – WHAT WE HEARD

DOWNTOWN UNCORKED

On Saturday, September 9th, the project team set up a booth at Neumann Park on Green Street during the Downtown Uncorked event. Between noon and 4:00pm there were approximately 250 passersby who stopped at the booth and shared their thoughts and ideas for the future of McHenry. While many of those we conversed with were from McHenry, many were visiting from around the region and shared what draws them to Downtown McHenry. Some common themes from these conversations are below.

- o **Downtown McHenry is a charming and vibrant location that draw shoppers, diners, and entertainment seekers from many surrounding communities.**

Participants came from as far away as Kenosha, Wisconsin to attend Downtown Uncorked. Many folks were familiar with McHenry as a location they frequent and have enjoyed watching it prosper over the past 5 years. Celebrations and special events are common draws for visitors and residents alike. Many have family here or find that it is a convenient spot to rendezvous with friends and family in surrounding communities.

- o **The growth of downtown and the riverwalk have been great developments.** Participants heaped praise on the evolution of downtown McHenry. The riverwalk, new shops and restaurants, and Miller Point were common points of pride and optimism. Multiple residents mentioned the need to connect McHenry’s “three downtowns” and the particular need for investment in Main Street. When discussing Main Street there was often surprise expressed at the difference between that area and Green St./Riverside. Some participants did not even know there was Metra service, and many expressed their desire for more frequent and useful train service. Nearly every conversation about downtown growth led to concerns about parking and accessibility. Generally, people who lived in McHenry and nearby were open to a multi-modal approach that created better walking and biking connections to downtown to alleviate the need to travel by car.



WHERE WOULD YOU INVEST IN MCHENRY?

SEPTEMBER ENGAGEMENT ACTIVITY



Think about it....

If you were the mayor for a day, where would you focus investment?

Coin Results:



Downtown Redevelopment **136 coins**



More Types of Housing **31 coins**



Economic Development **129 coins**



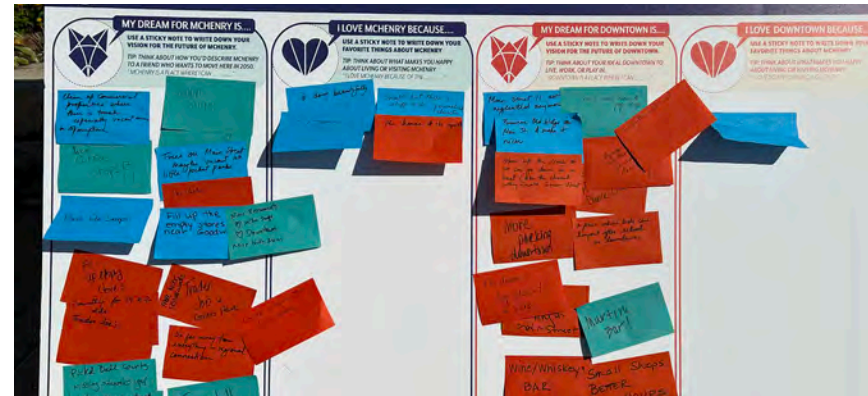
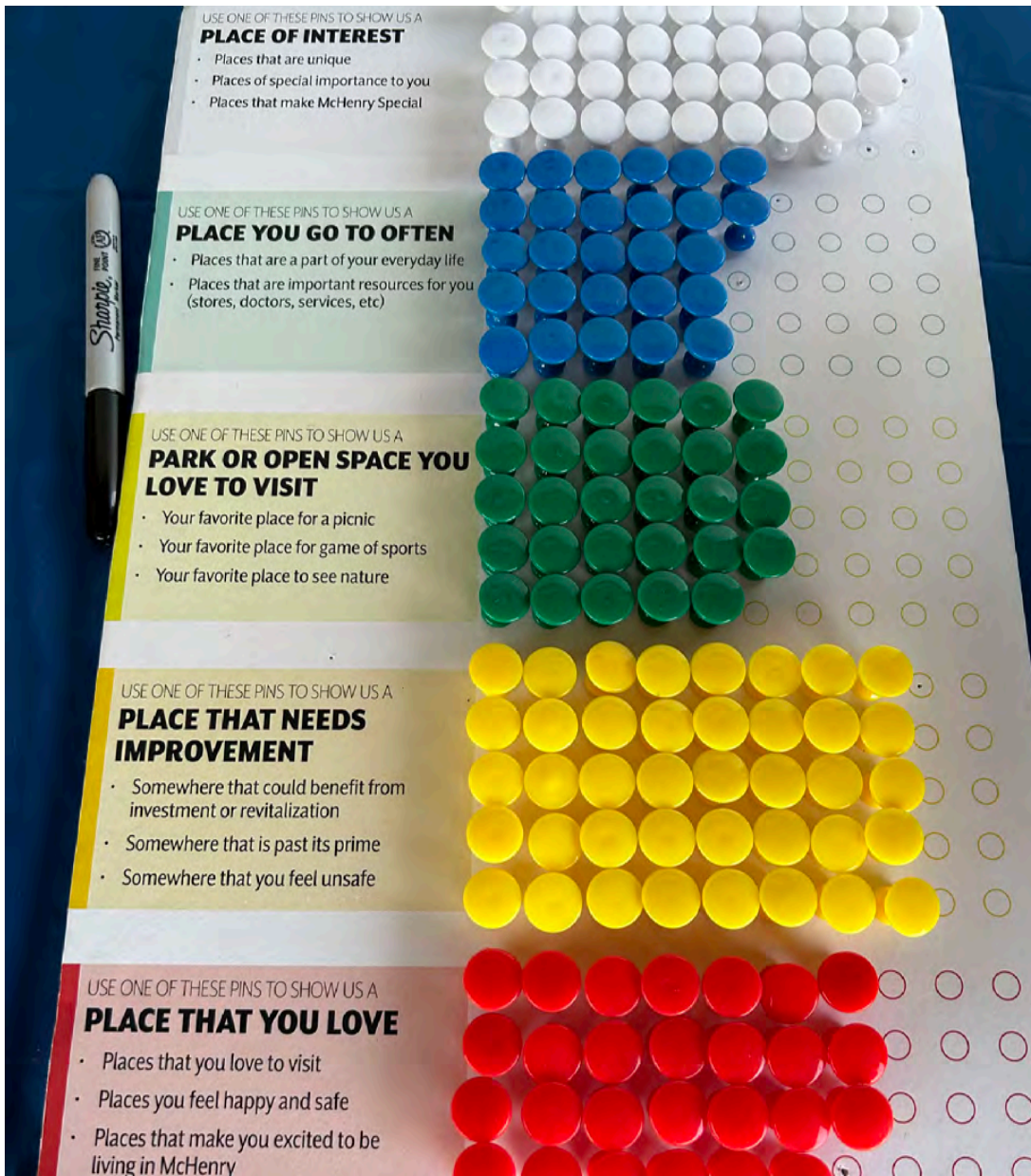
Walking & Biking Infrastructure **131 coins**



Grab a Bag of 10 Coins

Think about where you'd focus investment if you were in charge.

- You can spread your investment any way you'd like.
- Give more than one coin if you consider investment in that topic a priority.
- Don't give any if you think it's the least important.





Let's Talk About McHenry!

This plan will build a set of recommendations, goals, and strategies to guide planning and investment in McHenry for the next 25+ years!

The plan will result in recommendations for:

- Community Development
- Infrastructure Development
- Economic Development

TAKE A LOOK AT THE MAP AND SHOW US YOUR FAVORITE SPOTS!

- Use a push pin to show us places that you think are special or that could use improvement.
- Have a thought? Write it on a sticky note and place it on the map!

INTERACTIVE SESSION AT MCHENRY HIGH SCHOOL

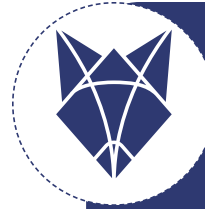
On Friday, September 8th, the project team presented to three high school government classes and collected feedback from students about their vision for McHenry. The team began with a brief overview on city planning, the role of a city planner, and the purpose of a comprehensive plan. Students generally were unfamiliar with these concepts when first asked, and the lesson helped frame the conversation that followed. There were a few common themes across the three classes (about 75 students in total) that came up.

- **The need for roadway improvements.** Students remarked that biking around town and across many intersections feels unsafe. Crystal Lake Road is very congested before and after school and a headache to navigate by car, and it feels unsafe to cross on foot or bike.
- **A lack of age-appropriate activities, particularly downtown.** There was a general consensus that there is a lack of options for entertainment or hanging out around McHenry, and particularly downtown. The only nearby movie theatre, the McHenry Outdoor Theatre, is seasonal and most of the downtown options are bars and restaurants that cater to adults. There was also mention that most opportunities for sports are outdoors and there are few wintertime activities
- **McHenry doesn't have the food offerings neighboring towns and cities provide.** There was a lively conversation about the lack of major fast food chains such as Raising Canes and Chick-Fil-A. Students also talked about the lack of diversity in options for food in the downtown and a desire for a wider variety of food offerings.

When asked whether students wanted to stay in McHenry or return in the future after high school, there was neither a refusal nor excitement to return. Generally, McHenry was identified as a good place to live, but lacking major attractions that cater to a young population.

MAP EXERCISE

When asked to identify the locations of areas of interest on the map of McHenry and downtown, many students identified areas they disliked driving. While some reasons were from a desire to drive at higher speeds, most were areas they felt unsafe or experience dangerous or frustrating experiences. Besides Crystal Lake Road, there were multiple students who identified Elm Street (downtown) and the intersection of Veterans Parkway at IL-31 as key problem areas.



COMMON THEMES ALL CONVERSATIONS

- **A need for greater diversity of dining and entertainment downtown (cafes, ethnic food offerings, non-alcohol focused establishments)**
- **Entertainment options for kids and young adults (youth oriented events, pools, waterparks, indoor entertainment centers, movie theatres, etc.) under 21**
- **Indoor/climate controlled sports and recreation (walking/running tracks, swimming, pickleball, football, batting cages, weight lifting) facility**
- **Walking and biking infrastructure (connections between existing trails, connections downtown, places for seniors to walk)**
- **Continuing to host events and celebrations that attract visitors and community members**
- **Filling in vacant store fronts and building off the momentum for downtown development**
- **Supporting local businesses**
- **Investing in areas that haven't seen recent improvements, notably Main Street and the west side of town**





NOVEMBER 2023 EVENT - DESIGN WORKSHOP

The project team conducted a public design workshop (also known as a charrette) the week of November 27, 2023 to develop site plan concepts for key areas that can act as catalysts and spur development around the city. The purpose of this workshop was to produce conceptual site designs that would illustrate community priorities. The resulting designs will be used as reference for property owners and developers who are seeking to build in McHenry. Six different sites were selected to determine the development possibilities and styles that the community would like to see in McHenry. The designs developed during this charrette will guide not just these specific sites but will be used to guide development on sites with similar characteristics across the city.

PROCESS

The city advertised the workshop throughout November 2023 and then held workshop events in its last week. Key city officials and stakeholders provided feedback during daytime sessions, and public participants reviewed design iterations and provided feedback during the three evening sessions.

Building upon the key elements of the existing urban fabric and informed by community priorities, a citywide land development framework provided the character areas



with land use strategy and defined spatial qualities. Please refer to **Chapter 3, Recommendation, Figure 27 - 28** for framework details.

The workshop focused on six sites that represent different types of developable areas. They were selected to provide a template of ideas that can be applied to sites all over the city based on their context. The concepts produced can be marketed to attract developers and business to invest in McHenry. They will also help establish specific criteria and transparent process to award public funds for private developments, helping build trust amongst both residents and the business community.

KEY CONSIDERATIONS & DESIGN APPROACH PER CONTEXT:

Downtown Mixed use: Downtown McHenry is a major economic driver in the city. Residents and visitors identify its walkability, numerous shops and restaurants, and public open spaces as main attractions. An increase in residential population is critical to downtown's continued vibrancy and economic potential.

Future developments should feature higher densities, mix of uses, housing diversity with townhomes, missing middle, and multi-family, and open spaces as plazas, smaller outdoor gathering spaces, and recreational walkways connecting to McHenry Riverwalk and other parks and trails.

Employment Center: McHenry has a strong local market with small scale industrial operations and commercial enterprises, typically located in clusters to benefit from shared infrastructure and transportation needs.



Future developments should feature commercial, industrial, manufacturing or mix uses, but not residential. Similar uses shall be placed in proximity and connect with existing employment centers. Recreational open spaces shall provide a buffer between neighboring residential areas.

Mixed use commercial/sub-urban retrofit: McHenry has multiple sites that have been impacted by these national trends and resulted in many storage facilities, vacant storefronts, and large paved areas of unused parking lots. We heard from many residents the desire for these sites to become something more vibrant and better integrated into surrounding neighborhoods.

Future developments should feature mix of uses that retrofit existing shopping centers with multi-family residential, walkable retail, and open spaces for community gatherings, outdoor seating and dining.

Neighborhood Commercial Corridor: McHenry has many older commercial strips in need of investment, such as along the far eastern and western portions of Route 120. These areas provide much needed services locally. However, in many buildings are in disrepair, and pedestrian access is limited if available at all.

Future developments should feature predominantly commercial uses along with mixed use residential or industrial. Building improvements, enhanced public realm, and consolidated parking lots can help revitalize them.

Walkable Residential: Some of the biggest challenges identified by residents are lack of walking paths and the difficulty finding a starter home or a place to downsize in McHenry near friends and family.

Future developments should feature residential with walkable neighborhood commercial services, diversity of housing ranging from starter homes, to multi-family homes where appropriate, and open spaces such as parks, playgrounds, trails and undisturbed natural areas. They should allow for multi-generational living, promote healthy lifestyle, and enhance historic character.

Conservation Residential Development: We heard that McHenry’s rural character and “small town feel” is one of its greatest assets, and the desire for better walking and biking infrastructure.

Future developments may feature mix of uses or be all residential, include a diversity of housing, and allocate portion of property to natural land and ecological restoration. They should provide a McHenry’s historic traditional walkable neighborhood feel.

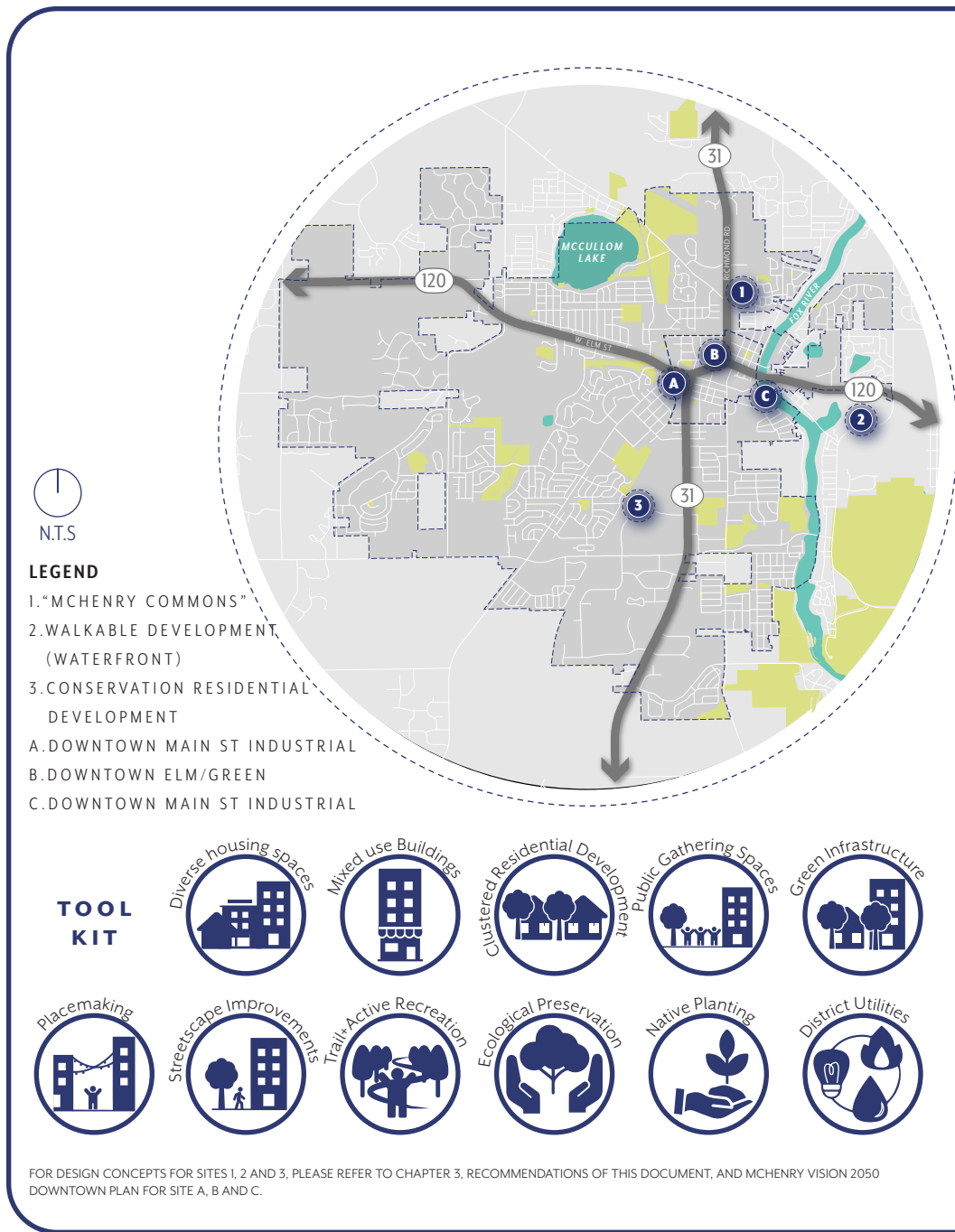


FIGURE 26. DESIGN WORKSHOP SITES



MAY 2024 EVENT - IMPLEMENTATION WORKSHOP



The project team conducted an implementation workshop on Monday, May 13, 2024 to develop implementation actions for the recommended strategies for the City of McHenry. The purpose of the workshop was to help the project team understand what it would take to implement proposed recommendations in the Vision 2050 Plan. Public and private sector decision makers including, council members, city departments directors, representatives from METRA and IDOT, and representatives from the development and environmental communities were in attendance. The participants worked together to determine the priorities and champions for each of the recommended strategies while taking into account market, financial, and policy realities.

PROCESS

Public and private sector decision makers were invited. The workshop began with a presentation from the project team. This was followed by a dot voting exercise where the participants were given six dots to distribute on boards that showed twelve strategies for the comprehensive plan. The votes received enabled the project team to determine investment priorities. The participants also discussed specific gaps and actions needed to achieve the recommended strategies.



What we asked:

- What needs to happen?
- What do we already have?
- Would you budget or spend funds on this in the next 5 years?



Top Voted Strategy:

Develop additional trail connections and Riverwalk segments to create a continuous trail network throughout the City of McHenry.

IDENTIFIED PRIORITIES & ACTIONS:

- **Continuous trail network:** Create trail connections, inter-governmental agreements, safe crossings, updated plan, funding source.
- **Redevelopment of vacant shopping centers:** Use Tax Incremental Financing (TIF), analyze community needs, promote multi-modal transportation, reduce parking ratios, create more foot retail, landscape and public realm standards, develop walkable McHenry, solicit sales plan.
- **Diverse housing stock:** Add variety of housing types.
- **Upgrade existing infrastructure:** Make Crystal Lake right-of-way (ROW) 4 lanes, improve signage for cyclists and add bike lanes, add subdivisions, conduct traffic studies on Crystal Lake, Bull Valley, and McCullom Lake roadways, provide traffic control signals to improve safety, discourage through passages, provide overhead pedestrian crossing, change habits.
- **Strategic catalyst developments:** Increase density, provide shuttle service and sensible parking, provide community amenities - movie theater.
- **Protection, restoration and expansion of sensitive sites and open spaces:** Partnerships, conservation easements in developments, long-term maintenance plan for Boone Creek, prioritize environment and people.
- **Recreational avenues for younger residents:** conduct survey, communicate with school districts, identify and create facilities, movie theater, re-purpose existing community spaces and revitalize vacant spaces, cluster amenities for kids and parents, provide free options that are family friendly, create safe connections to venues for children to commute on their own, develop bike master plan.
- **Citywide land development framework:** Research railroad, create buffer around employment centers, identify opportunities outside city limits, review potential for annexations.



EXIT





CHAPTER

03

RECOMMENDATIONS



LOOKING TOWARDS 2050

Recommendations provide the broad picture of how to achieve the envisioned future of McHenry. It lays out the vision, desired outcomes and goals that emerged as the direct result of existing conditions analysis, and community and stakeholder engagements. Citywide frameworks for land development and mobility are a major component of the McHenry Vision 2050 Comprehensive Plan recommendations. Further, specific strategies and action steps are identified to achieve each of the goals. They are supported by select catalyst development concepts that can be planned and designed to cause a corresponding and complementary development reaction on surrounding properties.



SOURCE: ADOBE STOCK

VISION

MCHENRY IN 2050 WILL BE A VIBRANT CITY AND DESTINATION FOR FAMILIES AND INDIVIDUALS OF ALL TYPES. IT WILL BE A PLACE WHERE BUSINESSES CHOOSE TO LOCATE AND ANYONE CAN ACCESS THEIR DAILY NEEDS BY BIKE OR ON FOOT. GREEN SPACE WILL BE CONNECTED WITH TRAILS, AND EACH PART OF THE CITY WILL HAVE ACCESS TO SHOPPING AND LOCAL SERVICES.

THE DESIRED OUTCOMES

These desired outcomes illustrate the main aspirations of the comprehensive plan. Developed with community inputs, they represent the community's priorities.

SMALL TOWN CHARACTER

McHenry respects its small-town legacy but is also agile for continued growth. In the year 2050, McHenry will have a reputation in the region for being serious about preserving this legacy. People that wish to live in an environment that provides the experience of a small-town but with access to urban amenities within drivable distance will choose McHenry as their home.

MULTI-GENERATIONAL

People of McHenry take pride and comfort in this community. In year 2050, McHenry will provide a wide variety of opportunities to live, work and play that appeal to a full range of ages. There will be options in housing for people to age-in-place, and local and regionally accessible job opportunities. There will be choices in shopping, dining and entertainment from unique local eateries and retail to popular chains, and active and passive recreational avenues for all age groups.

FAMILY-ORIENTED

McHenry will balance its growth with a commitment to vibrant public amenities. In the year 2050, families in McHenry will enjoy a wide variety of attainable housing choices, high-quality public schools, affordable entertainment downtown, indoor sports such as track and swimming pool, and mixed-use developments with public plazas to neighborhood parks.

CONNECTED

McHenry's transportation network will serve people and place first instead of cars. In the year 2050, the city will have a robust multi-modal system with high quality walking, biking, transit, automobile and freight connections. The streets will be contextually sensitive to the physical environment and people's needs.

FISCALLY RESPONSIBLE

McHenry values high-quality development for residents and businesses. In the year 2050, it will have sustainable property values and a diversified tax base.

GOALS

Building on the desired outcomes, goals provide a framework and strategic direction to guide future developments.



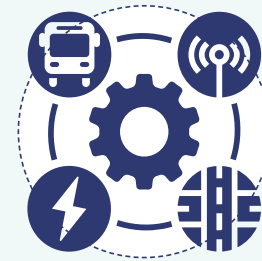
GOAL 1: SUSTAINABLE GROWTH

Ensure a balanced growth that is environmentally and fiscally sound, reduces fragmentation and sprawl, and prioritizes the preservation, conservation and restoration of natural systems. Cherish and enhance the uniqueness and small-town character. Be a home to people of all ages, abilities, household types and income levels while fostering a sense of community.



GOAL 2: ECONOMIC RESILIENCE

Plan development initiatives and investments that strengthen community's economic capacity and capability to withstand uncertainties. Support unique local businesses and context-sensitive big box retail in appropriate locations. Promote activities that will increase entrepreneurship and tax revenues in the city.



GOAL 3: INFRASTRUCTURE & FISCAL SUSTAINABILITY

Make smart investments that maximize use of existing infrastructure and provide sufficient resources for long-term maintenance, repairs, and replacement.



CITYWIDE LAND DEVELOPMENT FRAMEWORK

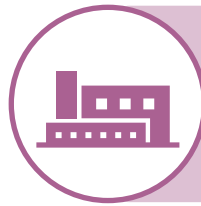
McHenry Vision 2050 is based on an integrated approach towards future development. This Land Development Framework has been created through the evaluation of existing land uses, their susceptibility to change, and development trends.

The framework includes character area definitions and future land use map. It holistically informs land use, development pattern and quality of urban form for each character area in designated locations. It provides guidance for the type of development that is context sensitive to features and priorities of McHenry. It will ensure that areas such as Downtown remain walkable and vibrant, and more rural areas preserve their low-density development patterns and natural heritage.



DOWNTOWN MIXED USE

This area encompasses McHenry’s vibrant and walkable downtown. Neighborhood **retail, multi-family residential, public open space, and destination development** are all appropriate here.



EMPLOYMENT CENTER

This area has concentrated **industrial and commercial** development. These are important areas for **local employment** and should be accessible to workers who walk, bike, drive, or take transit.



MIXED-USE COMMERCIAL/SUBURBAN RETROFIT

These areas are typically home to strip malls and former big box stores. These represent an opportunity to create new retail, housing, and public spaces that are walkable and easily accessible to adjacent neighborhoods.



NEIGHBORHOOD COMMERCIAL CORRIDOR

These are areas along McHenry’s state highways with concentrated commercial development. Typically these have older buildings and smaller parking lots. These should remain **commercial** but may be enhanced with improved site landscaping, sidewalks, and mixed uses especially housing above retail and other missing middle residential when appropriate.



WALKABLE RESIDENTIAL DEVELOPMENT

These areas represent older and historic neighborhoods that should remain mostly **residential**. Generally, single family homes are appropriate here and they should be connected with sidewalks, safe streets, and bike routes where possible. Downtown walkable residential features smaller lot sizes and may have more homes with multiple units.

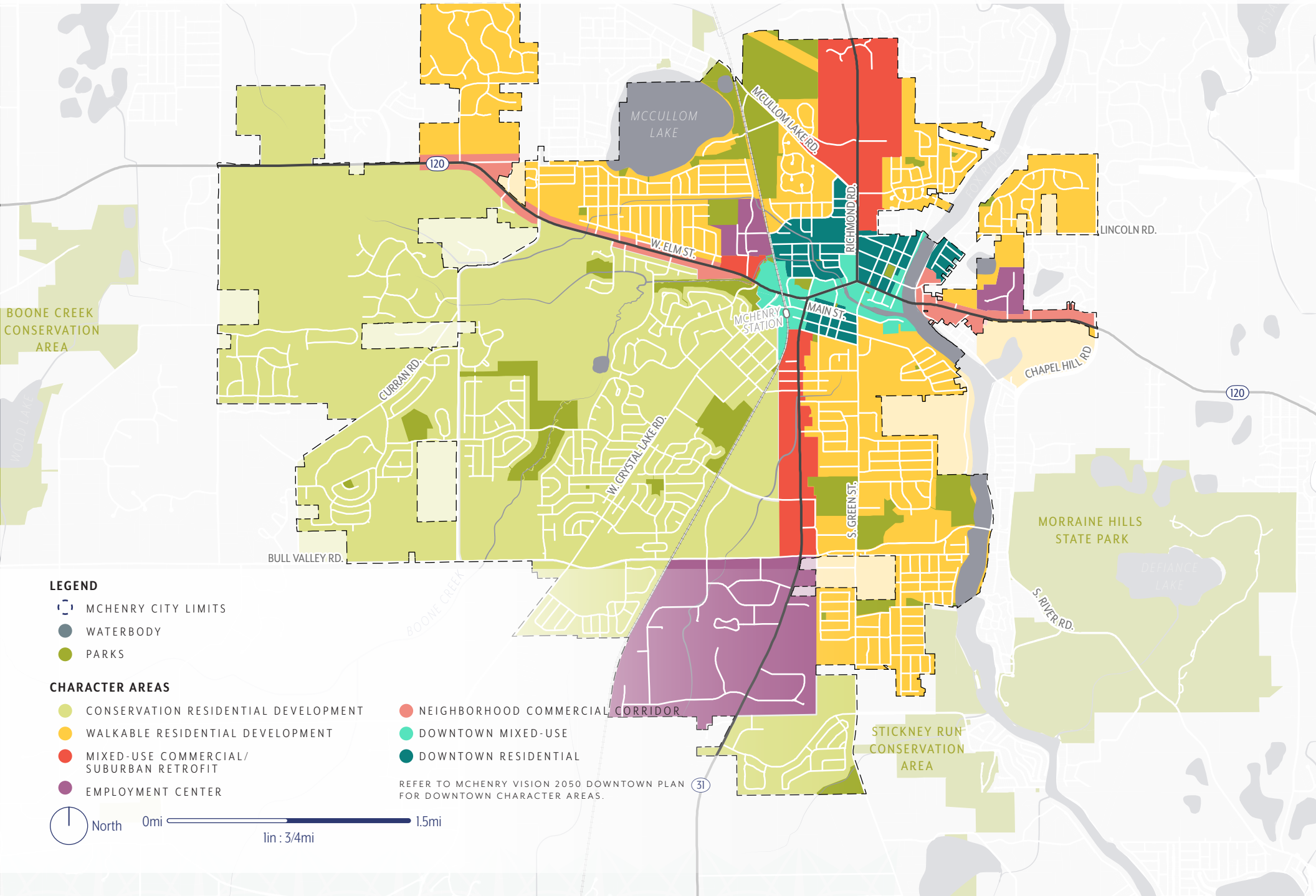


CONSERVATION RESIDENTIAL DEVELOPMENT

These areas feature larger **residential** lots and are important to maintaining McHenry’s rural and natural character. Areas not used for development should be preserved for **open space and natural habitat**. These areas should be connected via trail systems that create off-street biking and walking routes.

▲ FIGURE 27. CHARACTER AREAS

FIGURE 28. FUTURE LAND USE MAP



LEGEND

- MCHENRY CITY LIMITS
- WATERBODY
- PARKS

CHARACTER AREAS

- CONSERVATION RESIDENTIAL DEVELOPMENT
- WALKABLE RESIDENTIAL DEVELOPMENT
- MIXED-USE COMMERCIAL/
SUBURBAN RETROFIT
- EMPLOYMENT CENTER
- NEIGHBORHOOD COMMERCIAL CORRIDOR
- DOWNTOWN MIXED-USE
- DOWNTOWN RESIDENTIAL

REFER TO MCHENRY VISION 2050 DOWNTOWN PLAN FOR DOWNTOWN CHARACTER AREAS.





CITYWIDE MOBILITY FRAMEWORK

McHenry Vision 2050 is based on a people centered planning approach. Moving away from an auto-oriented city, it seeks to promote compact developments to reduce vehicle distance travel, and an attractive street environment that encourages active modes of commuting by walking, biking and transit.

The citywide mobility framework includes the future mobility network map as presented in **Figure 29**, and typical street cross-sections as illustrated in **Figure 30**. It defines the permeability and navigability through the city, and the function and character of the streets. It shares a critical inter-relationship with adjacent land uses and built forms.

A hierarchal classification system is used to ensure efficient traffic operations, user safety and high quality public realm. It will guide transportation service provisions, road infrastructure design, maintenance, and investments.

PRINCIPAL ARTERIAL

In McHenry, principal arterials are the primary access routes into the city. They are of the highest order and provide state-wide connectivity. Traffic movement is their main function. Radiating from the downtown core, Route 31 and 120 are existing roads connecting the city center to Richmond and Wisconsin in the north, Crystal Lake and Algonquin in south, Woodstock in west and Waukegan in the east. They are approximately 80 ft wide, host a four-lane system and sidewalks for pedestrian safety and comfort. They do not penetrate the neighborhoods.

MINOR ARTERIAL

In McHenry, minor arterials are predominantly on the periphery of the city. They connect neighborhoods and subareas to the principal arterial roads. They carry lower traffic volumes than principal arterials. They are approximately 55 - 90 ft wide, host two-lane system, sidewalks for pedestrian safety and comfort, and SUDS (sustainable urban drainage systems) like bioswales.

COLLECTOR

In McHenry, collectors connect the neighborhoods. They help “collect” traffic from local roads and funnel them to arterial roads. Designed responsive to their character area context, they are approximately 55 - 90 ft wide, host two-lane systems, dedicated bike lanes, and sidewalks.

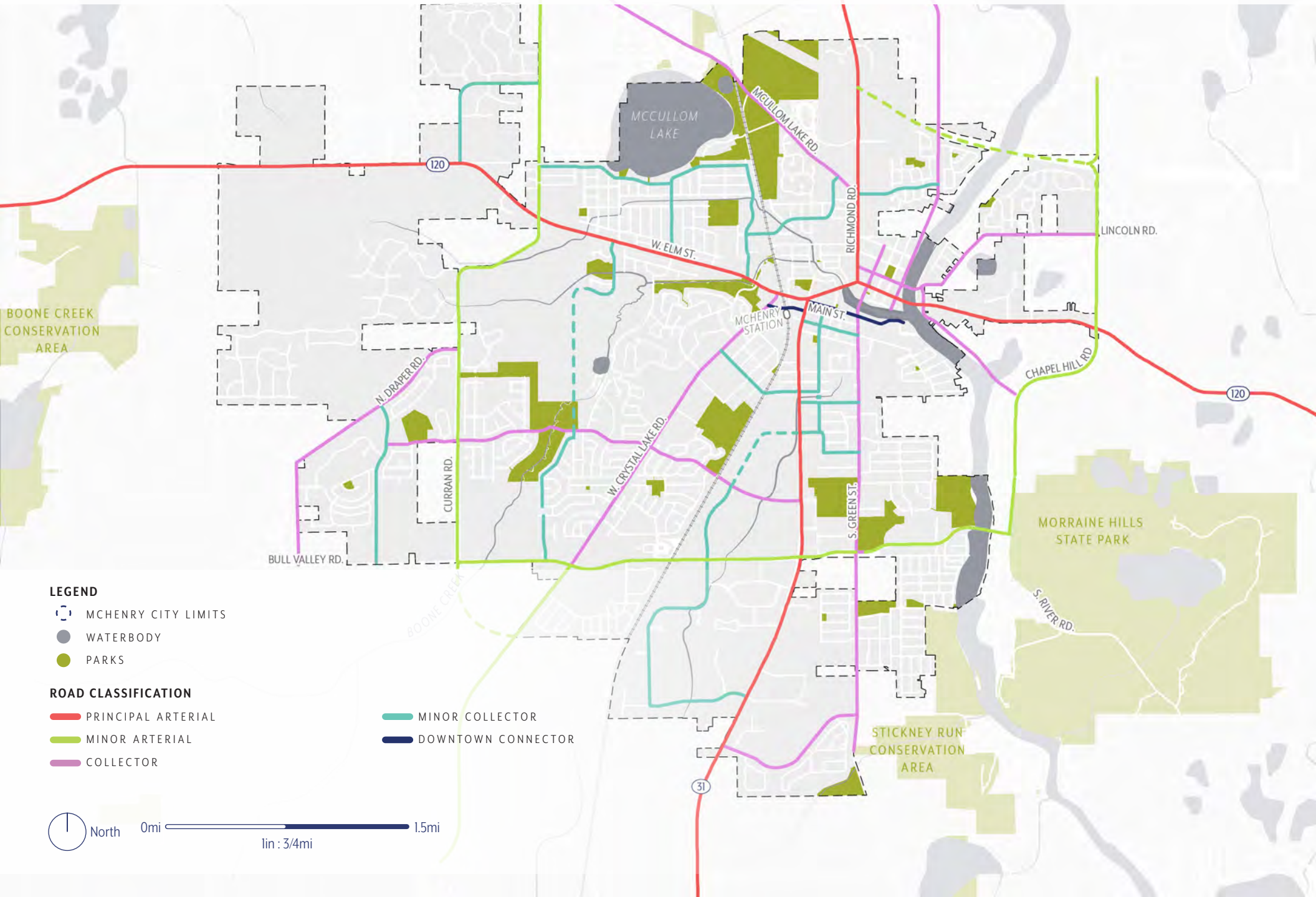
MINOR COLLECTOR

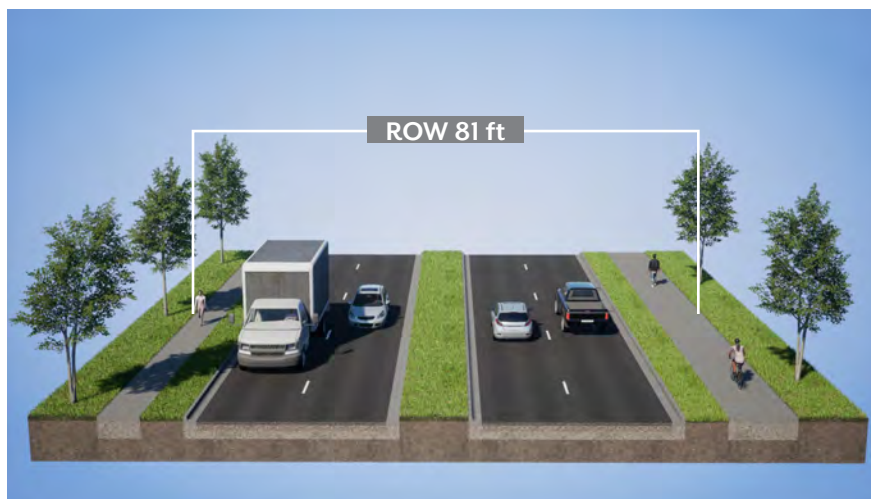
In McHenry, minor collector roads connect neighborhoods and key community destinations to major collectors or arterial roads. They balance the needs of automobiles, bikes, and pedestrians by providing safe, separated facilities for each user group. They allow slow, controlled movement of vehicles while prioritizing usable sidewalks and bike lanes and attractive landscaping.

DOWNTOWN COLLECTOR

In McHenry, Main Street is downtown collector. It is a multi-modal street that services downtown businesses and amenities. It prioritizes walkability and vibrant retail experience. It is approximately 60 ft wide, hosts two-lane system, dedicated bike lanes, on-street parking, wider sidewalks and attractive landscaping.

FIGURE 29. FUTURE MOBILITY NETWORK MAP





PRINCIPAL ARTERIAL (DEFAULT)

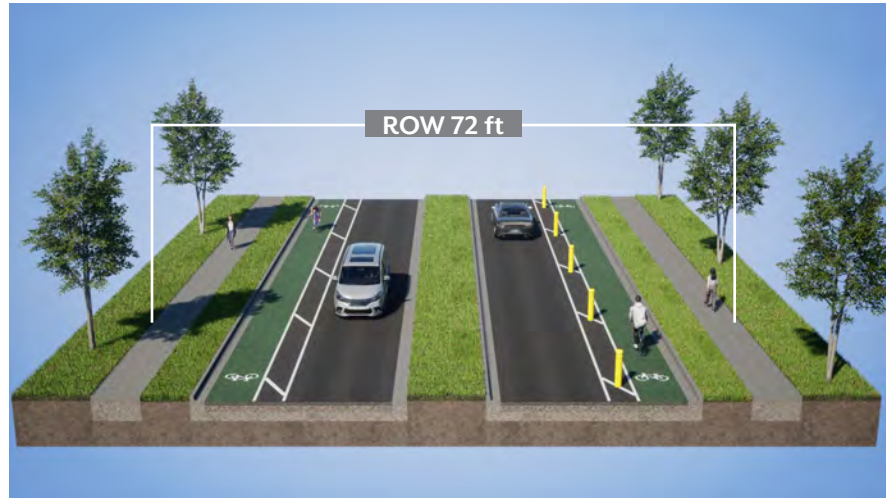


MINOR ARTERIAL / CONNECTOR OPTION 1

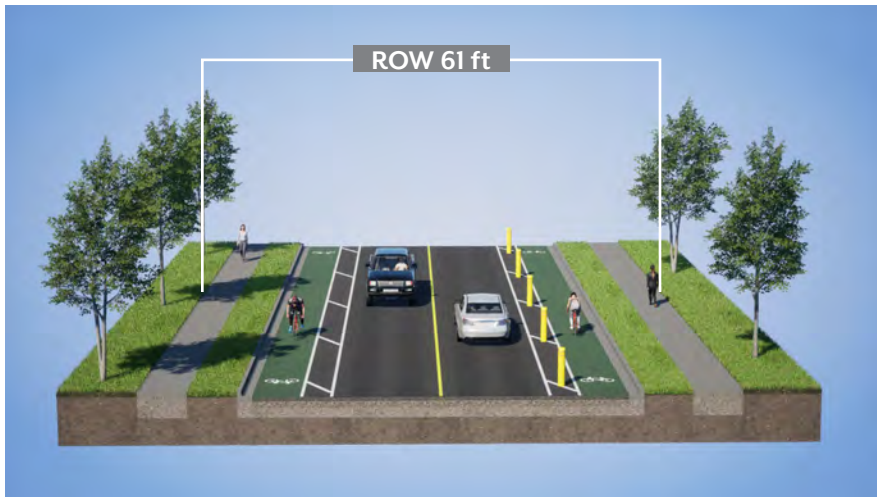


MINOR ARTERIAL / CONNECTOR OPTION 2

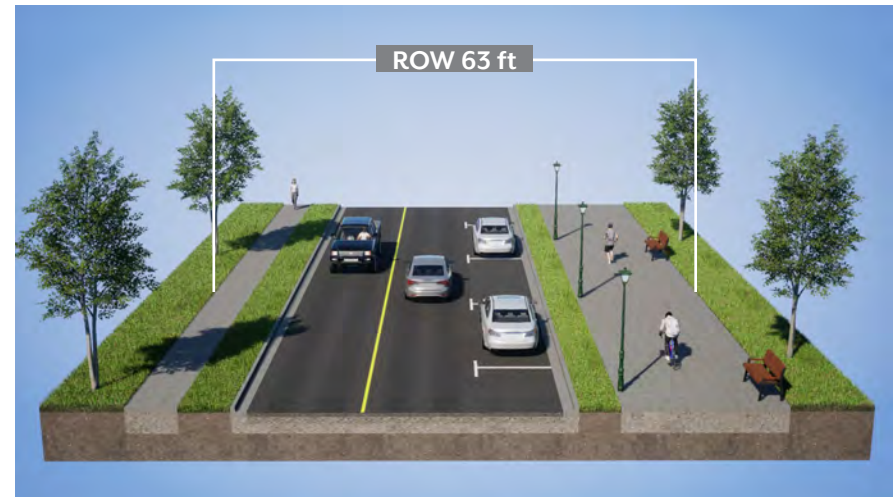
▲
FIGURE 30. TYPICAL STREET CROSS-SECTIONS



COLLECTOR (DEFAULT)



COLLECTOR / DOWNTOWN CONNECTOR (DEFAULT)



DOWNTOWN CONNECTOR (DEFAULT)



ANNEXATION PRIORITIES

City of McHenry takes pride in its small-town character, family-oriented neighborhoods and agricultural roots. These features provide a sense of belonging and identity and are the cornerstones of Vision 2050. Therefore, as the city plans for its future growth, a strategy for annexation will be critical to addressing development opportunities on the outskirts of the city. It will allow the city to extend its planning and zoning authority and increase its local tax base.

A 1.5 mile buffer around existing city limits of McHenry has been reviewed for potential expansion. **Figure 31** illustrates future land uses and mobility network for this area. It takes into consideration existing site characteristics, interface with future land use map of the city, and transportation connections.

Currently, most of the development is concentrated adjacent to the city limits, primarily as single-family residential use with agricultural and open space uses beyond. These existing single family areas and the adjacent land is proposed to be developed with the walkable residential development land use shown in **Figure 31**. Additionally, **Figure 32** shows an example of the design concepts that should be used while developing these areas.





Agriculture and open spaces as State Park and conservation areas currently dominate east, west and south of the existing city limits. These areas are proposed to be developed as conservation residential development land use per **Figure 31**. Additionally, **Figure 33** portrays an example of the design concepts to be used when developing in these areas.

There are also some commercial and industrial uses along Route 31 and Route 120 within this 1.5 mile buffer around the city limits. Existing industrial uses can be observed along Route 120 on the east of the city limits and along Route 31 towards the south within the city limits.






Route 31 and Route 120 will continue to serve as primary arterial roads providing north-south and east-west connections respectively. A neighborhood commercial corridor land use is proposed along the east segment of Route 120. Along Route 31, mixed use commercial/ suburban retrofit land use (see **Figure 34** for a conceptual example of such developments) is envisioned along its north segment while employment center land use is proposed to continue outside city limits along the south. Minor arterial and collector roads will provide key connections within the growth area and also connect it to Downtown McHenry.

Further, the Strategies & Actions section of this chapter provides a strategy for the development of a future annexation strategy.

LEGEND

-  1.5 MILE BUFFER
-  MCHENRY CITY LIMITS
-  WATERBODY
-  PARKS

ROAD CLASSIFICATION

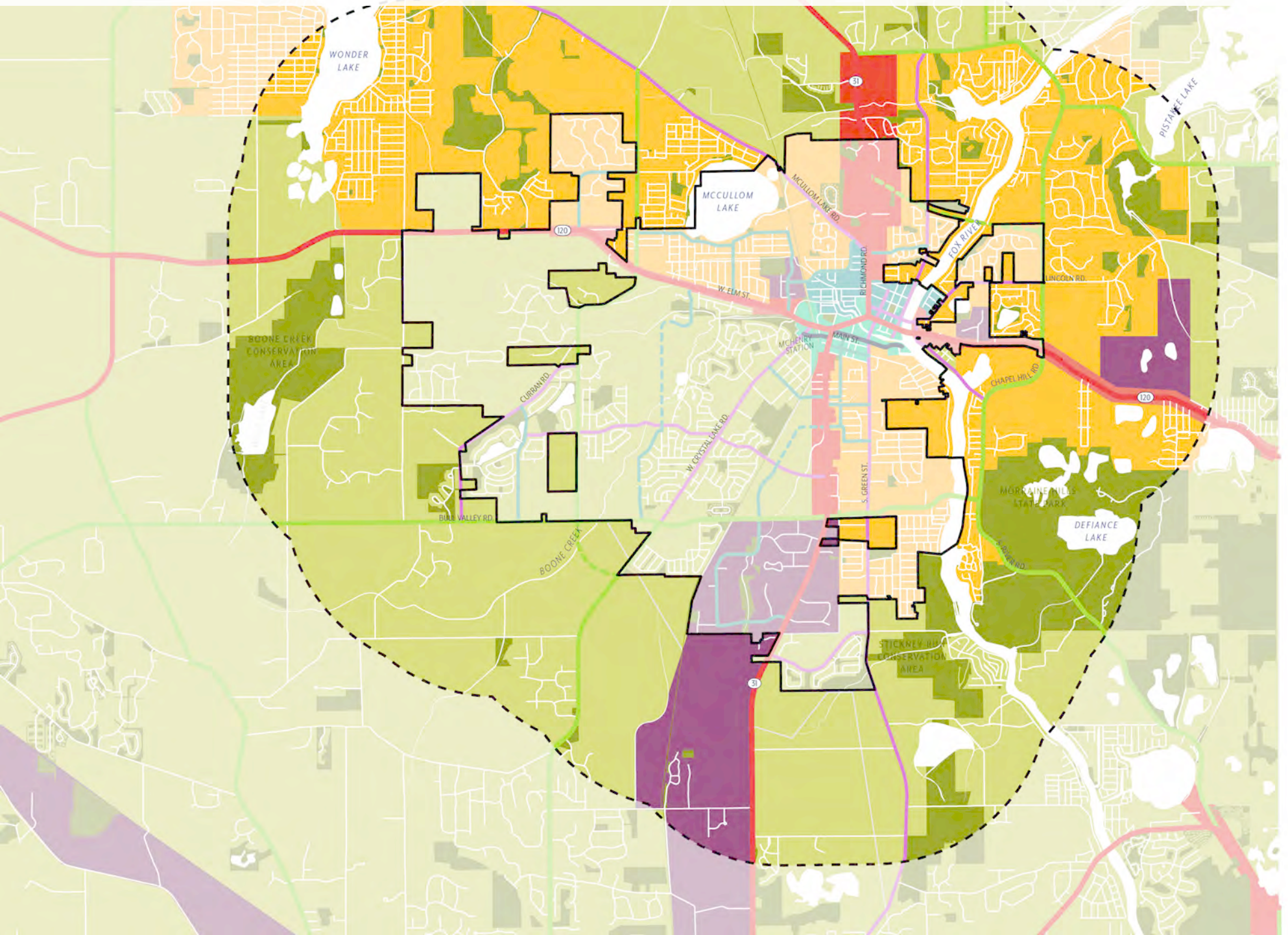
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  MINOR COLLECTOR
-  DOWNTOWN CONNECTOR

CHARACTER AREAS

-  CONSERVATION RESIDENTIAL DEVELOPMENT
-  WALKABLE RESIDENTIAL DEVELOPMENT
-  MIXED-USE COMMERCIAL/
SUBURBAN RETROFIT
-  DOWNTOWN MIXED-USE
-  DOWNTOWN RESIDENTIAL
-  EMPLOYMENT CENTER
-  NEIGHBORHOOD
COMMERCIAL CORRIDOR



FIGURE 31. FUTURE LAND USE & MOBILITY NETWORK MAP FOR GROWTH AREA





STRATEGIES & ACTIONS

GOAL
1

SUSTAINABLE GROWTH



SOURCE: ADOBE STOCK

The speed and scale of urbanization in any community brings a myriad of challenges such as providing for accelerated demands for affordable housing, viable transportation infrastructure, basic services and amenities, and accounting for environmental impacts of development. Sustainable growth refers to practices where the development meets the evolving needs of the community today, without compromising the ability of future generations to meet their own. Social, economic and environmental impacts are factored into the planning, design and administration of the cities.

City of McHenry is bestowed with rich natural landscape, small-town rural/ agricultural community where 'everyone knows everyone' and a heritage dating back 150 years. As the community envisions its future, it is important that new developments cherish and enhance its unique qualities while accommodating future growth.

The following section provides strategies that facilitate a balanced development pattern across the city. It generates options across age and income levels to live, work and play. It establishes requirements the preservation of its natural systems with opportunities for responsibly enjoying them. It includes provisions that afford a high quality of life for a multi-generational community.

STRATEGY 1.1: DEVELOP A CITYWIDE LAND DEVELOPMENT FRAMEWORK.

McHenry Vision 2050 uses a holistic urban planning approach. The citywide land development framework, as illustrated in **Figure 27 and 28**, defines character areas, designates land uses appropriate in each context and location, and promotes a smart development patterns. It supports co-benefit solutions, minimizes conflicts between competing development priorities and technical requirements, and optimizes resources and financial investments. It will ensure urban integration and provide greater certainty to residents on the evolving form and character of McHenry.

Actions:

1.1.1 Amend the zoning ordinance or updated unified development code to align with and implement the land use strategy defined by following character areas:

- **Downtown Mixed-Use:** Require at least two uses including but not limited to residential, commercial, retail, hospitality, and open spaces in new developments. Allow a higher density mix of housing such as townhomes, missing middle, and multifamily where residents can walk to nearby amenities and services with less car trips.
- **Employment Center:** Allow for a mix of commercial, industrial, manufacturing uses by right in these areas and consider residential on a case-by-case basis.
- **Mixed Use Commercial/ Suburban Retrofit:** Allow for a mix of retail and residential uses to retrofit an existing shopping center to create walkable retail destinations by creating connections to the adjacent neighborhoods and by including higher density residential on site.
- **Neighborhood Commercial Corridors:** Allow for commercial uses with or without residential by right and industrial uses on a case-by-case basis as appropriate. Residential in these areas should be in the form of multi-family units and as a part of mixed-use developments.
- **Walkable Residential Development:** Allow both a mix of land uses or exclusively residential developments. Residential developments should have a mix of housing types ranging from starter homes, townhouses,



SOURCE: [HTTPS://WWW.CARMELCITYCENTER.COM/](https://www.carmelcitycenter.com/)

estate homes, and even multi-family where appropriate that may include areas for neighborhood commercial or services that nearby residents can walk to.

- **Conservation Residential Development:** Require the residential land uses which may be a mix of housing types arranged around large open spaces that serve as amenities for the residents with trails and bike paths connecting to neighborhood services and retail areas.
- 1.1.2** Amend all applicable development regulations, subdivision ordinances, and engineering standards and design guidelines to complement the amended zoning ordinance or updated unified development code.



METHOD SOAP FACTORY

SOURCE: WILLIAM MCDONOUGH + PARTNERS



THE GLEN TOWN CENTER - GLENVIEW, ILLINOIS

SOURCE: ADOBE STOCK



TYPICAL WALKABLE RESIDENTIAL NEIGHBORHOOD

SOURCE: ADOBE STOCK



NEIGHBORHOOD OPEN SPACE BUILT AROUND WETLANDS

SOURCE: ADOBE STOCK

STRATEGY 1.2: MAINTAIN SMALL-TOWN CHARACTER IN NEW NEIGHBORHOODS.

As new greenfield neighborhoods and housing are built and existing areas are redeveloped, it is critical that the scale and character of the streets, lots, and buildings match the scale and character recommended in the land development framework Strategy 1.1 and described more fully in Strategy 1.2 here. This will ensure that as the city grows, McHenry maintains its unique sense of place, encourages more fiscally sustainable development and better utilization of resources.

Actions:

1.2.1 Develop design standards to include in the zoning ordinance or the unified development code for the proposed Walkable Residential Development character areas to promote healthy lifestyles and allow for a more traditional neighborhood design that allows for maintaining close family and community connections.

- Use the following elements to develop a design toolkit of standards for new developments in this area:



- **Figure 32** is an example of a design concept for Walkable Residential Developments that should result from the design standards that are created based on this action 1.2.1.

1.2.2 Develop design standards to include in the zoning ordinance or the unified development code for the proposed Conservation Residential Development character areas to promote conservation of natural land and ecological restoration while allowing for a greater diversity of housing types with new open space, trails, and open spaces to preserve the rural, small town character.

- Use the following elements to develop a design toolkit of standards for new developments in this area:



- **Figure 33** is an example of a design concept for Conservation Residential Developments that should result from the design standards that are created based on this action 1.2.2.



New residential subdivisions around northeastern Illinois incorporate walkable designs with homes facing the street and alley-loaded garage parking.

The Patriot Square residential development shows how new subdivisions can incorporate principals of walkable design and traditional neighborhood development. Green spaces are framed by housing and connected by walking paths. Other regional examples include Mill Creek Country Club and Settlers Ridge in Sugar Grove.

DESIGN CONCEPT FOR WALKABLE RESIDENTIAL DEVELOPMENT

WHY THIS SITE?

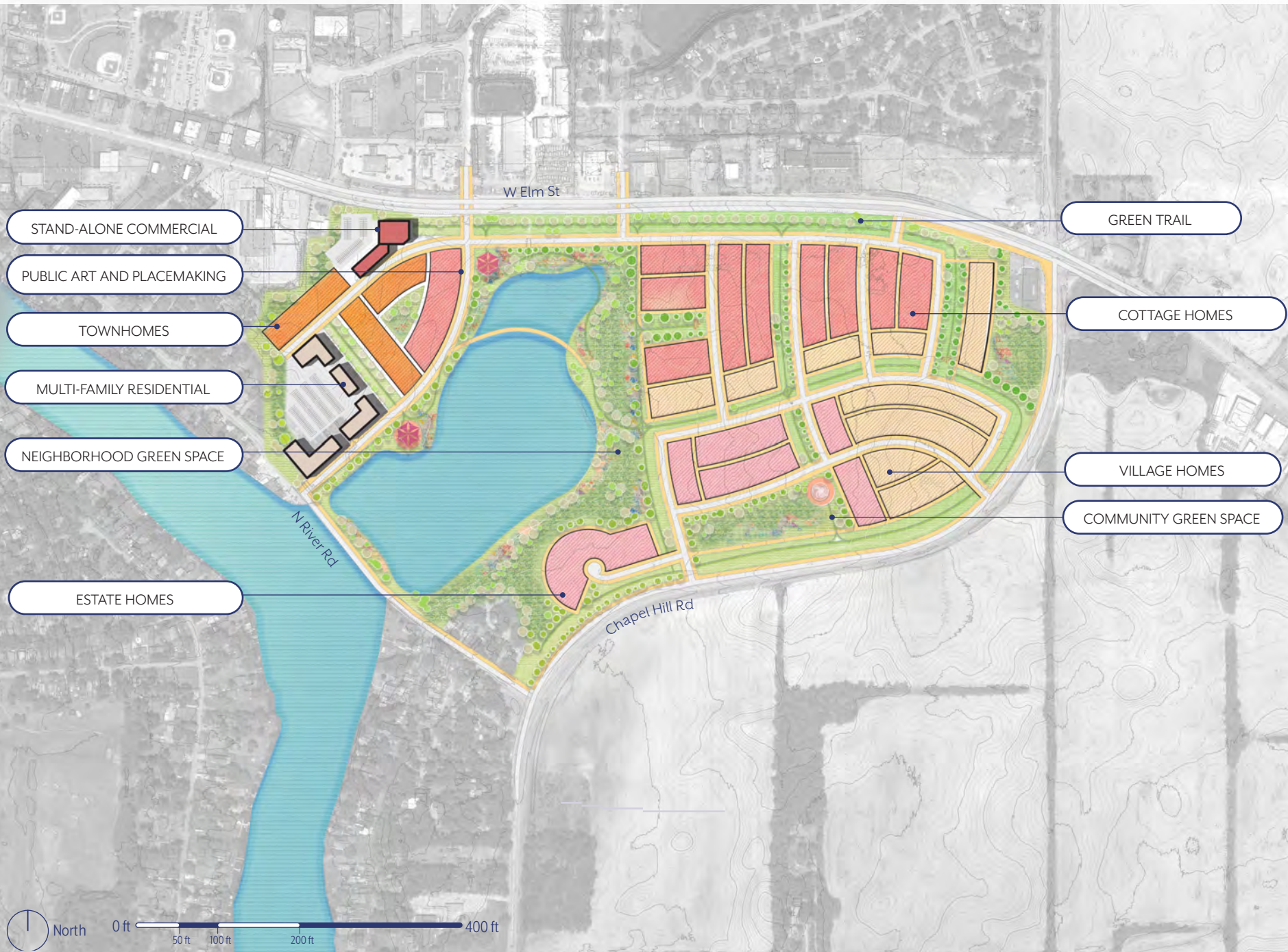
Most new residential development in McHenry will occur on land that is currently undeveloped or agricultural. This site provides an opportunity to develop subdivisions in a way that can address the community's desire for walkable traditional neighborhood development. This concept is to provide guidance and not to require the site to be exactly similar. The concept can also be used to guide the development of other properties that are similar in character throughout the city.

THE CONCEPT/KEY FEATURES

This concept explores how residential subdivision developments can be designed to incorporate a range of housing types integrated with walking trails and green space. The concept integrates multi-family, commercial space, and varying single-family home sizes into one development. The residential development integrates sidewalks and walking trails throughout the site. Green spaces take advantage of natural features such as the existing lagoon and provide amenities for residents. With a mix of housing types this community can be a place where people find their starter home, grow a family, or downsize without having to move to a new neighborhood.

WALKABLE RESIDENTIAL DEVELOPMENT	
Addresses	Multiple
Site Area	167 acres
Commercial	Stand-alone Commercial 62,150 sf
Multi-Family Residential	165 units
Townhomes	51 units
Single-Family Residential	Cottage Homes 70 lots Village Homes 51 lots Estate Homes 27 lots
Open Space	31.6 acres

FIGURE 32. WALKABLE RESIDENTIAL DEVELOPMENT CONCEPT PLAN





SOURCE: [HTTPS://PRAIRIECROSSING.COM/WP-CONTENT/UPLOADS/2015/05/SLIDER31.JPG](https://prairiecrossing.com/wp-content/uploads/2015/05/slider31.jpg)

Conservation-oriented development that provides high-quality homes while preserving the natural environment.

“Prairie Crossing is a master-planned conservation community, and one of the first modern developments in the country planned with a working organic farm. The initial vision for the community was generated by a group of neighboring landowners committed to the conservation of the rural character of the area east of Prairie Crossing, which included wetlands, woods, rolling farmland, and farmhouses.”

SOURCE: [HTTPS://PRAIRIECROSSING.COM/](https://prairiecrossing.com/)

WHERE HAS IT BEEN DONE?



PRAIRIE CROSSING
GRAYSLAKE, IL

DESIGN CONCEPT FOR CONSERVATION RESIDENTIAL DEVELOPMENT

WHY THIS SITE?

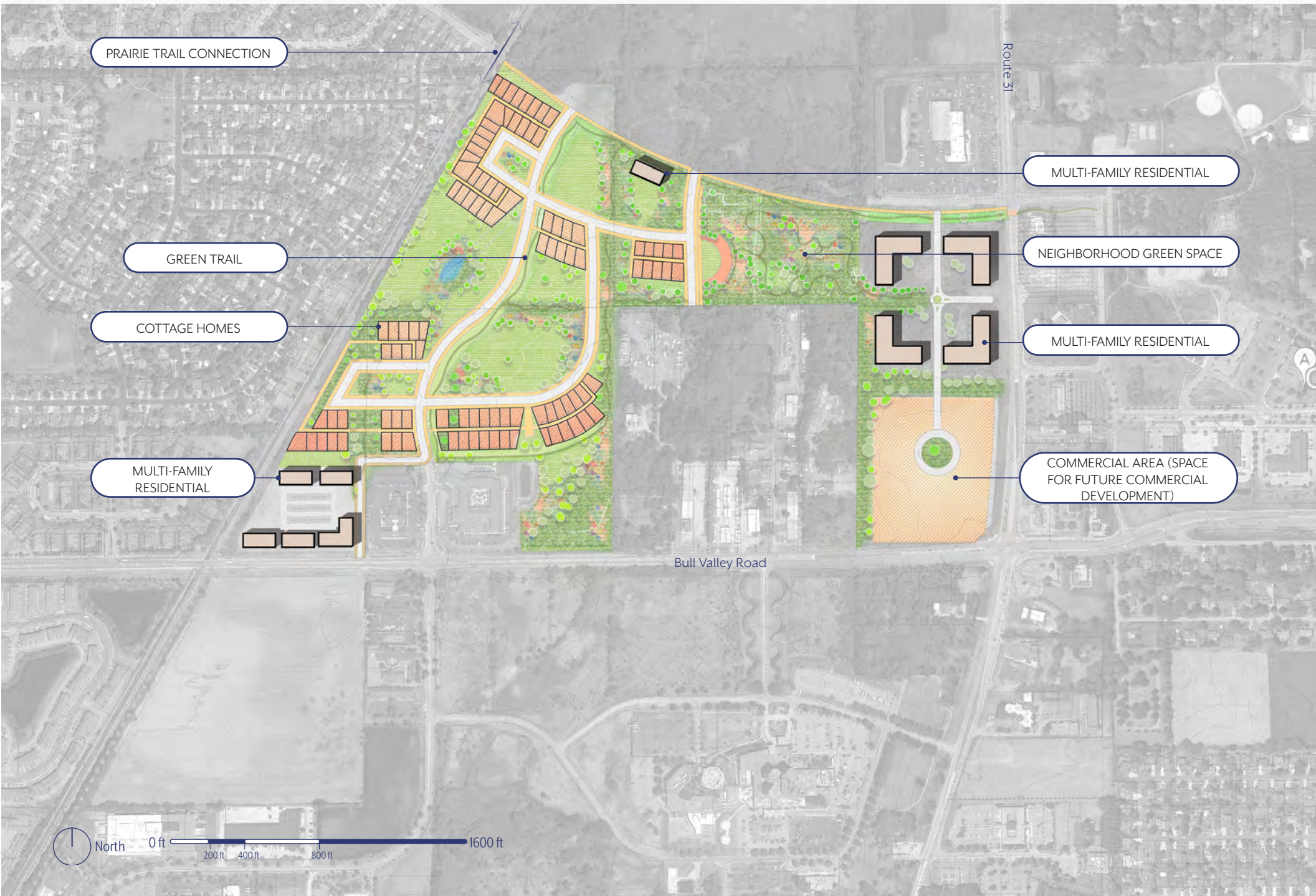
This site features wetlands and forested areas that contribute to the natural and rural character of McHenry. This site was chosen to showcase how residential development can be designed to preserve natural space and incorporate trails, ecological features, and natural areas into a residential subdivision. This concept is to provide guidance and not to require the site to be exactly similar. The concept can also be used to guide the development of other properties that are similar in character throughout the city.

THE CONCEPT/KEY FEATURES

This concept explores how a residential subdivision can be developed in a way that preserves important natural areas and maintains the rural character of McHenry’s outer neighborhoods. The developable area creates concentrated zones for residential or mixed-use development. Multi-family and commercial development are located along major thoroughfares such as Bull Valley Road and Route 31. Along the inner portion of the site, wetlands are preserved and natural areas are connected by trails and sidewalks to create walking paths and recreational opportunities. Existing trees are preserved wherever possible and wooded areas can become neighborhood green spaces with trails and adjacent park land.

CONSERVATION RESIDENTIAL DEVELOPMENT	
Addresses	Multiple
Site Area	113 acres
Multi-Family Residential	549 units
Cottage Homes	97 units
Open Space	275 acres
Commercial Area	354,614 sf

FIGURE 33. CONSERVATION RESIDENTIAL DEVELOPMENT CONCEPT PLAN



PRAIRIE TRAIL CONNECTION

GREEN TRAIL

COTTAGE HOMES

MULTI-FAMILY RESIDENTIAL

MULTI-FAMILY RESIDENTIAL

NEIGHBORHOOD GREEN SPACE

MULTI-FAMILY RESIDENTIAL

COMMERCIAL AREA (SPACE FOR FUTURE COMMERCIAL DEVELOPMENT)

Route 31

Bull Valley Road

North 0 ft 200 ft 400 ft 800 ft 1600 ft

EXAMPLES OF HOUSING TYPES



SOURCE: DENVER80238.COM



SOURCE: GOOGLE EARTH



SOURCE: GOOGLE EARTH



SOURCE: GOOGLE EARTH



MULTI-FAMILY RESIDENTIAL

SOURCE: ADOBE STOCK



STAND-ALONE COMMERCIAL

SOURCE: ADOBE STOCK



MIXED-USE COMMERCIAL

SOURCE: MISSINGMIDDLEHOUSING.COM



LEFT TO RIGHT: ADU, SMALL-LOT SINGLE FAMILY HOME, SMALL TO MID-SIZE APARTMENT BUILDINGS, AND TOWNHOMES.

SOURCE: ADOBE STOCK

STRATEGY 1.3: INCREASE THE DIVERSITY OF MCHENRY'S HOUSING STOCK TO ENSURE AVAILABILITY OF A VARIETY OF HOUSING TYPES AND AFFORDABILITY LEVELS

The diversity of housing stock in a city is characterized by the presence of residential units of different sizes, configurations, tenures, and price points located in buildings of different sizes, ages, and ownership structures. Providing a range of housing types accommodates varying lifestyle choices and affordability needs. It makes it possible for households of different sizes, income levels and age groups to live in proximity to one another. It also promotes socially equitable community, allows for a naturally occurring housing affordability, preserves small-town character, and helps maintain a more consistent overall tax burden.

Actions:

1.3.1 Amend the zoning ordinance or updated unified development code to allow development of small infill lots and smaller housing units in exiting neighborhoods.

1.3.2 Locate new developments in proximity to exiting infrastructure, services, and amenities such as utilities, street network, parks, emergency services, schools and libraries.

1.3.3 Update the zoning code and all applicable development regulations to allow and encourage multi-generational living and aging-in-place through development of missing middle housing.

- Missing middle housing refers to a range of house scale buildings with multiple units, compatible in scale and form with detached single-family

homes. They allow for a range of housing types and seamlessly blend into existing residential neighborhoods.

1.3.4 Update the zoning ordinance or updated unified development code and development standards to allow Accessory Dwelling Units (ADU) to be permitted by-right to increase housing supply and affordability, improve property utilization for owners, increase resource efficiency and preserve the existing character of the neighborhood.

1.3.5 Consider programs to help exiting property owners achieve financing and build accessory dwelling units.

1.3.6 Modify city codes and policies to give priority/incentives to the following types of projects.

- Projects that maximize housing in proximity to daily needs including jobs, schools, and recreational facilities;
- Project that include a variety of housing types and ownership structures.
- Projects that build additional dwelling units that fit the missing middle typologies on existing single family lots or subdivide and sell a portion of the lot.

1.3.7 Develop a housing evaluation score that gives preference to developments that include missing middle housing typologies such as ADUs, detached small house on small lot, attached units, cottage courtyards, duplexes, triples, quadraplex, small apartment buildings with 5-9 units, or mid-size apartment buildings with 10-19 units.

STRATEGY 1.4: PRIORITIZE THE PROTECTION, RESTORATION, AND EXPANSION OF ECOLOGICALLY SENSITIVE NATURAL AREAS, AGRICULTURAL LANDS, AND OTHER NATURAL OPEN SPACES.

The City of McHenry is a special combination of small town, natural areas, rural character and agricultural fields and farmsteads. The natural systems in and around the city are richly diversified mix of woodlands, prairies, and wetlands. While non-profits like the Land Conservancy of McHenry County protect these natural systems by accepting donated conservation easements and by direct acquisition of property, the City of McHenry has access to other strategies that can result in protection, restoration, and expansion of ecologically sensitive natural areas, agricultural lands, and other natural open spaces within the city's jurisdiction.

Actions:

- 1.4.1 Study and identify ESA (Environmentally Sensitive Area) throughout the City of McHenry. Establish requirements to preserve or restore woodlands, prairies, and wetlands either as a conservation development pattern dedication or as a part of parkland dedication through development applications. Establish procedures for the long-term management of these areas.
- 1.4.2 Amend the landscape regulations to integrate woodlands, prairie, or complementary planting requirements throughout all future developments in both public open spaces and private development sites.
- 1.4.3 Include grassland prairie preservation and reestablishment in the economic development incentive program.
- 1.4.4 Amend the zoning ordinance or updated unified development code to promote conservation development patterns for all future residential developments.
 - o Conservation development is a design strategy to preserve undivided, buildable tracts of land as communal open space for the public and the environment. This open space is in addition to landscaping and park/open space dedications required by code for typical developments in a city.
- 1.4.5 Require all new developments in Conservation Residential Development character area as illustrated in the **Figure 28, Future Land Use Map** to meet the corresponding design standards given in Strategy 1.2 in this plan.
- 1.4.6 Leverage the community supported design concepts developed for catalyst

sites as part of the planning process to attract developers and business to invest in McHenry.

- 1.4.7 Market the Conservation Residential Development concept presented in **Figure 33** to residential subdivision developers seeking to build in McHenry.

STRATEGY 1.5: DEVELOP A FUTURE ANNEXATION STRATEGY

While the City of McHenry is planning for growth within its boundaries, its potential expansion is equally important. Adjacent areas that are growing rapidly or where growth is projected maybe annexed to extend regulatory authority and expanding the tax base. Currently, along the north fringes at McCullom Lake, the land uses are primarily single family residential, agriculture or open spaces. Some vacant areas are also found. South adjacencies towards Prairie Groves have more agricultural lands and open spaces. The east and west fringes are also a combination of single family residential and agricultural land uses. Within the 1.5mile buffer around the existing city limits, a boundary agreement was executed between the City of McHenry and Village of McCullom Lake in 2002, and between Village of Prairie Grove in 2003 for 20 years each. Both of them have now expired. Other boundary agreements may exist outside this 1.5 mile buffer.

Actions:

- 1.5.1 Consider annexing properties in the area adjacent to the current city boundaries of approximately 1.5 mile buffer if and when development proposals are presented to the City in alignment with Vision 2050 goals.
 - o Conduct a fiscal analysis of the annexation and development proposal by comparing the revenue generated from property tax, sales tax and other sources to the projected cost of services provisions into the area.
 - o Consider existing and projected demand for services such as police, fire, roadways, water mains and sanitary sewer, etc. and costs for extending required services into the area when evaluating annexation proposals.
- 1.5.2 Identify areas for potential annexation . They must be contiguous to the municipality.
- 1.5.3 Explore boundary agreements with adjacent municipalities.
- 1.5.4 Prepare documentation and assist property owners to submit petition for annexation of the identified territories in accordance with city procedures.
- 1.5.5 Amend all applicable land development plans, regulations and standards to include the annexed areas.

GOAL 2 ECONOMIC RESILIENCE



SOURCE: PLAINFIELDIL.GOV/COMMUNITY/DOWNTOWN-PLAINFIELD

Recent global challenges from geopolitical wars to climate impacts have evidenced the importance of robust and self-reliant regional/local economies with heightened inflation rates, increased cost of living and resource crunch. Economic resilience refers to a community's capacity to plan for, anticipate, withstand and bounce-back from long-term stress to their economies to pre-crisis levels.

As City of McHenry plans for its future growth and investments, it must create systems that allow proactive risk management, faster response to economic uncertainties and quick recovery.

The strategies presented in this section will help grow local businesses and increase revenues while minimizing the burn on public pocket. They facilitate the re-development of vacant or under-used spaces to increase housing supply and retail/commercial destinations. They supports targeted investments based on market feedback, such as building recreational avenues for the youth. They encourage unique local businesses that will add to community identity as well. These strategies will also promote local businesses and employment opportunities.

MCHENRY COMMONS: EXISTING CONDITIONS



SOURCE: GOOGLE EARTH

STRATEGY 2.1: REDEVELOP LARGE VACANT SHOPPING CENTERS TO ACCOMMODATE HOUSING WITH THE RETAIL/COMMERCIAL USES, AND INCLUDES WALKABLE STREETS, MIXED-USE BUILDINGS, AND HIGH-QUALITY PUBLIC SPACES.

McHenry, like the rest of the nation, has seen a high vacancy rate in its once-thriving shopping centers along major auto-oriented corridors. Currently, the city has multiple sites that were once vibrant big box retail stores and are now sitting vacant or being converted to storage facilities. This strategy recommends re-imagining these vacant shopping centers by turning them into active mixed-use nodes by adding different types of housing, public open spaces, and an appropriate mix of retail and commercial services. Redeveloping these sites as recommended will provide housing that can support scaled back retail and bring a vibrant neighborhood feel to currently barren sites.

Actions:

- 2.1.1 Use city programs, policies, and projects to catalyze growth in vacant shopping centers. These may include reduced impact fees, new capital improvements, infrastructure, or location potential with access to existing services.
- 2.1.2 Establish a tax increment financing (TIF) district in within new developments and dedicate a percentage to improvements within these vacant centers.
- 2.1.3 Require all new developments in Mixed Use Commercial/Suburban Retrofit character area as illustrated in the **Figure 28, Future Land Use Map** to meet the Mixed Use Commercial/Suburban Retrofit design standards, especially to allow the redevelopment of vacant shopping centers to build out in a way that matches Mixed-Use Commercial/Suburban Retrofit character area design concept shown in **Figure 34**.
- 2.1.4 Create new economic development programs and incentives to promote the redevelopment of vacant shopping centers to facilitate the implementation of the plan vision and goals.
 - o Develop incentive packages defining the incentives available to developers and businesses for locating smaller, local, and independent businesses by working with the economic development programs of City of McHenry, State of Illinois, and McHenry County.
 - o Offer parking reductions in exchange of meeting the requirements for Mixed-Use Commercial/Suburban Retrofit area presented in this plan. Lower parking requirements will encourage small businesses by reducing construction costs.
- 2.1.5 Market the “McHenry Commons” concept presented in **Figure 34** to mixed use and commercial developers seeking to build in McHenry.



WHERE HAS IT BEEN DONE?

CRYSTAL COURT SHOPPING CENTER

CRYSTAL LAKE, IL



SOURCE: HEARTLAND REAL ESTATE PARTNERS

Former Walmart Shopping Center Redeveloped into Mixed-Use Walkable Neighborhood in Crystal Lake!

Nearly 30 acres of land in Crystal Lake - formerly home to a Walmart is being redeveloped to include new apartments, townhomes, shops, dining and park space. Sidewalks and open spaces will create a walkable neighborhood. Crystal Court is a great regional example for how sites like McHenry Commons can be redeveloped.

SOURCE: CRYSTALLAKE.ORG

DESIGN CONCEPT FOR "MCHENRY COMMONS"

1900 RICHMOND RD

WHY THIS SITE?

This site, formerly home to Kmart, is an example of struggling retail plazas in McHenry. This site was chosen to show how vacant shopping centers can be redeveloped and designed to provide increased housing opportunities, green space, and walkable access to smaller-scale commercial services. This concept is to provide guidance and not to require the site to be exactly similar. The concept can also be used to guide the development of other properties that are similar in character throughout the city.

THE CONCEPT/KEY FEATURES

This concept explores the potential for the current vacant shopping center and neighboring sites to be redeveloped into a vibrant neighborhood with public open space, new housing, and local services/retail. The conceptual design shows an array of housing types (apartments, town homes, single family) that provide starter homes, apartments for empty nesters, and homes for growing families. Retail and neighborhood services such as coffee shops, bistros, or doctors offices surround a community square and are accessible by walking via the newly interconnected sidewalks that connect to surrounding communities. **Figure 34** identifies the key elements on the conceptual plan.

"MCHENRY COMMONS"	
Address	1900 Richmond Rd
Site Area	24 acres
Mixed-Use Multi-Family Residential with Groundfloor Retail	Multi-Family Residential 156 units Retail 48,000 sf
Missing Middle Housing	34 units
Townhomes	Tuck-under 11 units Courtyard 24 unitsW
Single Family Housing	6 units
Open Space	5 acres

FIGURE 34. "MCHENRY COMMONS" CONCEPT PLAN



EXAMPLES OF HOUSING TYPES

SINGLE FAMILY HOUSING



SOURCE: ARCHITECTURALDESIGNS.COM

TOWNHOMES: M.L.K JR BLVD, DENVER



SOURCE: GOOGLE EARTH

MISSING MIDDLE HOUSING: NEW TOWN AT ST CHARLES, MO



SOURCE: HDR INC.



MULTI-FAMILY RESIDENTIAL

SOURCE: ADOBE STOCK



MIXED-USE COMMERCIAL

SOURCE: MISSINGMIDDLEHOUSING.COM



PUBLIC OPEN SPACE, LIBERTY CENTER, LIBERTY TOWNSHIP

SOURCE: MKSK

STRATEGY 2.2: ACTIVELY RECRUIT BUSINESSES THAT PROVIDE ENTERTAINMENT AND ACTIVITIES FOR YOUNGER RESIDENTS (AGES 12 TO 20 YEARS).

Currently there is a lack of entertainment and activities in McHenry for the youth (12 to 20 years) in McHenry. Most of the businesses provide entertainment avenues and recreational opportunities with adults in mind but offering little for young people. With nothing to do after school, there is a general feeling of dissatisfaction and a desire to leave McHenry as they seek out activities in neighboring communities. Recruiting businesses that provide opportunities for the youth to hang out with friends after school would keep them occupied and out of trouble, and will make McHenry an attractive place for the young people and young families.

Actions:

2.2.1 Work with Economic Development Department and Parks and Recreation Department.

- Conduct a focus group to understand the types of activities and businesses that appeal to McHenry's youth especially in 12 to 20 year age group.
- Identify businesses and developers that are compatible with the findings of the focus group.
- Develop a recruiting strategy, and marketing and incentive packages to attract the identified businesses.

2.2.2 Work with the McHenry Community High School INCubatoredu program and the existing businesses in the city to develop an entrepreneur scholarship to encourage the younger people between the age of 12 and 20 to start businesses that provide entertainment and activities for their age cohort.

2.2.3 Develop public private partnership (P3) programs for businesses and/or developments that include all weather facilities and year-round programming to provide recreation and entertainment throughout the year.

- Identify existing public or private facilities that can be utilized for youth entertainment businesses and/or all weather activities.
- Adopt policies to apply park impact fees and land dedication for all weather facilities as a part of new developments.



- Research, identify, and apply for grants that can be used for all weather facilities and/or programming in parks and leveraging those monies as a part of the P3 program.
- Use the Capital Improvement Program (CIP) or Tax Increment Financing (TIF) to fund as a part of P3 program for recreation and entertainment related all-weather facilities in McHenry.

STRATEGY 2.3 IN ADDITION TO PROACTIVELY REDEVELOPING DOWNTOWN, WORK ON REDEVELOPING AND GROWING COMMERCIAL AND INDUSTRIAL BUSINESSES IN OTHER PARTS OF THE CITY.

McHenry has many older commercial strips in need of investment. These are most notably along the fringes of town such as along the far eastern and western portions of Route 120. These areas provide much needed access to services for

residents that doesn't involve crossing or leaving town. In many cases buildings have fallen into disrepair and pedestrian access is limited if available at all. Building improvements, new sidewalks, landscaping, shade trees, and consolidation of parking can revitalize these commercial strips and support local commercial development.

McHenry also has a strong local market with small scale industrial operations and commercial enterprises. In most cases these are located in clusters to benefit from shared infrastructure and transportation needs. Future development of similar uses would benefit from proximity and connection to existing employment centers.

Redeveloping and expanding these areas in addition to redeveloping McHenry's downtown area would help diversify the city's economy and create more economic resilience in addition to increased tax revenue and a higher access to services for McHenry's residents and visitors alike.

Actions:

2.3.1 Include regulations in the zoning ordinance or the updated unified development code to encourage more 2,000 sq. ft. retail spaces in commercial areas and also add design standards that use the following elements to develop a design toolkit of standards for new developments in these areas:



2.3.2 Require commercial strip centers along major roadways to be redeveloped as mixed-use developments with higher density residential to add variety and affordability to McHenry's housing stock while creating the rooftops required for the retail and commercial uses all without impacting the surrounding single-family neighborhoods.

2.3.3 Require all areas shown as Employment Center character areas in **Figure 28 Future Land Use Map** to develop as a mix of manufacturing, warehouses, heavy commercial and office and limit residential uses by including specific regulations including design standards in the zoning ordinance or the updated unified development code. Use the following elements to develop a design toolkit of standards for these employment center areas:



2.3.4 Review and amend the building codes to require new buildings and developments to be constructed in a way that they can be re-purposed over time and as market conditions change.

GOAL
3

INFRASTRUCTURE & FISCAL SUSTAINABILITY



SOURCE: PLAINFIELDIL.GOV/COMMUNITY/DOWNTOWN-PLAINFIELD

With increasing levels of urbanization, environmental degradation and adverse climate change impacts, it is imperative that the available resources are utilized responsibly while managing service demands. Infrastructure and fiscal sustainability refers to developing roadways, transit, energy and water infrastructure with due consideration to economic, social and environmental implications within a government's spending capacity.

As City of McHenry plans for its future, it is important that it adopts policies and practices which help direct funds thrifty for maximum return on investments with minimal detrimental impacts on the environment.

This section presents strategies that promote sustainable transportation, reduction of carbon footprints, protection of natural systems, and big value to taxpayer's money. They prioritize smart investments by harnessing existing infrastructure.



SOURCE: [HTTPS://WWW.REDFIN.COM/HOME/174163910](https://www.redfin.com/home/174163910)

STRATEGY 3.1: DEVELOP A CITYWIDE MOBILITY FRAMEWORK TO PROMOTE A SAFE AND HEALTHY TRANSPORTATION NETWORK BY RIGHT SIZING ROADWAY DESIGNS AND BY SEPARATING VEHICLES FROM VULNERABLE STREETS USERS.

The roadway system forms one of the most visible and permanent elements of a community. Together with the land use, it establishes the framework for community growth and development that determines the physical, social, and economic future of a community. The mobility framework identifies key corridors, such as Riverside Drive, Crystal Lake Road, Curran Road, Ringwood Road, Bull Valley Road / Miller Road, McCullom Lake Road, Main Street, Green Street, IL 120 west of Downtown etc. that represent the primary connections between various commercial and residential areas within the City of McHenry. This framework will ensure that all roadways in the city are designed appropriate to the character of the area where it is located and the mobility requirements.

Actions:

- 3.1.1** Adopt a Citywide Thoroughfare Plan based on the mobility framework presented in **Figure 29**.
- 3.1.2** Amend the existing complete streets policy of City of McHenry to include the following considerations:
 - Develop an integrated bicycle network.
 - Promote environmental benefits such as preserving the natural environment.
 - Promote sustainable development.
 - Adopt current design standards per AASHTO, IDOT, ITE, NACTO, ADA / PROWAG.
- 3.1.3** Update City’s inventory of all pedestrian and bike infrastructure.
 - Develop a citywide bicycle network plan for all streets within the city limits and promote it through signing.
 - Identify projects to address gaps in the pedestrian/bike network.
 - Develop an educational plan to promote the city’s plan and safety for all users.
 - Develop a Safe Routes to School program with the local schools that can be used to identify project for SSTS funding.
 - Adopt current design standards per AASHTO, IDOT, ITE, NACTO, ADA / PROWAG.
- 3.1.4** Ensure that the key mobility corridors maintain McHenry’s small-town character by putting people, active modes of travel like bicycles, and transit first.
- 3.1.5** Implement traffic calming measures such as narrow lanes, reduced automobile speed and volume, chicanes, speed humps, texture and finish, etc. as appropriate to improve pedestrian safety and environmental quality.
- 3.1.6** Re-purpose under-utilized travel lanes to enhance pedestrian zones. Improvements may include wider sidewalks, dedicated bike lanes, patios and parklets, amongst others as applicable.
- 3.1.7** Establish context-sensitive design parameters and policies for each type of road classification to meet their character area requirements.

3.1.8 Prioritize multi-modal improvement, first to fill in the gaps in the existing network; second, to establish connections between land uses such as housing to neighborhood retail, services, and the regional recreational avenues, and third at locations where private investments are occurring.

3.1.9 Update development standards.

- Require catalyst developments to support transportation connectivity and integrate access management by providing cross connections to adjacent developments along key corridors.
- Make provisions that promote active modes of travel, such as minimum bicycle parking requirements.
- Reduce or eliminate parking standards for infill or compatible new development in centers to encourage non-motorized travel.
- Ensure preservation of row housing along existing and new streets as the development occurs.

3.1.10 Update the transportation and traffic impact models to account for non-automobile trips.

3.1.11 Provide safe, comfortable and accessible all-weather walking and cycling facilities that encourage walking for trips less than 1 mile and biking for trips less than 3 miles.



SOURCE: ADOBE STOCK

STRATEGY 3.2: DEVELOP ADDITIONAL TRAIL CONNECTIONS AND RIVERWALK SEGMENTS TO CREATE A CONTINUOUS TRAIL NETWORK THROUGHOUT THE CITY OF MCHENRY.

As the population grows the parks and trail systems should grow proportionately to ensure that the level of service for existing residents remains consistent. As new development occurs care should be taken to ensure adequate accessibility to parks. The city’s trail system should be expanded along the Riverwalk as shown in the 2003 Downtown Plan. Recommendations from the 2012 McHenry County Infrastructure Plan also provides guidance on building green infrastructure concepts (such as greenways, trails, conservation design, and green building practices) in land use decisions and new development.

Actions:

3.2.1 Upgrade the trail network to provide multi-use paths that accommodate diverse modes of active travel like walking, biking and skating and users of all-ages-and-abilities.

3.2.2 Expand the trail network to connect neighborhoods, parks, schools, and mixed-use areas including downtowns.

3.2.3 Consider including the trails recommended in the mobility framework of Vision 2050 Downtown Plan, 2024, in the new Parks & Recreation Master Plan, and implement this plan.

3.2.4 Update the development standards to ensure that parkland dedication is aligned with the recommended trail connections in the new Parks & Recreation Master Plan and the McHenry County 2040 Long Range Transportation Plan.

3.2.5 Update the development standards to include park maintenance fees and/or require trail connections with new development.

3.2.6 Update subdivision ordinance to ensure that trail systems are extended as identified in the mobility framework of Vision 2050 Downtown Plan, 2024 and as incorporated in the new Parks & Recreation Master Plan.

STRATEGY 3.3: PRIORITIZE SHARED USE AND MULTI-BENEFIT NATURE-BASED INFRASTRUCTURE INCLUDING

BEST MANAGEMENT PRACTICES SUCH AS BIOSWALES, BIORETENTION, ENHANCED SWALES, ENHANCED STORMWATER DETENTION AND RETENTION.

Nature based infrastructure approach can be used to manage the quantity and quality of stormwater runoff and often includes prevention and source control practices. It may consist of one or multiple best management practices (BMPs), depending on many considerations, including available space, physical conditions at a site, and regulatory requirements. Use of multiple BMPs such as rain gardens, permeable pavement, bioswales in roadway medians or parking lot landscaping, detention ponds, stormwater wetlands etc. in a single development and/or a larger area is referred to as treatment train system.

Using nature based or green infrastructure will help maintain the rural and small town character while providing safe and adequate infrastructure to serve the current and future residents as well as visitors to the city.

Actions:

- 3.3.1** Adopt roadway cross sections that provide stormwater management for all adjacent existing and planned land development throughout the city.
- 3.3.2** As part of stormwater detention required for all new development in the city, require nature-based infrastructure 'treatment train' systems that expand from scaled shared-use BMPs and extend to future development.
- 3.3.3** Enhance co-benefits by requiring stormwater treatment systems to support comfortable, shaded, and natural pedestrian and bike connections within the primary greenway system.

STRATEGY 3.4. PRIORITIZE WATER, WASTEWATER, ROADWAY INFRASTRUCTURE UPGRADE TO EXISTING SYSTEM OVER SERVICE EXTENSION AND EXPANSION TO UNDEVELOPED AREAS TO PREVENT DEVELOPMENT SPRAWL AND PRESERVE AGRICULTURAL LAND AND NATURAL OPEN SPACE.

In order to be fiscally sustainable, the city needs to be able to adequately maintain existing infrastructure prior to building more. This strategy will encourage and support more infill development and maintain a more consistent overall tax

burden for current taxpayers. While it's recommended that majority future growth be accommodated in the city's existing infrastructure footprint and service area, there will still be some new development in greenfield areas. Therefore, it will be important to ensure that adequate fees are collected for city administration and maintenance of any new infrastructure.

Actions:

- 3.4.1** Update infrastructure investment policies to prioritize, first the assessments and upgrade of existing infrastructure, second the extensions to less-served neighborhoods, and third expansion to undeveloped areas with growth potential.
- 3.4.2** Adjust infrastructure extension policies to ensure that upgrade and maintenance of infrastructure in infill areas is prioritized ahead of extending infrastructure to greenfield areas.
- 3.4.3** Align street maintenance budget with private investments in the city. City can leverage portions of funding along with prioritization projects in certain areas to help promote development in strategic areas. By syncing public funding with private funding, goals of the Comprehensive Plan can be realized in a more organized fashion to incentivize private funding to achieve the city's goals.
- 3.4.4** In greenfield areas, identify and implement policies related to the establishment and management of infrastructure financing tools such as tax increment financing (TIF) districts related to development of infrastructure.
- 3.4.5** Require a fiscal impact analysis for all proposed development projects. It should include infrastructure replacement costs so that decision makers can understand the impact new development will have on service costs and future liabilities. Based on the Strong Towns principle, the City of Taylor in Texas that is similarly situated to McHenry is guiding future development to meet their vision to balance future growth while maintaining their small-town character using this technique.





CHAPTER

04

IMPLEMENTATION PLAN



IMPLEMENTING THE VISION

The best plans are of little value if they are not implemented. The implementation of McHenry Vision 2050 requires proactive leadership and collaboration of public agencies at multiple jurisdictional levels from City of McHenry and McHenry County to Illinois Department of Transportation, amongst others. Plan implementation is also dependent on the full support and participation of landowners, residents, businesses and the development community. Additionally, participation is required by various bodies for adoption of regulations, administration of regulatory tools, community engagement, and financing policies that can guide and encourage private development alongside public investment.

A concerted effort was made throughout the planning process to involve a broad cross-section of the community members, from business owners, residents to high school students. Their continued participation and support will be critical in sustaining the community's vision over time.

This chapter lays out the roles of various agencies responsible for plan implementation. Further, it provides an action matrix that takes the strategies and actions one step further by assigning time frames and responsible parties to each action. It will function as a tool to monitor progress of the recommended strategies.

There are number of existing federal and state programs, grant opportunities and initiatives that assist local communities fund a wide array of development projects. This chapter also provides a funding matrix to help McHenry identify grant sources that can be tapped to advance specific strategies. It includes details about award amounts, administering agencies, eligible use of funds, and which specific strategies the grants are relevant to.





ROLES & RESPONSIBILITIES

McHenry 2050 requires implementation through a series of coordinated actions by various entities, including the City of McHenry, local and regional partners, state and federal agencies, and private actors, such as developers, landowners, and business owners. Each of these entities has a specific role and responsibility in the implementation process. Below is an overview of the role of each entity:

THE CITY OF MCHENRY:

- Constructs and maintains infrastructure and public facilities
- Provides services such as water and sewer, waste collection, and police response
- Offers programs in the form of City events and activities
- Allocates funds for capital projects, maintenance, and programs
- Applies for grants to acquire additional outside funds
- Maintains regulations for land use and zoning, subdivision, and buildings
- Evaluates progress toward this Comprehensive Plan and adjusts City priorities as needed

REGIONAL AGENCIES AND SPECIAL DISTRICTS:

- Special Districts provide specialized services such as education and school facilities, libraries, and fire protection
- The Chicago Metropolitan Agency for Planning (CMAP) allocates federal transportation funds and coordinates regional planning

STATE OF ILLINOIS AGENCIES:

- Construct and maintain statewide facilities such as highways and interstates, state parks
- Administer federal grant funding programs such as CDBG

FEDERAL AGENCIES:

- Provide grant funding to state and local governments

PRIVATE DEVELOPERS, LANDOWNERS, AND BUSINESS OWNERS:

- Initiate development requests
- Finance and construct buildings
- Operate private businesses and facilities, many of which provide access to essential goods and services
- Maintain private property in accordance with City standards



ACTION PLAN

AGENCY ACRONYMS	
INTERNAL CITY DEPARTMENTS	ACRONYMS
COMMUNITY DEVELOPMENT	CD
ECONOMIC DEVELOPMENT	ED
PARKS & RECREATION	PR
PUBLIC WORKS	PW
CITY ADMINISTRATOR	CA

AGENCY ACRONYMS	
EXTERNAL PARTNERS	ACRONYMS
CHICAGO METROPOLITAN AGENCY FOR PLANNING	CMAP
MCHENRY TOWNSHIP FIRE PROTECTION DISTRICT	FPD
MCHENRY SCHOOL DISTRICT	MSD
MCHENRY PUBLIC LIBRARY DISTRICT	MPLD

TIME FRAMES	
TERMS	ACRONYMS
SHORT TERM	1-2 YEARS
MID TERM	3-5 YEARS
LONG TERM	6-10 YEARS

ACTION TYPE	
TYPE	DESCRIPTION
DEVELOPMENT REGULATIONS	ZONING, CODES, ORDINANCES
STUDY/PLAN	STUDIES, PLANS, EVALUATIONS, RESEARCH INTO OPTIONS, INVENTORIES, DEMONSTRATION PROJECTS
COORDINATION/OUTREACH	CONVENING AND COORDINATING; EDUCATING, PROMOTING, MARKETING
SYSTEMS/SUPPORT	ADJUSTMENTS TO OR EXPANSION OF CURRENT CORE SYSTEMS; CONTINUING SUPPORT TO SYSTEMS CURRENTLY IN PLACE; IMPLEMENTATION OF PRE-EXISTING PLANS/PROGRAMS; IMPROVEMENTS TO INFRASTRUCTURE, COMMUNITY FACILITIES
PROGRAM/ORGANIZATION	PROGRAMMATIC CHANGES/ADDITIONS; DEVELOPMENT OF NEW TOOLS, PROCESSES, AND PROGRAMS; CREATION OF NEW INSTITUTIONS
FINANCIAL	ISSUES OF FUNDING AND FINANCING



ACTION PLAN MATRIX

GOAL 1: SUSTAINABLE GROWTH					
ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 1.1 : DEVELOP A CITYWIDE LAND DEVELOPMENT FRAMEWORK.					
ACTION 1.1.1	<p>Amend the zoning ordinance or updated unified development code to align with and implement the land use strategy defined by following character areas:</p> <ul style="list-style-type: none"> ○ Downtown Mixed-Use: Require at least two uses including but not limited to residential, commercial, retail, hospitality, and open spaces in new developments. Allow a higher density mix of housing such as townhomes, missing middle, and multifamily where residents can walk to nearby amenities and services with less car trips. ○ Employment Center: Allow for a mix of commercial, industrial, manufacturing uses by right in these areas and consider residential on a case-by-case basis. ○ Mixed Use Commercial/ Suburban Retrofit: Allow for a mix of retail and residential uses to retrofit an existing shopping center to create walkable retail destinations by creating connections to the adjacent neighborhoods and by including higher density residential on site. ○ Neighborhood Commercial Corridors: Allow for commercial uses with or without residential by right and industrial uses on a case-by-case basis as appropriate. Residential in these areas should be in the form of multi-family units and as a part of mixed-use developments. ○ Walkable Residential Development: Allow both a mix of land uses or exclusively residential developments. Residential developments should have a mix of housing types ranging from starter homes, townhouses, estate homes, and even multi-family where appropriate that may include areas for neighborhood commercial or services that nearby residents can walk to. ○ Conservation Residential Development: Require the residential land uses which may be a mix of housing types arranged around large open spaces that serve as amenities for the residents with trails and bike paths connecting to neighborhood services and retail areas. 	CD	Short-Term	Development Regulations	Yes
ACTION 1.1.2	Amend all applicable development regulations, subdivision ordinances, and engineering standards and design guidelines to complement the amended zoning ordinance or updated unified development code.	CD, PR, PW	Mid-Term	Development Regulations, Study/Plan	Yes

GOAL 1: SUSTAINABLE GROWTH					
ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 1.2 : MAINTAIN SMALL-TOWN CHARACTER IN NEW NEIGHBORHOODS.					
ACTION 1.2.1	<p>Develop design standards to include in the zoning ordinance or the unified development code for the proposed Walkable Residential Development character areas to promote healthy lifestyles and allow for a more traditional neighborhood design that allows for maintaining close family and community connections.</p> <ul style="list-style-type: none"> ○ Use the following elements to develop a design toolkit of standards for new developments in this area: <ul style="list-style-type: none"> • Ecological Preservation • Native Planting • Green Infrastructure • Placemaking • Trail + Active Recreation • Diverse Housing • Mixed-use Building ○ Figure 32 is an example of a design concept for Walkable Residential Developments that should result from the design standards that are created based on this action 1.2.1. 	CD, ED, PR, PW, CA, CMAP, FPD, MSD, MPLD	Long-Term	Development Regulations, Systems/ Support	Yes

GOAL 1: SUSTAINABLE GROWTH

ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
ACTION 1.2.2	<p>Develop design standards to include in the zoning ordinance or the unified development code for the proposed Conservation Residential Development character areas to promote conservation of natural land and ecological restoration while allowing for a greater diversity of housing types with new open space, trails, and open spaces to preserve the rural, small town character.</p> <ul style="list-style-type: none"> ○ Use the following elements to develop a design toolkit of standards for new developments in this area: <ul style="list-style-type: none"> • Ecological Preservation • Native Planting • Green Infrastructure • Placemaking • Trail + Active Recreation • Clustered Residential Development ○ Figure 33 is an example of a design concept for Conservation Residential Developments that should result from the design standards that are created based on this action 1.2.2. 	CD, ED, PR, PW, CA, CMAP, FPD, MSD, MPLD	Long-Term	Development Regulations, Systems/Support	Yes
STRATEGY 1.3: INCREASE THE DIVERSITY OF MCHENRY'S HOUSING STOCK TO ENSURE AVAILABILITY OF A VARIETY OF HOUSING TYPES AND AFFORDABILITY LEVELS.					
ACTION 1.3.1	Amend the zoning ordinance or updated unified development code to allow development of small infill lots and smaller housing units in exiting neighborhoods.	CD	Short-Term	Development Regulations	No
ACTION 1.3.2	Locate new developments in proximity to exiting infrastructure, services, and amenities such as utilities, street network, parks, emergency services, schools and libraries.	CD, PW, PR, ED	Long-Term	Development Regulations	No
ACTION 1.3.3	<p>Update the zoning code and all applicable development regulations to allow and encourage multi-generational living and aging-in-place through development of missing middle housing.</p> <ul style="list-style-type: none"> ○ Missing middle housing refers to a range of house scale buildings with multiple units, compatible in scale and form with detached single-family homes. They allow for a range of housing types and seamlessly blend into existing residential neighborhoods. 	CD, ED	Long-Term	Study/Plan	Yes

GOAL 1: SUSTAINABLE GROWTH					
ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
ACTION 1.3.4	Update the zoning ordinance or updated unified development code and development standards to allow Accessory Dwelling Units (ADU) to be permitted by-right to increase housing supply and affordability, improve property utilization for owners, increase resource efficiency and preserve the existing character of the neighborhood.	CD, ED	Short-Term	Development Regulations	No
ACTION 1.3.5	Consider programs to help exiting property owners achieve financing and build accessory dwelling units.	ED	Mid-Term	Program/ Organization, Financial	Yes
ACTION 1.3.6	Modify city codes and policies to give priority/incentives to the following types of projects. <ul style="list-style-type: none"> ○ Projects that maximize housing in proximity to daily needs including jobs, schools, and recreational facilities; ○ Project that include a variety of housing types and ownership structures. ○ Projects that build additional dwelling units that fit the missing middle typologies on existing single family lots or subdivide and sell a portion of the lot. 	CD, ED	Short-Term	Development Regulations	No
ACTION 1.3.7	Develop a housing evaluation score for that gives preference to developments that include missing middle housing typologies such as ADUs, detached small house on small lot, attached units, cottage courtyards, duplexes, triples, quadraplex, small apartment buildings with 5-9 units, or mid-size apartment buildings with 10-19 units.	CD	Sort-Term	Development Regulations, Study/Plan	Yes
STRATEGY 1.4: PRIORITIZE THE PROTECTION, RESTORATION, AND EXPANSION OF ECOLOGICALLY SENSITIVE NATURAL AREAS, AGRICULTURAL LANDS, AND OTHER NATURAL OPEN SPACES.					
ACTION 1.4.1	Study and identify ESA (Environmentally Sensitive Area) throughout the City of McHenry. Establish requirements to preserve or restore woodlands, prairies, and wetlands either as a conservation development pattern dedication or as a part of parkland dedication through development applications. Establish procedures for the long-term management of these areas.	CD, PR, ED	Short-Term	Development Regulations	Yes
ACTION 1.4.2	Amend the landscape regulations to integrate woodlands, prairie, or complementary planting requirements throughout all future developments in both public open spaces and private development sites.	CD, PR	Short-Term	Development Regulations	No
ACTION 1.4.3	Include grassland prairie preservation and reestablishment in the economic development incentive program.	ED	Mid-Term	Financial	Yes

GOAL 1: SUSTAINABLE GROWTH

ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
ACTION 1.4.4	<p>Amend the zoning ordinance or updated unified development code to promote conservation development patterns for all future residential developments.</p> <ul style="list-style-type: none"> ○ Conservation development is a design strategy to preserve undivided, buildable tracts of land as communal open space for the public and the environment. This open space is in addition to landscaping and park/open space dedications required by code for typical developments in a city. 	CD	Short-Term	Development Regulations	No
ACTION 1.4.5	<p>Require all new developments in Conservation Residential Development character area as illustrated in the Figure 28, Future Land Use Map to meet the corresponding design standards given in Strategy 1.2 in this plan.</p>	CD, PR, PW	Long-Term	Development Regulations	No
ACTION 1.4.6	<p>Leverage the community supported design concepts developed for catalyst sites as part of the planning process to attract developers and business to invest in McHenry.</p>	CD, ED	Short-Term	Coordination/ Outreach	Yes
ACTION 1.4.7	<p>Market the Conservation Residential Development concept presented in Figure 33 to residential subdivision developers seeking to build in McHenry.</p>	CD, ED	Short-Term	Coordination/ Outreach	Yes
STRATEGY 1.5: DEVELOP A FUTURE ANNEXATION STRATEGY					
ACTION 1.5.1	<p>Consider annexing properties in the area adjacent to the current city boundaries of approximately 1.5 mile buffer if and when development proposals are presented to the city in alignment with Vision 2050 goals.</p> <ul style="list-style-type: none"> ○ Conduct a fiscal analysis of the annexation and development proposal by comparing the revenue generated from property tax, sales tax and other sources to the projected cost of services provisions into the area. ○ Consider existing and projected demand for services such as police, fire, roadways, water mains and sanitary sewer, etc. and costs for extending required services into the area when evaluating annexation proposals. 	CD, ED, P&R, PW, CMAP, FPD, MSD, MPLD	Short-Term	Study/Plan	Yes
ACTION 1.5.2	<p>Identify areas for potential annexation. They must be contiguous to the municipality.</p>	CD, ED, P&R, PW, CMAP, FPD, MSD, MPLD	Short-Term	Study/Plan	Yes

GOAL 1: SUSTAINABLE GROWTH					
ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
ACTION 1.5.3	Explore boundary agreements with adjacent municipalities.	CD, ED, P&R, PW, CMAP, FPD, MSD, MPLD	Short-Term	Study/Plan	Yes
ACTION 1.5.4	Prepare documentation and submit petition for annexation of the identified territories in accordance with city procedures.	CD, ED	Short-Term	Development Regulation, Coordination/ Outreach	No
ACTION 1.5.5	Amend all applicable land development plans, regulations and standards to include the annexed areas.	CD	Short-Term	Short-Term, Coordination/ Outreach	Yes

GOAL 2: ECONOMIC RESILIENCE

ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 2.1: REDEVELOP LARGE VACANT SHOPPING CENTERS TO ACCOMMODATE HOUSING WITH THE RETAIL/COMMERCIAL USES, AND INCLUDES WALKABLE STREETS, MIXED-USE BUILDINGS, AND HIGH-QUALITY PUBLIC SPACES.					
ACTION 2.1.1	Use city programs, policies, and projects to catalyze growth in vacant shopping centers. These may include reduced impact fees, new capital improvements, infrastructure, or location potential with access to existing services.	CD, ED	Mid-Term	Financial, Systems/Support	Yes
ACTION 2.1.2	Establish a tax increment financing (TIF) district in within new developments and dedicate a percentage to improvements within these vacant centers.	ED	Mid-Term	Financial, Systems/Support	Yes
ACTION 2.1.3	Require all new developments in Mixed Use Commercial/Suburban Retrofit character area as illustrated in the Figure 28, Future Land Use Map to meet the Mixed Use Commercial/Suburban Retrofit design standards, especially to allow the redevelopment of vacant shopping centers to build out in a way that matches Mixed-Use Commercial/Suburban Retrofit character area design concept shown in Figure 34 .	CD, PR, PW	Long-Term	Development Regulations	No
ACTION 2.1.4	<p>Create new economic development programs and incentives to promote the redevelopment of vacant shopping centers to facilitate the implementation of the plan vision and goals.</p> <ul style="list-style-type: none"> ○ Develop incentive packages defining the incentives available to developers and businesses for locating smaller, local, and independent businesses by working with the economic development programs of City of McHenry, State of Illinois, and McHenry County. ○ Offer parking reductions in exchange of meeting the requirements for Mixed-Use Commercial/Suburban Retrofit area presented in this plan. Lower parking requirements will encourage small businesses by reducing construction costs. 	ED	Mid-Term	Financial, Program/Organization	Yes
ACTION 2.1.5	Market the “McHenry Commons” concept presented in Figure 34 to mixed use and commercial developers seeking to build in McHenry.	CD, ED	Short-Term	Coordination/Outreach	Yes

GOAL 2: ECONOMIC RESILIENCE					
ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 2.2: ACTIVELY RECRUIT BUSINESSES THAT PROVIDE ENTERTAINMENT AND ACTIVITIES FOR YOUNGER RESIDENTS (AGES 12 TO 20 YEARS).					
ACTION 2.2.1	Work with Economic Development Department and Parks and Recreation Department. <ul style="list-style-type: none"> ○ Conduct a focus group to understand the types of activities and businesses that appeal to McHenry's youth especially in 12 to 20 year age group. ○ Identify businesses and developers that are compatible with the findings of the focus group. ○ Develop a recruiting strategy, and marketing and incentive packages to attract the identified businesses. 	ED, PR, MSD, MLD	Mid-Term	Study/Plan, Program/Organization, Financial	Yes
ACTION 2.2.2	Work with the McHenry Community High School INCubatoredu program and the existing businesses in the city to develop an entrepreneur scholarship to encourage the younger people between the age of 12 and 20 to start businesses that provide entertainment and activities for their age cohort.	ED, MSD, MLD	Mid-Term	Coordination/Outreach, Program/Organization	Yes
ACTION 2.2.3	Develop public private partnership (P3) programs for businesses and/or developments that include all weather facilities and year-round programming to provide recreation and entertainment throughout the year. <ul style="list-style-type: none"> ○ Identify existing public or private facilities that can be utilized for youth entertainment businesses and/or all weather activities. ○ Adopt policies to apply park impact fees and land dedication for all weather facilities as a part of new developments. ○ Research, identify, and apply for grants that can be used for all weather facilities and/or programming in parks and leveraging those monies as a part of the P3 program. ○ Use the Capital Improvement Program (CIP) or Tax Increment Financing (TIF) to fund as a part of P3 program for recreation and entertainment related all-weather facilities in McHenry. 	ED, PR, PW, CD	Mid-Term	Coordination/Outreach, Program/Organization	Yes

GOAL 2: ECONOMIC RESILIENCE

ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 2.3 IN ADDITION TO PROACTIVELY REDEVELOPING DOWNTOWN, WORK ON REDEVELOPING AND GROWING COMMERCIAL AND INDUSTRIAL BUSINESSES IN OTHER PARTS OF THE CITY.					
ACTION 2.3.1	<p>Include regulations in the zoning ordinance or the updated unified development code to encourage more 2,000 sq. ft. retail spaces in commercial areas and also add design standards that use the following elements to develop a design toolkit of standards for new developments in these areas:</p> <ul style="list-style-type: none"> ○ Ecological Preservation ○ Native Planting ○ Green Infrastructure ○ Trail+Active Recreation ○ District Utilities 	CD, PR, PW	Short-Term	Development Regulations, Program/ Organization	Yes
ACTION 2.3.2	Require commercial strip centers along major roadways to be redeveloped as mixed-use developments with higher density residential to add variety and affordability to McHenry's housing stock while creating the rooftops required for the retail and commercial uses all without impacting the surrounding single-family neighborhoods.	CD	Short-Term	Development Regulations, Program/ Organization	No
ACTION 2.3.3	<p>Require all areas shown as Employment Center character areas in Figure 28 Future Land Use Map to develop as a mix of manufacturing, warehouses, heavy commercial and office and limit residential uses by including specific regulations including design standards in the zoning ordinance or the updated unified development code. Use the following elements to develop a design toolkit of standards for these employment center areas:</p> <ul style="list-style-type: none"> ○ Ecological Preservation ○ Native Planting ○ Green Infrastructure ○ Trail+Active Recreation ○ District Utilities 	CD, PR, PW	Short-Term	Development Regulations, Program/ Organization	Yes
ACTION 2.3.4	Review and amend the building codes to require new buildings and developments to be constructed in a way that they can be re-purposed over time and as market conditions change.	CD	Short-Term	Development Regulations, Program/ Organization	Yes

GOAL 3: INFRASTRUCTURE & FISCAL SUSTAINABILITY					
ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 3.1: DEVELOP A CITYWIDE MOBILITY FRAMEWORK TO PROMOTE A SAFE AND HEALTHY TRANSPORTATION NETWORK BY RIGHT SIZING ROADWAY DESIGNS AND BY SEPARATING VEHICLES FROM VULNERABLE STREETS USERS.					
ACTION 3.1.1	Adopt a Citywide Thoroughfare Plan based on the mobility framework presented in <i>Figure 29</i> .	CD, PW, CMAP	Short-Term	Development Regulations, Study/Plan, Systems/Support	Yes
ACTION 3.1.2	Amend the existing complete streets policy of City of McHenry to include the following considerations: <ul style="list-style-type: none"> ○ Develop an integrated bicycle network. ○ Promote environmental benefits such as preserving the natural environment. ○ Promote sustainable development. ○ Adopt current design standards per AASHTO, IDOT, ITE, NACTO, ADA / PROWAG. 	CD, PW, CMAP	Short-Term	Development Regulations, Study/Plan, Systems/Support	Yes
ACTION 3.1.3	Update the city's inventory of all pedestrian and bike infrastructure. <ul style="list-style-type: none"> ○ Develop a citywide bicycle network plan for all streets within the city limits and promote it through signing. ○ Identify projects to address gaps in the ped/bike network. ○ Develop an educational plan to promote the city's plan and safety for all users. ○ Develop a Safe Routes to School program with the local schools that can be used to identify project for SSTS funding. ○ Adopt current design standards per AASHTO, IDOT, ITE, NACTO, ADA / PROWAG. 				
ACTION 3.1.4	Ensure that the key mobility corridors maintain McHenry's small-town character by putting people, active modes of travel like bicycles, and transit first.	CD	Short-Term	Development Regulations,	No
ACTION 3.1.5	Implement traffic calming measures such as narrow lanes, reduced automobile speed and volume, chicanes, speed humps, texture and finish, etc. as appropriate to improve pedestrian safety and environmental quality.	PW, CMAP	Mid-Term	Systems/Support	Yes
ACTION 3.1.6	Re-purpose under-utilized travel lanes to enhance pedestrian zones. Improvements may include wider sidewalks, dedicated bike lanes, patios and parklets, amongst others as applicable.	CD, PW, CMAP	Mid-Term	Systems/Support	Yes
ACTION 3.1.7	Establish context-sensitive design parameters and policies for each type of road classification to meet their character area requirements.	CD, PW, CMAP	Short-Term	Study/Plan	Yes

GOAL 3: INFRASTRUCTURE & FISCAL SUSTAINABILITY

ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
ACTION 3.1.8	Prioritize multi-modal improvement, first to fill in the gaps in the existing network; second, to establish connections between land uses such as housing to neighborhood retail, services, and the regional recreational avenues, and third at locations where private investments are occurring.	PW, CMAP	Long-Term	Study/Plan, Systems/Support, Coordination/Outreach	Yes
ACTION 3.1.9	<p>Update development standards to incorporate the following:</p> <ul style="list-style-type: none"> ○ Require catalyst developments to support transportation connectivity and integrate access management by providing cross connections to adjacent developments along key corridors. ○ Make provisions that promote active modes of travel, such as minimum bicycle parking requirements. ○ Reduce or eliminate parking standards for infill or compatible new development in centers to encourage non-motorized travel. ○ Ensure preservation of row housing along existing and new streets as the development occurs. 	CD, PW, CMAP	Short-Term	Development Regulations, Study/Plan	Yes
ACTION 3.1.10	Update the transportation and traffic impact models to account for non-automobile trips.	PW, CMAP	Short-Term	Study/Plan	Yes
ACTION 3.1.11	Provide safe, comfortable and accessible all-weather walking and cycling facilities that encourage walking for trips less than 1 mile and biking for trips less than 3 miles.	CD, PW, CMAP	Long-Term	Study/Plan, Systems/Support, Coordination/Outreach	Yes

GOAL 3: INFRASTRUCTURE & FISCAL SUSTAINABILITY					
ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 3.2: DEVELOP ADDITIONAL TRAIL CONNECTIONS AND RIVERWALK SEGMENTS TO CREATE A CONTINUOUS TRAIL NETWORK THROUGHOUT THE CITY OF MCHENRY.					
ACTION 3.2.1	Upgrade the trail network to provide multi-use paths that accommodate diverse modes of active travel like walking, biking and skating and users of all-ages-and-abilities.	CD, PW, CMAP	Long-Term	Study/Plan, Systems/Support, Coordination/Outreach	Yes
ACTION 3.2.2	Expand the trail network to connect neighborhoods, parks, schools, and mixed-use areas including downtowns.	CD, PW, CMAP	Long-Term	Study/Plan, Systems/Support, Coordination/Outreach	Yes
ACTION 3.2.3	Consider including the trails recommended in the mobility framework of Vision 2050 Downtown Plan, 2024, in the new Parks & Recreation Master Plan, and implement this plan.	CD, PW, CMAP	Long-Term	Study/Plan, Systems/Support, Coordination/Outreach	Yes
ACTION 3.2.4	Update the development standards to ensure that parkland dedication is aligned with the recommended trail connections in the new Parks & Recreation Master Plan and the McHenry County 2040 Long Range Transportation Plan.	CD, PW, CMAP	Short-Term	Study/Plan, Development Regulations	Yes
ACTION 3.2.5	Update the development standards to include park maintenance fees and/or require trail connections with new development.	CD, PW, CMAP	Short-Term	Development Regulations	No
ACTION 3.2.6	Update subdivision ordinance to ensure that trail systems are extended as identified in the mobility framework of Vision 2050 Downtown Plan, 2024 and as incorporated in the new Parks & Recreation Master Plan.	CD, PW, CMAP	Short-Term	Development Regulations	No

GOAL 3: INFRASTRUCTURE & FISCAL SUSTAINABILITY

ACTION NUMBER	ACTION	RESPONSIBLE AGENCY	TIME FRAME	ACTION TYPE	CAPITAL FUNDS NEEDED (Y/N)
STRATEGY 3.3: PRIORITIZE SHARED USE AND MULTI-BENEFIT NATURE-BASED INFRASTRUCTURE INCLUDING BEST MANAGEMENT PRACTICES SUCH AS BIOSWALES, BIORETENTION, ENHANCED SWALES, ENHANCED STORMWATER DETENTION AND RETENTION.					
ACTION 3.3.1	Adopt roadway cross sections that provide stormwater management for all adjacent existing and planned land development throughout the city.	CD, PW, CMAP	Short-Term	Development Regulations	No
ACTION 3.3.2	As part of stormwater detention required for all new development in the city, require nature-based infrastructure 'treatment train' systems that expand from scaled shared-use BMPs and extend to future development.	CD, PW, CMAP	Short-Term	Development Regulations	No
ACTION 3.3.3	Enhance co-benefits by requiring stormwater treatment systems to support comfortable, shaded, and natural pedestrian and bike connections within the primary greenway system.	CD, PW, CMAP	Short-Term	Development Regulations	No
STRATEGY 3.4. PRIORITIZE WATER, WASTEWATER, ROADWAY INFRASTRUCTURE UPGRADE TO EXISTING SYSTEM OVER SERVICE EXTENSION AND EXPANSION TO UNDEVELOPED AREAS TO PREVENT DEVELOPMENT SPRAWL AND PRESERVE AGRICULTURAL LAND AND NATURAL OPEN SPACE.					
ACTION 3.4.1	Update infrastructure investment policies to prioritize, first the assessments and upgrade of existing infrastructure, second the extensions to less-served neighborhoods, and third expansion to undeveloped areas with growth potential.	PW	Short-Term	Development Regulations	No
ACTION 3.4.2	Adjust infrastructure extension policies to ensure that upgrade and maintenance of infrastructure in infill areas is prioritized ahead of extending infrastructure to greenfield areas.	PW	Short-Term	Development Regulations	No
ACTION 3.4.3	Align street maintenance budget with private investments in the city. City can leverage portions of funding along with prioritization projects in certain areas to help promote development in strategic areas. By syncing public funding with private funding, goals of the Comprehensive Plan can be realized in a more organized fashion to incentivize private funding to achieve the city's goals.	ED, PW	Mid-Term	Coordination/ Outreach, Financial	Yes
ACTION 3.4.4	In greenfield areas, identify and implement policies related to the establishment and management of infrastructure financing tools such as tax increment financing (TIF) districts related to development of infrastructure.	ED	Long-Term	Program/ Organization, Financial	No
ACTION 3.4.5	Require a fiscal impact analysis for all proposed development projects. It should include infrastructure replacement costs so that decision makers can understand the impact new development will have on service costs and future liabilities. Based on the Strong Towns principle, the City of Taylor in Texas that is similarly situated to McHenry is guiding future development to meet their vision to balance future growth while maintaining their small-town character using this technique.	ED	Mid-Term	Program/ Organization, Financial	No



FUNDING MATRIX

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>AARP Community Challenge Grant Program</p>	<p>AARP</p>	<p>The AARP Community Challenge grant program is part of the nationwide AARP Livable Communities initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate improvements and jump-start long-term progress.</p>	<p>501(c)(3), 501(c)(4) and 501(c)(6) nonprofits, government entities, other types of organizations will be considered on a case-by-case basis.</p>	<p>Flagship Grants: Projects that benefit residents in the following categories: creating vibrant public places; delivering a range of transportation and mobility options; supporting a range of housing options; increasing digital connections; supporting community resilience.</p> <p>Capacity-Building Microgrants: Projects that benefit residents in the following categories: bike audits; HomeFit® Modifications walk audits. Demonstration Grants: This grant opportunity supports projects that encourage the replication of promising efforts that benefit residents.</p> <p>Applications will be accepted in the following categories: Enhancing digital connectivity to prepare and respond to disasters for residents; Facilitating equitable engagement to reconnect communities that have been divided by infrastructure; Implementing housing choice design competitions.</p>
<p>Active Transportation Infrastructure Investment Program (ATIIP)</p>	<p>USDOT</p>	<p>Funding beyond FY23 is subject to the availability appropriations; the program provides grants to construct safe and connected active transportation facilities in an active transportation network or active transportation spine and to develop plans for active transportation networks and active transportation spines.</p>	<p>State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; U.S. Territories</p>	<p>As part of the program, FHWA will award competitive grants to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region.</p> <p>Grants will also be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states.</p> <p>ATIIP also provides an opportunity for eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>Average grant amount is \$11,900, with 83 percent of grants being under \$20,000. The largest grant that has been awarded is \$50,000.</p>	<p>AARP Community Challenge grants may be used to support three project types. Project types described below will be prioritized over those that support ongoing programming or events.</p> <ul style="list-style-type: none"> • Permanent physical improvements in the community. • Temporary demonstrations that lead to long-term change • New, innovative programming pilots or services. 	<p>Applications open January. Applications due March. Applicants notified mid-May.</p>	<ul style="list-style-type: none"> • Public Spaces • Transportation and Mobility • Housing • Digital Connections • Community Resilience 	<p>CommunityChallenge@AARP.org</p>	<p>https://www.aarp.org/livablecommunities/communitychallenge/aarpcommunitychallenge/</p>	<p>1.1, 1.2, 1.3, 1.4, 2.1, 2.2</p>
<p>Awards range from \$100,000 to \$15 million.</p>	<p>FHWA will award Planning and Design grants for eligible applicants to develop plans for active transportation networks and active transportation spines. Projects seeking Planning and Design grants must have planning and design costs of at least \$100,000 to be eligible.</p> <p>FHWA will award Construction grants to eligible applicants to construct projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Projects seeking Construction grants must have total costs of at least \$15 million to be eligible.</p> <p>The Federal share of the cost of an eligible project carried out using an ATIIIP grant shall not exceed 80 percent of the total project cost. However, for eligible projects serving communities with a poverty rate of over 40 percent based on the majority of census tracts served by the eligible project, the Federal share may increase up to 100 percent of the total project cost</p>	<p>The FY2024 application window lasted from March 19 to June 17.</p>	<ul style="list-style-type: none"> • Safety • Equity, Multimodal Options, and Quality of Life • Economic Impacts, Freight Movement, and Job Creation • State of Good Repair • Innovation 	<p>Kenan Hall Agreement Specialist 202-366-1533 ATIIIP@dot.gov</p>	<p>https://www.transportation.gov/rural/grant-toolkit/active-transportation-infrastructure-investment-program-atiip</p>	<p>1.1, 1.2, 2.1, 3.1, 3.2</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) Program</p>	<p>USDOT</p>	<p>Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, inter-modal connectivity, and infrastructure return on investment.</p>	<p>“Eligible applicants include: State or local governments Transit agencies Metropolitan planning organizations (MPOs) Political subdivisions of a State or local government (such as publicly owned toll or port authorities) Multi-jurisdictional groups or consortia of research institutions or academic institutions Partnership with the private sector or public agencies, including multi-modal and multi-jurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, and as discussed in Section D.2 of this NOFO, applicants are required to include a partnership plan in the technical application.”</p>	<p>“Grant recipients may use funds under this program to deploy the following advanced transportation and congestion management technologies:</p> <p>Advanced traveler information systems; Advanced transportation management technologies; Advanced transportation technologies to improve emergency evacuation and responses by federal, state, and local authorities; Infrastructure maintenance, monitoring, and condition assessment; Advanced public transportation systems; Transportation system performance data collection, analysis, and dissemination systems; Advanced safety systems, including V2V and V2I communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology; Integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems; Integrated corridor management systems; Advanced parking reservation or variable pricing systems or systems to assist trucks in locating available truck parking; Electronic pricing, toll collection, and payment systems; Technology that enhances high-occupancy-vehicle toll lanes, cordon pricing, or congestion pricing; Integration of transportation service payment systems; Advanced mobility access and on-demand transportation service technologies, such as dynamic rides-haring and information systems to support human services for elderly and disabled individuals; Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or Advanced transportation technologies, in accordance with the research areas described in section 6503 of Title 49I.”</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>Approximately \$120 million is made available annually, with maximum awards of \$12 million.</p>	<p>“The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program will provide \$60 million for each of fiscal years 2022 through 2026. Not less than 20 percent of the amounts made available to carry out this paragraph shall be reserved for projects serving rural areas.</p> <p>The federal cost-share is 80 percent; the applicant must supply the remaining 20 percent. “</p>	<p>The FY23 Notice of Funding Opportunity was released in November 2023 with applications due by February 2024.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Equity, Multimodal Options, and Quality of Life • Economic Impacts, Freight • Movement, and Job Creation • State of Good Repair • Domestic Preference/ Buy America • Geographic Diversity 	<p>Ryan J Buck Agreement Officer ATTAIN@dot.gov 202-366-4229</p>	<p>https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment</p>	<p>3.1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Building Resilient Infrastructure and Communities (BRIC)</p>	<p>FEMA</p>	<p>Funds states, local communities, tribes and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards.</p>	<p>State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; U.S. Territories</p>	<p>FEMA will provide financial assistance to eligible BRIC applicants for the following activities:</p> <p>Capability and Capacity-Building activities – activities that enhance the knowledge, skills, and expertise of the current workforce to expand or improve the administration of mitigation assistance. This includes activities in the following sub-categories: building codes, partnerships, project scoping, hazard mitigation planning and planning-related activities, and other activities;</p> <p>Hazard Mitigation Projects – cost-effective projects designed to increase resilience and public safety; reduce injuries and loss of life; and reduce damage and destruction to property, critical services, facilities, and infrastructure (including natural systems) from a multitude of natural hazards, including drought, wildfire, earthquakes, extreme heat, and the effects of climate change; and</p> <p>Management Costs – financial assistance to reimburse the recipient and sub-recipient for eligible and reasonable indirect costs, direct administrative costs, and other administrative expenses associated with a specific mitigation measure or project in an amount up to 15% of the total amount of the grant award, of which not more than 10% of the total award amount may be used by the recipient and 5% by the sub-recipient for such costs generally.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>FEMA will distribute up to \$1 billion through the BRIC grant program in the following manner:</p> <p>State or Territory Allocation: \$112 million (up to \$2 million per applicant). All 50 states, the District of Columbia, and U.S. territories may apply under the State or Territory Allocation.</p> <p>Building Codes Plus Up: \$112 million (up to \$2 million per state or territory) and up to \$25 million for tribes.</p> <p>Tribal Set-Aside: \$50 million. All federally recognized tribal governments may apply under the Tribal Set-Aside. The combined cost of the applicant's capability- and capacity building activities under the this must not exceed \$2 million. Up to \$1 million of the Tribal Set-Aside may be used for hazard mitigation planning and planning-related activities per applicant.</p> <p>National Competition for Hazard Mitigation Projects: \$701 million (estimated). Any funds that are not awarded from the State/Territory Allocation or the Tribal Set-Aside will be re-allocated.</p>	<p>Refer to FEMA's Program Support Material (PSM) Resources for the BRIC Grant Program for more details on grant requirements, funding mechanisms, and additional details for specific types of applications,</p>	<p>The FY23 Notice of Funding Opportunity was released in October 2023 with applications due by February 2024.</p>	<ul style="list-style-type: none"> • Capability- and capacity-building • Flood mitigation • Flood and stormwater management • Safety and Reductions in Injuries, Loss of Life, and Damages • Align with relevant Hazard Mitigation Plan (HMP) and all Environmental and Historic Preservation (EHP) requirements 	<p>femago@fema.dhs.gov</p>	<p>https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities</p>	<p>1.4, 3.3, 3.4</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Charging and Fueling Infrastructure Grants Program (Community Charging and Corridor Charging)</p>	<p>USDOT</p>	<p>Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multi-unit dwellings to single family homes.</p> <p>This grant program has two tracks:</p> <p>Community Charging and Alternative Fueling Grants (Community Program): To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities.</p> <p>Charging and Alternative Fuel Corridor Grants (Corridor Program): To deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors.</p>	<p>Eligible applicants for Charging and Fueling Infrastructure Grants include the following:</p> <ul style="list-style-type: none"> States or political subdivision of States Metropolitan planning organizations Units of local government Special purpose districts or public authorities with a transportation function, including port authorities Indian Tribes U.S. Territories Authorities, agencies, or instrumentalities or entities owned by one or more entities listed above A group of entities listed above State or local authorities with ownership of publicly accessible transportation facilities (applies to Community Program only) 	<p>Planning; Equipment and Materials; Technology Demonstrations and Deployment; Climate and Sustainability; Accessibility</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>The Community Charging program made more than \$1.3 billion available in funding in FY24, with a minimum award of \$500,00. There was no stated maximum.</p>	<p>The Bipartisan Infrastructure Law provides \$2.5 billion over 5 years for this program to strategically deploy electric vehicle (EV) charging infrastructure and other alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in under-served and disadvantaged communities.</p> <p>Federal cost-sharing is up to 80 percent; applicant must provide the remaining 20 percent.</p>	<p>The FY24 Notice of Funding Opportunity was released May 30, 2024, with applications due August 28, 2024.</p>	<ul style="list-style-type: none"> • Climate Change, Resiliency, and the Environment • Equity, Multi-modal Options, and Quality of Life • Economic Impacts and Job Creation • Innovation 	<p>CFIGrants@dot.gov</p>	<p>https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program</p>	<p>3.1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Clean Heavy-Duty Vehicles</p>	<p>EPA</p>	<p>The Inflation Reduction Act invests \$1 billion to replace existing non-zero-emission heavy-duty vehicles with zero-emission vehicles, support zero-emission vehicle infrastructure, and to train and develop workers. Through the Clean Heavy-Duty Vehicles Grant Program, the EPA will improve the lives of millions of Americans by reducing pollution in neighborhoods where people live, work, play, and go to school. The program will accelerate environmental justice efforts in communities overburdened by pollution, help tackle our biggest climate challenges, and create high-quality clean energy jobs. At least \$400 million will be used to fund projects serving communities located in an area in non-attainment with the National Ambient Air Quality Standards. The EPA will offer funding to eligible recipients to replace existing non-zero-emission Class 6 and 7 heavy-duty vehicles with eligible Class 6 and 7 zero-emission vehicles.</p>	<p>The following entities are eligible to apply under the 2024 Clean Heavy-Duty Vehicles Grant Program:</p> <ul style="list-style-type: none"> States, including U.S. territories Municipalities, including public school districts Indian Tribes Nonprofit school transportation associations <p>Note that while third party contractors, such as transportation service providers and vehicle and charging equipment manufacturers, are not eligible to apply directly, they may still participate in the CHDV Grant Program by encouraging potential applicants to apply and working with grantees through the bidding process after grants are awarded.</p>	<p>Eligible activities and costs for the 2024 Clean Heavy-Duty Vehicles grant program include:</p> <ul style="list-style-type: none"> The incremental cost of replacing a non-zero-emission Class 6/7 heavy-duty vehicle with an eligible Class 6/7 zero-emission vehicle The purchase and installation of refueling infrastructure that will support vehicles replaced under this program Driver/mechanic training related to the maintenance and operation of new technologies, and vehicle warranties Costs directly related to the implementation, management, and oversight of the project, including recipient and sub-recipient personnel and benefits, contractual services, consulting on vehicle deployments, travel, supplies, and indirect costs

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>The EPA anticipates awarding a total of approximately 40 to 160 grants and/or cooperative agreements per year, ranging from \$500,000 to \$60 million per award.</p>	<p>The total estimated funding expected to be available for awards under this competitive opportunity is up to \$932 million. Funding is dependent upon the number of meritorious applications received and other applicable considerations described in funding announcements.</p>	<p>The FY2024 application window opened on April 24, and closes on July 25.</p>	<ul style="list-style-type: none"> • Climate Change, Resiliency, and the Environment • Equity, Multi-modal Options, and Quality of Life • Economic Impacts and Job Creation • Innovation 	<p>cleanhdvehicles@epa.gov</p>	<p>https://www.epa.gov/clean-heavy-duty-vehicles-program/clean-heavy-duty-vehicles-grant-program</p>	<p>3.1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Community Development Block Grant (CDBG)</p>	<p>HUD (administered by Illinois Department of Commerce & Economic Opportunity)</p>	<p>The Community Development Block Grant (CDBG) Program was established by the U.S. Housing and Community Development Act of 1974 (“HCD Act”). The program assists Illinois communities that do not receive a HUD direct entitlement allocation with meeting their greatest economic and community development needs.</p> <p>CDBG provides federal funding for community-based projects in non-metropolitan areas. The program consists of the following components:</p> <p>Housing Rehabilitation: Low-to-moderate income communities can apply for grants to improve housing and rehabilitate and retrofit properties.</p> <p>Public Infrastructure: Local governments that need to improve public infrastructure and eliminate conditions detrimental to public health, safety, and public welfare may request funding to undertake projects designed to alleviate these conditions, with an emphasis on helping communities with substantial low to moderate-income populations.</p> <p>Disaster Response: The Disaster Response program is designed for communities experiencing an imminent and urgent threat to public health and safety as indicated by a disaster declaration by the Governor of the State of Illinois.</p> <p>Economic Development: Local governments may request funding for gap financing to assist businesses locating or expanding in the community.</p>	<p>Local governments and other community organizations</p>	<p>Projects that improve housing and rehabilitate and retrofit properties, improve public infrastructure and eliminate conditions detrimental to public health, disaster relief, or economic development.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>Grant minimums and maximums depend on project types and CDBG programs, however funding may range from \$250,000 to \$1.5 million.</p>	<p>Program requirements may vary. Please refer to Illinois DECEO website for more details.</p>	<p>CDBG applications are accepted on a rolling basis.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Geographic Diversity • Housing • Public Infrastructure • State of Good Repair • Disaster Response • Economic Development 	<p>Office of Community Development Illinois Department of Commerce 217.785.6174 ceo.ocd@illinois.gov</p>	<p>https://dceo.illinois.gov/communitydevelopment/cdbg_programs.html</p>	<p>1.1, 1.2, 1.3, 2.1, 2.2, 3.1, 3.3,</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Congestion Relief Program</p>	<p>Federal Highway Administration, USDOT</p>	<p>Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.</p>	<p>A state, Metropolitan Planning Organization (MPO), city, or municipality carrying out a project in an urbanized area with a population greater than 1,000,000. [§ 11404; 23 U.S.C 129(d)(1)(A)]</p>	<p>Projects or an integrated collection of projects, including planning, design, implementation, and construction activities, including:</p> <ul style="list-style-type: none"> • deployment and operation of an integrated congestion management system; • deployment and operation of a system that implements or enforces high occupancy vehicle toll lanes, cordon pricing, parking pricing, or congestion pricing; • deployment and operation of mobility services, including establishing account-based financial systems, commuter buses, commuter vans, express operations, para-transit, and on-demand micro-transit; and • incentive programs that encourage travelers to carpool, use non-highway travel modes during peak period, or travel during non-peak periods. [§ 11404; 23 U.S.C. 129(d)(4)]
<p>FHWA Bridge Investment Program (BIP)</p>	<p>Federal Highway Administration, USDOT</p>	<p>The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.</p>	<p>Eligible applicants include:</p> <ol style="list-style-type: none"> 1. A State or a group of States; 2. A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000; 3. A unit of local government or a group of local governments; 4. A political subdivision of a State or local government; 5. A special purpose district or a public authority with a transportation function; 6. A Federal Land Management Agency (FLMA); 7. A Tribal government or a consortium of Tribal governments; and 8. A multistate or multi-jurisdictional group of entities as described above in 1 – 7. 	<p>Eligible projects are highway bridge replacement, rehabilitation, protection, or preservation projects aiming to improve the safety, efficiency, and reliability of the movement of people and freight over bridges, improve the condition of the nation's bridges by reducing either the number of bridges and total person miles traveled over bridges that are in poor or at-risk condition, or the number of bridges in similar condition or with similar person mileage that do not meet current geometric design standards or cannot meet the load and traffic requirements typical of the regional transportation network.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>Grants must be \$10,000,000 or greater. [§ 11404; 23 U.S.C 129(d)(5)(D)]</p>	<p>The Federal share of the cost of a project carried out with a grant under the program is not to exceed 80% of the total project cost.</p> <p>The Secretary shall give priority to projects in urbanized areas that are experiencing a high degree of recurrent congestion. The Secretary shall allow the use of tolls on the Interstate System as part of a project carried out with a grant under the program if certain statutory requirements [in 23 U.S.C. 129(d)(6)(B)] are met; however, the Secretary may not approve such use of tolling in more than 10 urbanized areas.</p>	<p>The application window is expected from February to May on an annual basis.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Equity, Multimodal Options, and Quality of Life • Economic Impacts, Freight Movement, and Job Creation • State of Good Repair • Innovation 	<p>Ryan J Buck Agreement Officer congestion.relief@dot.gov</p>	<p>https://www.fhwa.dot.gov/bipartisan-infrastructure-law/</p>	<p>3.1</p>
<p>Bridge Project grants under the Bridge Investment Program are available for bridges with total eligible project costs up to \$100 million, with minimum grant awards of \$2.5 million, and maximum grant awards of 80 percent of the total eligible project costs.</p> <p>Planning Project grant applications are available for bridges with maximum grant awards of 80 percent of the total eligible project costs.</p>	<p>Up to \$9.62 billion is available in fiscal years (FY) 2023 through 2026 Bridge Project grant applications and \$80 million in FY 2023–2026 Planning Project grant applications under the Bridge Investment Program. The Bridge Investment Program (BIP) has three categories of awards, each requiring a separate application:</p> <p>Planning Level Projects</p> <p>Bridge Projects (<\$100 million)</p> <p>Large Bridge Projects (>\$100 million)</p> <p>Eligible applicants may submit applications for any of the three funding categories, but each category has distinct eligibility and selection criteria and application deadlines.</p>	<p>The application window is expected from December to March on an annual basis.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Equity, Multi-modal Options, and Quality of Life • Economic Impacts, Freight Movement, and Job Creation • State of Good Repair • Innovation 	<p>BridgeInvestmentProgram@dot.gov</p> <p>Angela Jones, Agreement Specialist, Federal Highway Administration</p> <p>Veronica Jacobson, Agreement Specialist, Federal Highway Administration</p>	<p>https://www.transportation.gov/rural/grant-toolkit/bridge-investment-program</p>	<p>3.1, 3.4</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Flood Mitigation Assistance (FMA)</p>	<p>FEMA</p>	<p>Funds projects to reduce or eliminate the risk of repetitive flood damage to buildings and structures.</p>	<p>State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; U.S. Territories</p>	<p>The Flood Mitigation Assistance (FMA) grant program makes federal funds available to states, U.S. territories, federally recognized Tribal governments, and local governments to reduce or eliminate the risk of repetitive flood damage to buildings and structures insured under the National Flood Insurance Program (NFIP), and within NFIP-participating communities. It does so with a recognition of the growing flood hazards associated with climate change, and of the need for flood hazard risk mitigation activities that promote climate adaptation, equity, and resilience with respect to flooding. These include both acute extreme weather events and chronic stressors which have been observed and are expected to increase in intensity and frequency in the future.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>FEMA will distribute up to \$800 million through the FMA grant program with no stated minimum or maximum awards.</p>	<p>Refer to FEMA's Program Support Material (PSM) Resources for the FMA Grant Program for more details on grant requirements, funding mechanisms, and additional details for specific types of applications.</p>	<p>The FY23 Notice of Funding Opportunity was released in October 2023 with applications due by February 2024.</p>	<ul style="list-style-type: none"> • Capability- and capacity-building • Flood mitigation • Flood and stormwater management • Safety and Reductions in Injuries, Loss of Life, and Damages • Align with relevant Hazard Mitigation Plan (HMP) and all Environmental and Historic Preservation (EHP) requirements 	<p>femago@fema.dhs.gov</p>	<p>https://www.fema.gov/grants/mitigation/flood-mitigation-assistance</p>	<p>1.4, 3.3, 3.4</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Illinois Transportation Enhancement Program (ITEP)</p>	<p>Illinois Department of Transportation</p>	<p>The ITEP is a bi-annual competitive federal and state funded grant reimbursement program. In order to be eligible for ITEP funding, a project must have an eligible project sponsor, fit within one of the eligible project categories and demonstrate a relationship to surface transportation by either serving a transportation need or providing a transportation use or benefit. Projects for recreational purposes only are ineligible. The goal of the ITEP is to allocate resources to well-planned projects that provide and support alternate modes of transportation, enhance the transportation system through preservation of visual and cultural resources, provide equity for disadvantaged populations, and improve the quality of life for members of the communities. ITEP requires communities to coordinate efforts to develop and build safe, valuable and functional projects in a timely manner.</p>	<p>Eligible applicants or project sponsors are local entities with taxing authority that can guarantee matching funds to carry out the proposed project. Sponsors assume responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all the federal and state laws, regulations, policies and procedures required to enter into project agreements.</p> <p>Under 23 U.S.C. 213(c)(4)(B), the eligible entities to receive ITEP funds are: local governments; regional transportation authorities; transit agencies; natural resource or public land agencies; school districts, local education agencies, or schools; tribal governments; nonprofit entities; MPO that represents an area with a population 200,000 or fewer; a State, at the request of another eligible entity; and any other local or regional governmental entity with responsibility for oversight of transportation that the State determines to be eligible.</p>	<p>Project applications must be submitted in one of the following eligible funding categories: pedestrian/bicycle facilities; landscape/streetscape and other scenic beautification; conversion of abandoned railroad corridors to trails; historic preservation and rehabilitation of historic transportation facilities; vegetation management in transportation right-of ways; archaeological activities relating to impacts from implementation of a transportation project; storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats; and construction of turnouts, overlooks and viewing areas.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>The maximum per-project ITEP award is \$3 million.</p>	<p>The applicants must complete the on-line Community Score map portion of the application. The location of the project limits on the map will be used to determine a needs score for each project. ITEP applicants are no longer required to submit a hard copy of the application to IDOT. Additional application information and guidance can be found on the ITEP website.</p> <p>Eligible items are reimbursed at either 80% federal enhancement funds or 50% federal enhancement funds matched by 20% or 50% matching funds. State funds may be available for use for a portion of the local match for pedestrian and bicycle facilities or the conversion of abandoned railroad corridors to trails if the local sponsor is considered a high need community based on the Community Map criteria. Right-of-way, easements, and street lighting are eligible for up to 50% cost reimbursement. The project sponsor is responsible for 100% of any ineligible costs.</p>	<p>IDOT's ITEP application period begins in August and ends in September.</p>	<ul style="list-style-type: none"> • Multimodal Transportation • Connectivity • Landscapes/ Streetscapes • Stormwater Management • Water Pollution Prevention 	<p>DOT.ITEP@Illinois.gov</p>	<p>https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-programs/itep.html</p>	<p>1.1, 1.2, 1.4, 3.1, 3.2, 3.3, 3.4</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>MPDG Nationally Significant Multimodal Freight and Highway Projects</p>	<p>USDOT</p>	<p>The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.</p>	<p>a State or a group of States;</p> <p>a metropolitan planning organization or a regional transportation planning organization (depending on grant)</p> <p>a unit of local government;</p> <p>a political subdivision of a State;</p> <p>a special purpose district or public authority with a transportation function, including a port authority;</p> <p>a Tribal government or a consortium of Tribal governments;</p> <p>Federal land management agency that applies jointly with a State or group of States;</p> <p>a partnership between Amtrak and 1 or more entities described above;</p> <p>a group of entities described above</p>	<p>A highway or bridge project on the National Multimodal Freight Network, National Highway Freight Network, or National Highway System</p> <p>A freight inter-modal (including public ports) or freight rail project that provides public benefit</p> <p>A highway freight project eligible under National Highway Freight Program</p> <p>A railway highway grade separation or elimination project</p> <p>A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program</p> <p>An intercity passenger rail project</p> <p>A public transportation project that is eligible under assistance under Chapter 53 of title 49 and is a part of any of the project types described above</p> <p>A wildlife crossing project</p> <p>A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency</p> <p>A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions</p> <p>A highway, bridge, or freight project on the National Multimodal Freight Network</p> <p>A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or inter-modal facility that supports the economy of a rural area</p> <p>A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>It is anticipated that this opportunity will award approximately \$5.1 billion for this round from FY 2025 and FY2026 funding.</p> <p>INFRA: \$2.7 billion</p> <p>Mega: \$1.7 billion</p> <p>Rural: \$780 million</p>	<p>Each program has different funding and cost sharing/matching requirements. Refer to the Notice of Funding Opportunity for more detail.</p>	<p>The FY24 applicant window lasted from March to May.</p>	<ul style="list-style-type: none"> • Safety • Environmental Sustainability • Quality of Life • Mobility and Community Connectivity • Economic Competitiveness • State of Good Repair • Collaboration • Innovation 	<p>mpdgrants@dot.gov</p>	<p>https://www.transportation.gov/grants/mpdg-program</p>	<p>3.1, 3.4</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Natural Gas Distribution Infrastructure Safety and Modernization (NGDISM)</p>	<p>PHMSA</p>	<p>Funds a municipality- or community-owned utility to repair, rehabilitate, or replace the natural gas distribution pipeline systems or to acquire equipment to improve safety and avoid economic losses.</p>	<p>Special district governments</p> <p>City or township governments</p> <p>Native American tribal governments (Federally recognized)</p> <p>County governments</p> <p>Others (see text field entitled "Additional Information on Eligibility" for clarification)</p> <p>Nonprofits that do not have a 501(c)(3) status with the IRS, other than institutions of higher education</p>	<p>The grant funding is to be made available to a municipality or community owned utility (not including for-profit entities) to repair, rehabilitate, or replace its natural gas distribution pipeline systems or portions thereof or to acquire equipment to (1) reduce incidents and fatalities and (2) to avoid economic losses.</p>
<p>Pilot Program for Transit-Oriented Development Planning</p>	<p>Federal Transit Administration, USDOT</p>	<p>The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.</p>	<p>Applicants and eventual grant recipients under this program must be FTA grantees as of the publication date of the NOFO. A proposer must either be the project sponsor of an eligible transit capital project as defined above or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entities will be required unless the applicant has both responsibilities. Please refer to the NOFO for additional details.</p> <p>Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicate to FTA that partnerships are not in place and FTA will reject all of the applications.</p>	<p>Consistent with statutory direction, FTA is seeking comprehensive or site-specific planning projects for a transit capital project corridor. To ensure that planning work reflects the needs and aspirations of the local community and results in concrete, specific deliverables, and outcomes, FTA requires that transit project sponsors partner with entities with land use planning authority in the project corridor.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>The legislation designated \$200 million a year in grant funding with a total of \$1 billion in grant funding over the next five years. Annual appropriations vary based on demand for funding. The FY 24 NOFO made \$196 million available, with maximum awards of \$125 million.</p>	<p>Reimbursement is the payment method for the NGDISM Program. PHMSA will pay for a recipient's cost after it is posted to the recipient's accounting records. Recipients shall not request reimbursement of a cost before the recipients have entered into a legally binding obligation for that cost (i.e., a signed and executed grant agreement).</p>	<p>The FY24 Notice of Funding Opportunity was released in May 2024 with applications due July 2024.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Equity, Multimodal Options, and Quality of Life • Economic Impacts, Freight Movement, and Job Creation • State of Good Repair • Domestic Preference/ Buy America • Geographic Diversity 	<p>PHMSAPipelineBILGrant@dot.gov</p>	<p>https://www.phmsa.dot.gov/about-phmsa/working-phmsa/grants/pipeline/natural-gas-distribution-infrastructure-safety-and-modernization-grants</p>	<p>3,4</p>
<p>The FY 24 notice of funding makes available up to \$10,496,164 for FY 2024 grants, with no stated minimum or maximum awards. Only proposals from eligible recipients for eligible activities are considered for funding. Due to funding limitations, applicants who are selected for funding may receive less than the amount originally requested and are thus encouraged to identify a scaled funding request in their application.</p>	<p>In general, the maximum Federal funding share for proposals is 80 percent. However, proposals that support planning activities that assist parts of an urbanized area or rural area with lower population density or lower average income levels compared to the adjoining area are eligible to receive a Federal funding share of no less than 90 percent and applicants may request a share up to 100 percent if requirements provided in 49 U.S.C 5305(f) are met.</p>	<p>The FY24 Notice of Funding Opportunity was released in May 2024 with applications due July 2024.</p>	<ul style="list-style-type: none"> • Safety • Environmental Sustainability • Quality of Life • Mobility and Community Connectivity • Economic Competitiveness • State of Good Repair • Collaboration • Innovation 	<p>April McLean-McCoy, FTA Office of Planning and Environment at (202) 366-7429 April. McLeanMcCoy@dot.gov</p>	<p>https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy-2024-notice-funding</p>	<p>1,1, 1,2, 2,1, 3,1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</p>	<p>USDOT</p>	<p>Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).</p>	<p>RAISE can provide funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others.</p>	<p>Capital projects including but not limited to: highway, bridge, or other road projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail transportation projects; port infrastructure investments (including inland port infrastructure and land ports of entry); the surface transportation components of an airport project eligible for assistance under part B of subtitle VII; intermodal projects; projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program; projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program. Planning projects which include planning, preparation, or design (for example - environmental analysis, equity analysis, community engagement, feasibility studies, benefit cost analysis (BCA), and other pre-construction activities) of eligible surface transportation capital projects that will not result in construction with RAISE funding of the same fiscal year.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>For capital projects located in urban areas, the minimum award is \$5 million. Please note that the minimum total project cost for a project located in an urban area (and is not APP or HDC) must be \$6.25 million to meet match requirements. The maximum grant award is \$25 million.</p>	<p>Each applicant to the RAISE grants program should provide a benefit-cost analysis (BCA) for their proposed project. BCA is a systematic process for identifying, quantifying, and comparing expected benefits and costs of a potential investment. The information provided in the applicants' BCAs will be evaluated by USDOT and will be used to help ensure that the available funding under the program is devoted to projects that provide significant economic benefits to users and the Nation as a whole, relative to the resources required to implement those projects.</p> <p>A project that receives Grant funds may require approval by the Metropolitan Planning Organization or State as part of the Long Range Plans and Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP). Applicants should coordinate with the relevant planning authority to ensure that the project will be included in the appropriate plan if required before an operating administration may obligate funds to the project. If the project is not included in the relevant planning documents when the RAISE application is submitted, applicants should include with their application a certification from the appropriate planning agency that actions are underway to include the project in the relevant planning document.</p>	<p>The application deadlines for FY 2025 and 2026 are in January of each year, with application windows expected to open in Q4 of the previous year.</p>	<ul style="list-style-type: none"> • Safety • Environmental Sustainability • Quality of Life • Mobility and Community Connectivity • Economic Competitiveness • State of Good Repair • Collaboration • Innovation 	<p>raisegrants@dot.gov</p>	<p>https://www.transit.dot.gov/funding/grants/betterutilizinginvestmentsleverageddevelopmentbuildtransportationgrants-program</p>	<p>3.1, 3.4</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Reconnecting Communities and Neighborhoods (RCN)</p>	<p>USDOT</p>	<p>Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.</p>	<p>The Office of the Secretary of Transportation (OST) has released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) FY23 programs, which will combine two major discretionary grants into one NOFO. RCP and NAE have different statutory rules for determining applicant eligibility. Applicants should review this section to determine their grant type eligibility. Generally, applicants can be local units of government, MPOs, or non-profit organizations.</p>	<p>Each of the funding opportunities has slightly different statutory rules for eligible facilities and different eligible activities and costs. Applicants should review this section to determine which of the two programs they may be eligible for</p> <p>i. Eligible Facilities</p> <p>a) RCP Eligible Facilities – Community Planning and Capital Construction Grants The proposed project must address an “eligible facility,” which is defined as a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. Eligible facilities may include limited access highways, viaducts, any other principal arterial facilities, and other facilities such as transit lines, rail lines, gas pipelines, and airports. See Section H.1. Definitions for “highway” and Section D.2.ii. Key Information Questions for a suggested list of other facilities.</p> <p>b) NAE Eligible Facilities – Community Planning, Capital Construction, and Regional Partnerships Challenge Grants The proposed project may address one of two “eligible facilities”:</p> <p>(1) A dividing facility: a surface transportation facility that creates an obstacle to community connectivity by high speeds, grade separation, or other design factors;</p> <p>(2) A burdening facility: a surface transportation facility that is a source of air pollution, noise, stormwater, heat, or other burden to a disadvantaged or underserved community.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>Community Planning Grants In FY 2023, DOT may award up to \$50 million of RCP funds and \$135 million of NAE funds for eligible public engagement, feasibility studies, and other planning activities described in Section C. Eligibility Information. BIL specifies that the maximum Community Planning Grant award funded with RCP funds is \$2 million. There is no maximum award amount for a Community Planning Grant award funded with NAE funds.</p> <p>ii. Capital Construction Grants In FY 2023, DOT may award up to \$148 million of RCP funds and \$2.57 billion of NAE funds for eligible construction activities described in Section C. Eligibility Information. BIL specifies that the minimum Capital Construction Grant award funded with RCP funds is \$5 million. There is no minimum award amount for a Capital Construction Grant award funded with NAE funds. If a project is partially funded, project components executed through the RCN Program must demonstrate independent utility.</p> <p>iii. NAE Regional Partnerships Challenge Grants In FY 2023, DOT may award up to \$450 million of NAE funds to support regional collaboration and innovation on the eligible activities under Community Planning or Capital Construction Grants. DOT anticipates awarding three to five Regional Partnerships Challenge Grants.</p>	<p>State DOT Applicant If the successful applicant is a State Department of Transportation (State DOT), RCN funds will be awarded upon the execution of a project agreement which is a type of grant agreement for administration of funds to a State DOT in Fiscal Management System (FMIS). 9 Non-State DOT Applicant If the successful applicant is a non-State DOT, RCN funds may be awarded under one of two options: (1) RCN funds will be awarded upon the execution of a grant agreement with the FHWA. The non-State DOT is the recipient of the grant funds and will be responsible for ensuring the project is delivered in accordance with all applicable Federal requirements and terms and conditions of the grant award. Under this option, the non-State DOT recipient may enter into a contractual agreement with a State DOT for assistance with project activities (such as drafting solicitations for consultant services, drafting request for proposals for physical construction, construction management) that comply with the applicable procurement standards (see 2 CFR 200.318 through 200.327). In this relationship, the non-State DOT recipient would reimburse the State DOT for eligible project activities as outlined in their contractual agreement. The Federal agency has no direct relationship with a contractor under a federal award. Management of contracts is the responsibility of the recipient. (2) At the request of the applicant selected to receive a RCN grant, and with the concurrence of the applicable State DOT, a determination may be made that the State DOT may be designated as the recipient of the grant funds.15 The designation will be made at the time of the grant award and funds will be obligated to the project upon the execution of a project agreement in FMIS. The State DOT would be reimbursed through FMIS for any direct costs as well as any indirect costs if the State has an FHWA approved indirect cost rate.</p>	<p>The last FY23 application window had different deadlines for each program. Please refer to the website for more accurate information.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Equity, Multimodal Options, and Quality of Life • Economic Impacts, Freight Movement, and Job Creation • State of Good Repair • Innovation 	<p>RCN Program: Andrew Emanuele at andrew.emanuele@dot.gov and Tameka MaconRyan at tameka.maconryan@dot.gov</p>	<p>https://www.transportation.gov/grants/rcnprogram</p>	<p>1.1, 1.2, 1.4, 2.1, 2.2, 3.1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Rural Business Development Grant</p>	<p>USDA</p>	<p>Provide technical assistance and training for small rural businesses. Small businesses are defined as having fewer than 50 new workers and less than \$1 million in gross revenue.</p>	<p>Towns, nonprofit corporations, colleges/universities, rural cooperatives.</p>	<p>Grants must be used on projects to benefit small and emerging businesses in rural areas as specified in the grant application. Uses may include: Training and technical assistance, such as project planning, business counseling and training, market research, feasibility studies, professional or/technical reports or producer service improvements. Acquisition or development of land, easements, or rights of way; construction, conversion, renovation of buildings; plants, machinery, equipment, access for streets and roads;</p> <p>parking areas and utilities; pollution control and abatement; the capitalization of revolving loan funds, including funds that will make loans for start-ups and working capital; distance adult learning for job training and advancement; rural transportation improvement; community economic development; Technology-based economic development; feasibility studies and business plans; leadership and entrepreneur training; rural business incubators; long-term business strategic planning.</p>
<p>Safe Streets and Roads for All (SS4A)</p>	<p>USDOT</p>	<p>Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).</p>	<p>The following groups of applicants are eligible for the SS4A grant program:</p> <p>Political subdivisions of a State, which includes counties, cities, towns, transit agencies, and other special districts.</p> <p>Metropolitan planning organizations (MPOs).</p> <p>Federally recognized Tribal governments.</p>	<p>Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement an Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribal area, or region.</p> <p>Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities.</p> <p>Implementation Grants may also include supplemental planning and demonstration activities to inform an existing Action Plan, and project-level planning, design, and development activities.</p> <p>Applicants must have an eligible comprehensive safety action plan (referred to as an "Action Plan") to apply for an Implementation Grant.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>There is no maximum grant amount; however, smaller requests are given higher priority. There is no cost sharing requirement. Opportunity grants are limited to up to 10 percent of the total Rural Business Development Grant annual funding.</p>	<p>Rural Business Development Grant money must be used for projects that benefit rural areas or towns outside the urbanized periphery of any city with a population of 50,000 or more.</p>	<p>Applications open January. Applications due April.</p>	<ul style="list-style-type: none"> • Rural Development • Private Involvement • Community Projects 	<p>Molly Hammond, Acting State Director</p> <p>2118 West Park Court, Suite A, Champaign, IL 61821</p> <p>Voice: 217-403-6200</p> <p>Fax: (855) 832-8691</p>	<p>https://www.rd.usda.gov/programs/services/businessprograms/rural-businessdevelopmentgrants</p>	<p>1.1, 2.1, 2.2</p>
<p>The FY 24 notice of funding makes available up to \$1,261,494,000 for FY 2024 grants under the SS4A program. Of the funding made available, up to \$780 million is available to implement projects and strategies. The remainder, \$461,494,000, must be awarded for developing Action Plans; conducting supplemental planning to update existing Action Plans; or carrying out demonstration activities to inform the development of, or updates to, Action Plans.</p>	<p>The SS4A program supports the development of a comprehensive safety action plan (referred to as an "Action Plan") that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program.</p> <p>SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies.</p>	<p>The FY24 Notice of Funding Opportunity had multiple application deadlines depending on the type of grant. Application deadlines ranged from April to August.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Equity, Multimodal Options, and Quality of Life • Economic Impacts and Job Creation • State of Good Repair • Innovation 	<p>Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT, at https://usg.valideval.com/teams/usdot_ss4a_2024_implementation/signup for Implementation Grant applicants and https://usg.valideval.com/teams/usdot_ss4a_2024_planning_demo/signup for Planning and Demonstration Grants. Customer support for Valid Eval can be reached at support@valideval.com.</p>	<p>https://www.transportation.gov/grants/SS4A</p>	<p>1.1, 1.2, 2.1, 3.1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
SMART	USDOT	Funds agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.	Eligible applicants for the SMART Grants Program include: A. a State; B. a political subdivision of a State; C. a federally recognized Tribal government; D. a public transit agency or authority; E. a public toll authority; F. a metropolitan planning organization; or G. a group of two or more eligible entities applying through a single lead applicant (Group Application).	<p>The SMART Grants Program funds multiple technology areas, as listed below. Projects must demonstrate at least one technology area and may demonstrate more than one technology area. USDOT will evaluate each application on its merits, and there is no expectation that applications demonstrate more than one technology area.</p> <p>Coordinated Automation; Connected Vehicles; Intelligent, Sensor-Based Infrastructure; Systems Integration; Commerce Delivery and Logistics; Leveraging Use of Innovative Aviation Technology; Smart Grid; Smart Technology Traffic Signals</p>
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Build America Bureau, USDOT	<p>The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities.</p> <p>The TIFIA credit program is designed to:</p> <p>Fill market gaps and leverage substantial private co-investment through supplemental, subordinate investment in critical improvements to the nation's transportation system.</p> <p>TIFIA credit assistance is often available on more advantageous terms than in the financial market, making it possible to obtain financing for needed projects when that financing might not otherwise be available.</p>	<ul style="list-style-type: none"> State Governments State Infrastructure Banks Private Firms Special Authorities Local Governments Transportation Improvement Districts 	<ul style="list-style-type: none"> Highways and Bridges Intelligent Transportation Systems Intermodal Connectors Transit Vehicles and Facilities Intercity Buses and Facilities Freight Transfer Facilities Pedestrian Bicycle Infrastructure Networks Transit-Oriented Development Rural Infrastructure Projects Passenger Rail Vehicles and Facilities Surface Transportation Elements of Port Projects Airports

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>SMART is a two-stage program. Stage 1 (up to \$2,000,000 dollars and 18 months) grants are open for any eligible entity to apply. Recipients of Stage 1 grants will be eligible to expand their projects through Stage 2 grants (up to \$15,000,000 and 36 months).</p>	<p>The last funding notice made available approximately \$50,000,000 for FY 2024 Stage 1 grants under the SMART Grants Program. USDOT expects to award approximately 30 Stage 1 grants of up to \$2,000,000 per award. There is an anticipated minimum award size of \$250,000. There are no cost share requirements.</p>	<p>The application window is expected from May to June on an annual basis.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Quality of Life • Mobility and Economic Competitiveness • State of Good Repair • Innovation 	<p>smart@dot.gov</p>	<p>https://www.transportation.gov/grants/SMART</p>	<p>3.1</p>
<p>TIFIA credit assistance is limited to 49% of eligible project costs for a secured loan or loan guarantee, and 33% for a standby line of credit. In total, federal assistance (grants and loans) to a project receiving a TIFIA loan can be up to 80%.</p>	<p>Highlights of TIFIA:</p> <ul style="list-style-type: none"> Low interest rate Interest does not accrue until proceeds are drawn Flexible amortization Up to 35 year repayment period (New Bipartisan Infrastructure Law allows up to 75 years for some projects) Deferrable for five years after substantial project completion No pre-payment penalty 	<p>Open rolling application window.</p>	<ul style="list-style-type: none"> • Public Benefit • New Revenue Streams and Private Participation • Fill Capital Market Gaps • Limit Federal Exposure 	<p>BuildAmerica@dot.gov</p>	<p>https://www.transportation.gov/buildamerica/financing/tifia</p>	<p>1.1, 1.2, 1.3, 2.1, 3.1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</p>	<p>USDOT</p>	<p>Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.</p>	<p>Eligible applicants include states (or a political subdivision of a state), metropolitan planning organizations (MPOs), local governments, special purpose districts or public authorities with a transportation function, Tribal governments, and federal land management agencies (FLMAs), when applying jointly with states. Different eligibilities apply for at-risk coastal infrastructure grants.</p>	<p>Eligible uses include highway, transit, and certain port projects that include resilience planning, strengthening and protecting evacuation routes, enabling communities to address vulnerabilities and increasing the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.</p>
<p>Rebuild Downtowns & Main Streets (RDMS) Capital Grant Program</p>	<p>Illinois Department of Commerce & Economic Opportunity</p>	<p>RDMS will facilitate investment to revitalize commercial corridors and downtown areas in Illinois, offering capital grants to support improvements in communities that have experienced disinvestment, particularly those hardest-hit by the COVID-19 crisis. This support will help to accelerate Illinois' economic recovery and promote long-term, sustainable, and inclusive growth for the state. RDMS grants are available for capital projects only.</p>	<p>The following entities are eligible to apply for both RDMS grants:</p> <ul style="list-style-type: none"> • Economic development organizations (EDOs) • Local units of government (e.g., municipalities, counties, townships) • Private Businesses • Special purpose local units of government (e.g., library districts, fire protection districts, schools are not eligible). 	<p>Improvement and repair of roads, sidewalks, and lighting in commercial corridors and downtowns</p> <p>Development of public spaces that will attract events to and/or add to the appeal of commercial corridors and downtowns</p> <p>Improvement and repair of water and sewer infrastructure serving commercial corridors and downtowns</p> <p>Mixed-use development that will add to the vitality of commercial corridors and downtowns</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>The PROTECT program provides \$1.4 billion in funding over 5 years. Individual award amounts vary. Only 40 percent of award funds can be used for construction of new capacity.</p>	<p>Federal cost-sharing will be higher if the eligible entity develops a resilience improvement plan (or is in a state or area served by MPO that does) and the state or MPO incorporates it into its long-range transportation plan.</p>	<p>The last application window was from April to August in 2023.</p>	<ul style="list-style-type: none"> • Safety • Climate Change, Resiliency, and the Environment • Equity, Multimodal Options, and Quality of Life • Economic Impacts, Freight Movement, and Job Creation • State of Good Repair • Innovation 	<p>n/a</p>	<p>n/a</p>	<p>1.4, 3.1, 3.3, 3.4</p>
<p>\$20 million has been allocated for RDMS with maximum awards of \$2,000,000 for a single project.</p>	<p>RDMS grants will reimburse capital expenditures only. Capital expenditures refer generally to purchase or construction of longlived assets. For more information on which expenditures qualify as capital, please review the Rebuild Illinois Bondability Guidelines. Local units of government must provide a cash match of 25% of total project costs (1:3 match).</p> <p>Anticipated start date for awards is fall 2024. The period of performance is expected to be late calendar year 2024 through the end of calendar year 2026.</p>	<p>FY2024 Applications due July 22, 2024. Similar funding cycles anticipated in the future.</p>	<ul style="list-style-type: none"> • Project Need • Applicant Capacity • Project Quality • Public Benefit and Infrastructure • Reconnecting Communities • Multimodal Mobility 	<p>John O’Conner (john.oconner@illinois.gov)</p>	<p>https://dceo.illinois.gov/aboutdceo/grantopportunities/2560-275--3304-2764.html</p>	<p>1.1, 1.2, 2.1, 3.1</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>Business Attraction Prime Sites</p>	<p>Illinois Department of Commerce & Economic Opportunity</p>	<p>The intent of this program is to assist companies with large-scale capital investment projects that commit to significant job creation for Illinois residents as they relocate or expand operations within Illinois. Business Attraction Prime Sites grants can encompass a wide range of economic development projects and may include infrastructure and capital equipment purchases that will result in job creation in the state of Illinois.</p>	<p>Eligible applicants include businesses that:</p> <ul style="list-style-type: none"> • are relocating to or expanding operations in Illinois, • received confirmation of eligibility for an EDGE, HIB, REV or MICRO credit or has a pending application for the EDGE, HIB, REV or MICRO programs that is ultimately approved, • for businesses applying for and/or are eligible for EDGE or HIB, are committed to: hiring at least 50 new employees that are Illinois residents to work onsite where project is located, AND making a \$40 million investment, OR; hiring at least 100 new employees that are Illinois residents to work onsite where project is located, AND making a \$20 million investment • are operating in one of the following industries of focus from the 2019 Illinois Economic Plan (https://dceo.illinois.gov/econplan2019.html): Agribusiness and Ag Tech; Energy; Information Technology; Life Sciences and Healthcare; Manufacturing; Transportation and Logistics 	<p>Eligible projects may include new construction and renovation of industrial and commercial facilities, including associated infrastructure improvements and the purchase and installation of durable equipment. Construction or renovation of facilities to be used as warehouses are not eligible. Eligible expenses for these funds include:</p> <ul style="list-style-type: none"> • architectural planning and engineering design; • land and building acquisition; • costs related to site selection, preparation and improvement; • utility work; • new construction of buildings and structures; • reconstruction or improvement of existing buildings or structures; and • original furnishings and durable equipment, including scientific instruments and apparatuses with a long useful life.

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
<p>Grants awarded under this program will range from \$250,000 to \$25,000,000.</p>	<p>This grant program is utilizing state capital funds appropriated by the Illinois General Assembly. Grants awarded under this program will range from \$250,000 to \$25,000,000. A total of \$60,000,000 is available through this funding opportunity. Award amounts for eligible projects will be formula based, and an applicant may apply for a grant of up to \$5,000 per new job created, with a minimum of 50 new jobs except for REV and MICRO applicants eligible for REV and MICRO Tier 2 benefits. Tier 2 REV and MICRO applicants are eligible to receive \$10,000 per new job. Tier 2 REV and MICRO applicants are also eligible to receive \$5,000 per retained job. These grants originate from Rebuild Illinois capital funds, so expenditures for these funds are subject to Bondability Guidelines (see guidelines at the same webpage where this NOFO is posted).</p>	<p>FY2024 Applications due June 2024. Similar funding cycles anticipated in the future.</p>	<ul style="list-style-type: none"> • Private Sector • Job Creation • Company Staff Retention 	<p>Leslie Barsema (Leslie.Barsema@illinois.gov)</p>	<p>https://dceo.illinois.gov/aboutdceo/grantopportunities/2608-2023.html</p>	<p>2.1, 2.2</p>

PROGRAM	AGENCY	PURPOSE	ELIGIBLE APPLICANTS	ELIGIBLE ACTIVITIES
<p>CMAP Technical Assistance and RTA Community Planning Program</p>	<p>Chicago Metropolitan Agency for Planning (CMAP); Regional Transportation Authority (RTA)</p>	<p>The purpose of the CMAP Technical Assistance and RTA Community Planning programs is to assist communities with planning and implementation, provide them interagency expertise that can build up their capacity, and help them better leverage the region's transit network. This coordinated approach allows CMAP and RTA to offer planning and implementation assistance to an expanded base of eligible applicants. It also helps them align all efforts with ON TO 2050, the comprehensive plan for northeastern Illinois, as well as Transit is the Answer, the regional transit strategic plan.</p>	<p>CMAP is the regional planning organization for northeastern Illinois, serving Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties. RTA is the oversight, funding, and regional planning agency for the transit service boards (Chicago Transit Authority, Metra, and Pace). All communities are eligible and encouraged to apply.</p>	<p>Activities include: bicycle and pedestrian plans, capital improvement plans, corridor plans, grant readiness, housing and jobs studies, NEXT program (plan implementation assistance), pavement management plans, site planning pilot, transportation safety plans, equitable transit-oriented development plans, transit corridor plans, neighborhood mobility hubs and mobility improvement plans, special financing districts, zoning code updates, and more.</p>

LOAN OR GRANT MAXIMUM	TERMS / REQUIREMENTS / NOTES	FUNDING CYCLE	KEY ATTRIBUTES PRIORITIZED	CONTACT	WEBSITE	STRATEGIES
Some of the assistance provided in this program involves funding support, however generally this program offers technical assistance to help municipalities identifying other funding sources.	n/a	The 2024 call for projects ran from February 26 to March 22, 2024. The next call for projects is expected in the spring of 2025.	<ul style="list-style-type: none"> • Alignment with CMAP ONTO 2050 • Strengthen planning capacity in communities with disadvantaged populations • Support Transit-Oriented Development • Combat Climate Change 	cmap.illinois.gov 312-454-0400	https://www.cmap.illinois.gov/programs/lta/call-for-projects	1.5

