



CITY OF MCHENRY
DOWNTOWN 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 DOWNTOWN MCHENRY - ADVANCING SUSTAINABLE GROWTH, ECONOMIC AND INFRASTRUCTURE RESILIENCE, AND FISCAL SUSTAINABILITY.

City of McHenry sits in the heart of Fox River Valley about 45 miles northwest of Chicago. It is a community of rich agricultural traditions, family-oriented neighborhoods, and 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. It finds its roots as a hamlet established in the Fox River Valley in 1836. Today, it is home to over 27,000 people of diverse ethnicities, ages, and livelihoods.

Downtown McHenry is the physical and commercial center as well as the cultural hub of the city. Spanning approximately 200 acres, it encompasses three business districts – Green Street, Riverside Drive, and Main Street. Fox River waterfront is its centerpiece. Downtown hosts many businesses, entertainment, leisure and recreational venues, and some single family and multi-family residential spaces. Several community events such as Downtown Uncorked and Light the Night take place here as well. However, additional investments are required to meet the needs of the changing demography, especially focusing on the recreational avenues for the youth and increasing the housing supply.

Most of the city's historic landmarks, such as the Riverside House built in 1864 can be found in the downtown itself. They add to its character and appeal. Prioritizing their preservation and rehabilitation will be critical in carrying forward the city's architectural and social legacies.

Positioned at the crossroads of Route 31 and Route 120, served by Metra (Metropolitan Rail) and Union Pacific railways, and located on the Illinois trail networks, Downtown McHenry has excellent cross-county and city-level accessibility. However, the limited provisions for safe walking and biking routes have imposed a continued reliance on automobiles with regular traffic congestion and parking challenges. Investments in active transportation infrastructure will help alleviate this pressure by developing a walkable neighborhood and creating a vibrant public realm with an active street life.

In 2023, City of McHenry initiated Vision 2050, a long-range Downtown Plan development effort to steer the progression of the city over the next 25+ years. Headed by the Mayor, it was a collaborative effort between the City Council, City Staff, stakeholders, business owners, residents of McHenry, and the

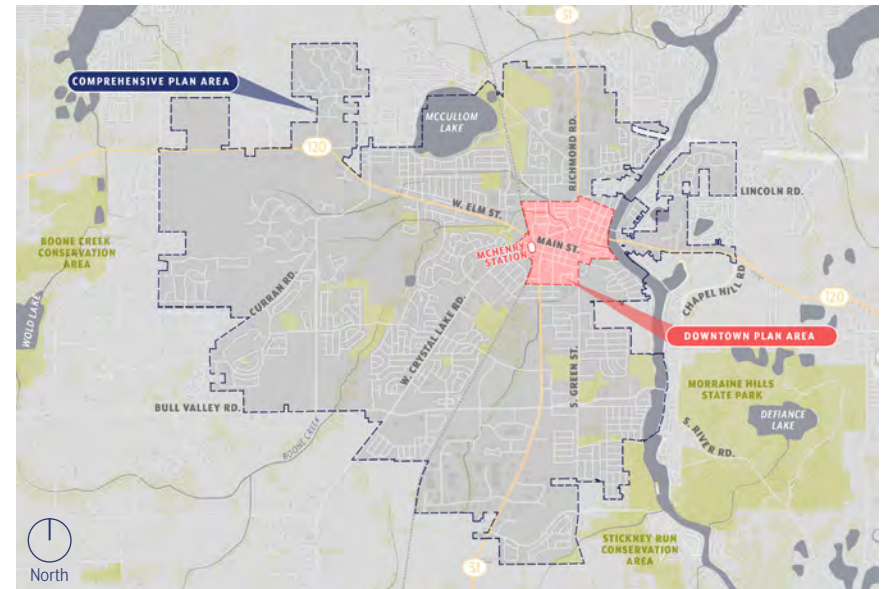


FIGURE 1. PLAN AREA

consultant team. It built upon and complemented previous planning studies, particularly Downtown Streetscape Master Plan 2002, Downtown Plan 2003, Downtown Design Guidelines, 2004, and City of McHenry Comprehensive Plan & Development Policies, 2008. It resulted in a citywide Comprehensive Plan and a focused Downtown Plan (this document) in accordance with the areas indicated in **Figure 1**. The plan is a statement of community values and aspirations, and provides a common direction for projects, programs, policies and public investments in the city. It will function as a reference point for decision making and set priorities for action. It focuses on four themes - targeted economic development, arts and culture, housing, and transportation.

Vision 2050 Downtown 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.



FIGURE 2. PLAN 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. 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 Downtown McHenry from the public perspective. Based on community feedback, Phase 3 focused on articulating the vision, defining the goals and identifying strategies to achieve the community's vision. Further, three sites were identified in Downtown with the potential to catalyze development in the surrounding area. 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 Downtown 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

consensus for these 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, culminated in this 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 for official adoption by the City Council. **Figure 2** illustrates the milestones associated with each phase.

The Downtown Plan was created by listening to the people of McHenry. Community engagement played a critical role. 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

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

- 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



FIGURE 3. COMMUNITY ENGAGEMENT

of engagement activities. Community feedback indicated the desire for prioritizing the downtown redevelopment including investments in Main Street from Route 31 to the Metra Station, alternative modes of transportation to relieve congestion and burden on parking, and housing that is attainable for seniors, singles and young families.

The Downtown Plan establishes a collective vision of the people of McHenry, goals for a strategic growth of the city, and actions to manifest them. They represent community priorities for the next 25 years. They are the desired outcomes of development initiatives which will be reflected both in built form and the experience of being in the downtown.

The Downtown Plan has adopted an integrated approach towards future developments. It provides a land development framework that defines character

VISION

IN 2050, DOWNTOWN MCHENRY WILL BE **THE BEATING HEART OF THE FOX RIVER.** DOWNTOWN WILL BE A PLACE **ACCESSIBLE ON FOOT OR BY BIKE** WITH A **VIBRANT LOCAL FOOD SCENE** AND BUSINESS COMMUNITY. IT WILL BE A PLACE WHERE **NEW BUSINESSES** INVEST AND GROW LOCAL OPERATIONS. ALONG THE FOX RIVER, **PUBLIC SPACES WILL HAVE SOMETHING FOR EVERYONE** AND WILL CONNECT TO ALL SURROUNDING NEIGHBORHOODS.

SOURCE: ADOBE STOCK



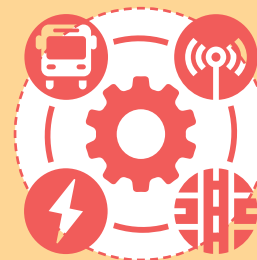
GOAL 1: SUSTAINABLE GROWTH

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.

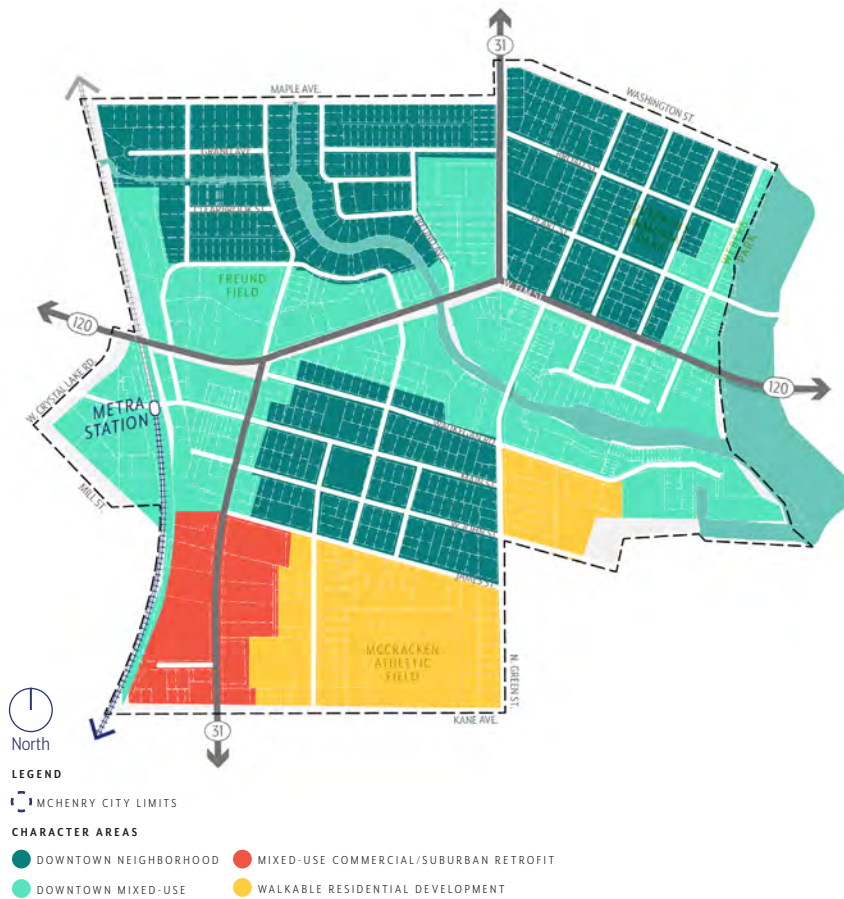


FIGURE 4. DOWNTOWN FUTURE LAND USE MAP

areas of the downtown, the uses they can host, their built form, and experiential quality. Complementary to it, the plan provides a mobility framework with street hierarchy ensuring compatibility with adjacent land uses, efficient traffic operations, user safety, and a high-quality public realm. **Figures 4 and 5** provide an overview of the same.

As the downtown envisions a future geared towards walkable neighborhoods, thriving businesses, and public spaces that are attractive to people of all ages

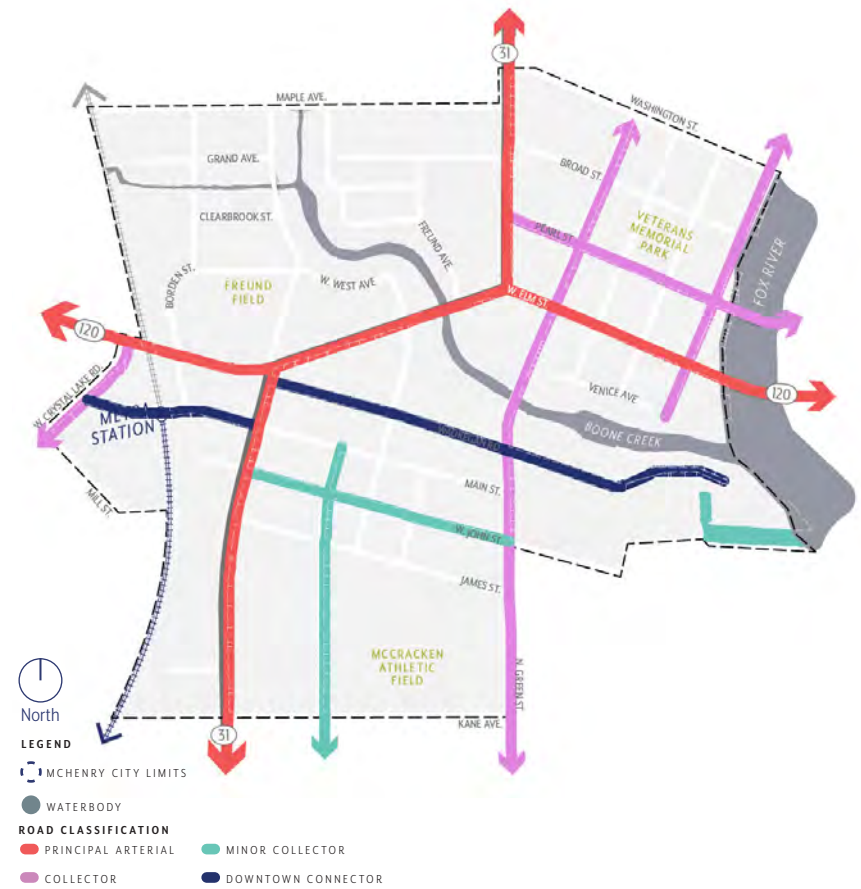


FIGURE 5. DOWNTOWN FUTURE MOBILITY NETWORK MAP

and abilities, the Metra Station will play a pivotal role. Situated along Main Street in the downtown mixed-use character area, it will act as a node facilitating the development of McHenry's first TOD (Transit Oriented Development). It will bring a multitude of benefits from increasing train frequency, ridership, and revenue to stimulating economic activities in the downtown.

The Downtown Plan provides design concepts for three sites located in this area with high potential for redevelopment and acting as catalysts for the growth in

the surrounding neighborhoods. The underutilized industrial and vacant lands adjacent to the Metra train station can be transformed into a mixed-use district. Its new placemaking features, commercial development, district parking, and trail connections will complement legacy businesses along Main Street east of the train station. **Figure 6** shows the redevelopment for this area. Similarly, the currently vacant site between Elm Street, Green Street, and the Fox River can be redeveloped to provide a new mixed-use development with housing, retail, district parking, and public open space, and enhance the downtown’s “main street feel”. The sites on the Fox River waterfront provide unique potential for developing a destination.

Figure 7 shows the redevelopment for this area along Green Street. Capitalizing on location, the former wastewater treatment facility can be redeveloped to provide a palette of housing types including townhomes, missing middle housing (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.), multi-family with retail on ground floor, to hotel units. Public plaza and enhanced streetscapes will enrich the experience of living there. **Figure 8** shows the redevelopment for this area.

City of McHenry is committed to promoting development initiatives that increase the economic viability of all three areas of the downtown and create a cohesive experience for its residents, businesses, and visitors. It will be developed as a 24x7 destination. Leveraging its cultural, natural and urban landscape, it shall be marketed as a weekend getaway to promote tourism in the city, generate tourism revenue and build an experience economy.

The implementation of Vision 2050 Downtown 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 private properties in accordance with City standards. City will continue to work with its partners, stakeholders, and citizens to bring Vision 2050 to life!



FIGURE 6. MAIN ST INDUSTRIAL SITE DESIGN CONCEPT

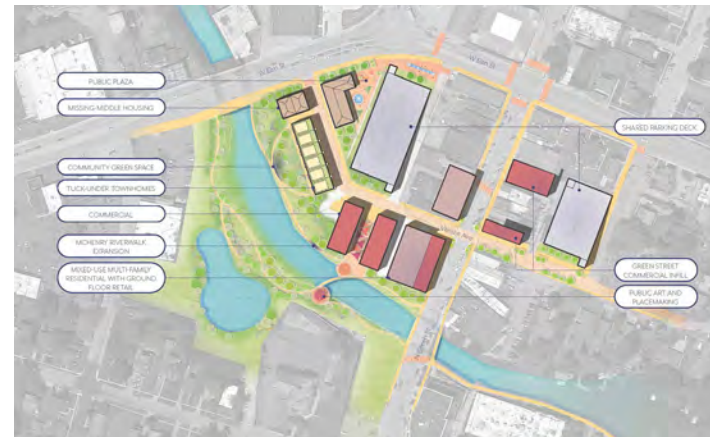


FIGURE 7. ELM/GREEN SITE DESIGN CONCEPT



FIGURE 8. FORMER WATER TREATMENT FACILITY SITE DESIGN CONCEPT





CHAPTER
02

CONTEXT & ANALYSIS



▲ FIGURE 9. DOWNTOWN MCHENRY



DOWNTOWN MCHENRY 2050

Downtown McHenry has seen transformations in recent years that have allowed the community to flourish and become a regional destination. Notably, while areas such as the vibrant McHenry Riverwalk stand as reminders of these transformations, McHenry's downtown has maintained its character as the center of a small town close-knit community. Yet, like McHenry overall, downtown is facing challenges from its renewed vibrancy. While residents are happy with the way downtown has evolved, they are concerned about traffic congestion, parking, walking and biking conditions, housing availability, struggling commercial corridors, and underutilized public spaces.

This plan evaluates opportunities and strengths and will guide downtown's growth and investment to ensure a vibrant and livable future. Four themes are central to this plan:

- Targeted Economic Development
- Arts & Culture
- Housing
- Transportation

Strategies and priorities related to these themes were developed through the analysis of existing conditions data, advice of subject matter experts, and most importantly, through extensive community engagement.

HOW TO USE THIS DOCUMENT?

Downtown Plan will be a tool for city staff, elected leaders, developers, business owners, and residents to make decisions related to the growth and evolution of the downtown. 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

The Vision 2050 Comprehensive and Downtown plans do not exist in a vacuum. The city, county, and regional organizations have completed many planning efforts that underlay this plan. This section explores previous planning efforts and their key points that will serve as foundational components of the recommendations and strategies 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.

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."

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 integrate with the regional network, improving transportation infrastructure and implementing complete streets policies, investing in walkability, and diversifying transportation options.

ECONOMIC DEVELOPMENT PLAN

City of McHenry | 2009

SUMMARY

The plan establishes the goal of economic development to be: 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 then also establishes several items of action plans for each goal.

RELEVANCE

The strategy emphasizes economic development in Downtown McHenry through completing the riverwalk, provide parking, encourage quality business and multi-family housing, create, implement, and market financial incentives to encourage reinvestment, reduce storefront vacancies, keep close contact with Metra, and tie Main St, Green St, and Riverside Dr together.

BICYCLE & PATHWAY SYSTEM PLAN

City of McHenry | 2004

SUMMARY

The plan's goals is 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.

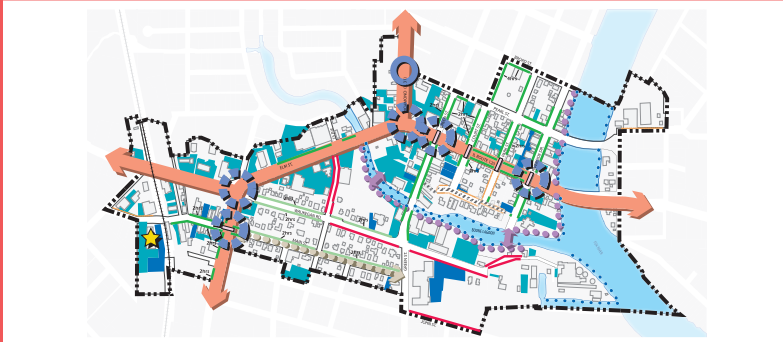
RELEVANCE

The 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.

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, guidance for public investments and capital improvements, 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 businesses with ideal walkability environment, thriving businesses, better Metra frequency, less congestion and new public parking lots. The Downtown aim 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 land use areas, 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 will provide the criteria by which the City Council, Planning and Zoning Commission and Staff will 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 Plans 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 a family of preferred streetscape elements, proposes improvements on Main Street, Green Street, and Riverside Drive.

RELEVANCE

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



EXISTING CONDITIONS ANALYSIS



PLANNING AREA & CONTEXT

The Vision 2050 Plan has two primary areas of focus. The comprehensive plan is a citywide document, while this downtown plan focuses on McHenry's downtown area.

COMPREHENSIVE PLAN AREA

The Vision 2050 Downtown Plan is an area specific plan and provides a framework to guide development and investments at city-scale for the next 25 years. Community input is the foundation of the 2050 vision and the goals and strategies needed to make that vision a reality.

See the separate McHenry Comprehensive Plan for citywide analysis and recommendations.

DOWNTOWN PLAN AREA

The Downtown Plan is a focused component of Vision 2050 Comprehensive Plan. It addresses the unique characteristics and challenges of McHenry's downtown. It is generally defined as the area from West Crystal Lake Road (west) to the Fox River (east) and from Maple Avenue/Washington Street (north) to West Kane Avenue (south). The plan provides a framework for public investment and development guidelines within it. Similar to the citywide plan, community engagement and stakeholder outreach provided the foundation for its vision, strategies and actions to make it a reality.

Figure 10 illustrates the downtown plan area.

FIGURE 10. DOWNTOWN PLAN AREA MAP



North

SOURCE: MCHENRY GIS



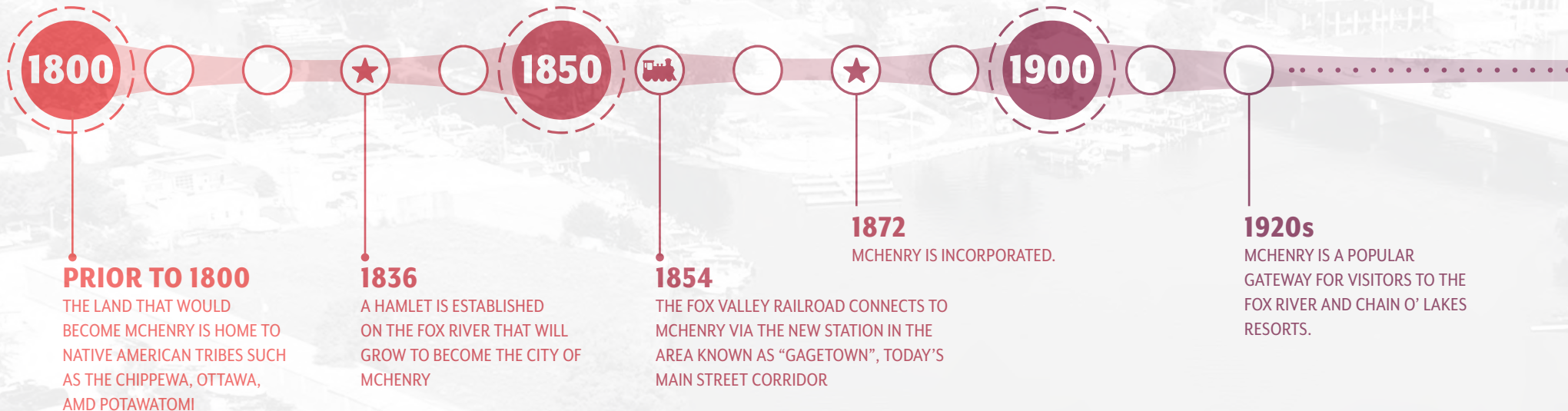
HISTORICAL CONTEXT

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. Downtown McHenry was once a bustling center of activity has seen many ups and downs over its 150+ year history.

The first McHenry County seat was located in downtown on Riverside Drive. A portion of McHenry’s Downtown grew along the Fox River, while another portion of McHenry’s downtown grew along a rail corridor - today’s Riverside Drive and Green Street. With the arrival of the railroad in 1854 today’s Main Street grew and expanded with business after business choosing to locate on this stretch of dirt road. Train riders came to McHenry to get away from the urban fast pace and to enjoy all that this river town had to offer. The 60-acre mill pond created by Daniel Owen, who operated a gristmill and sawmill along Boone Creek became a recreation destination for swimming, boating and fishing during the summer months.

POPULATION OF MCHENRY 1880-2020

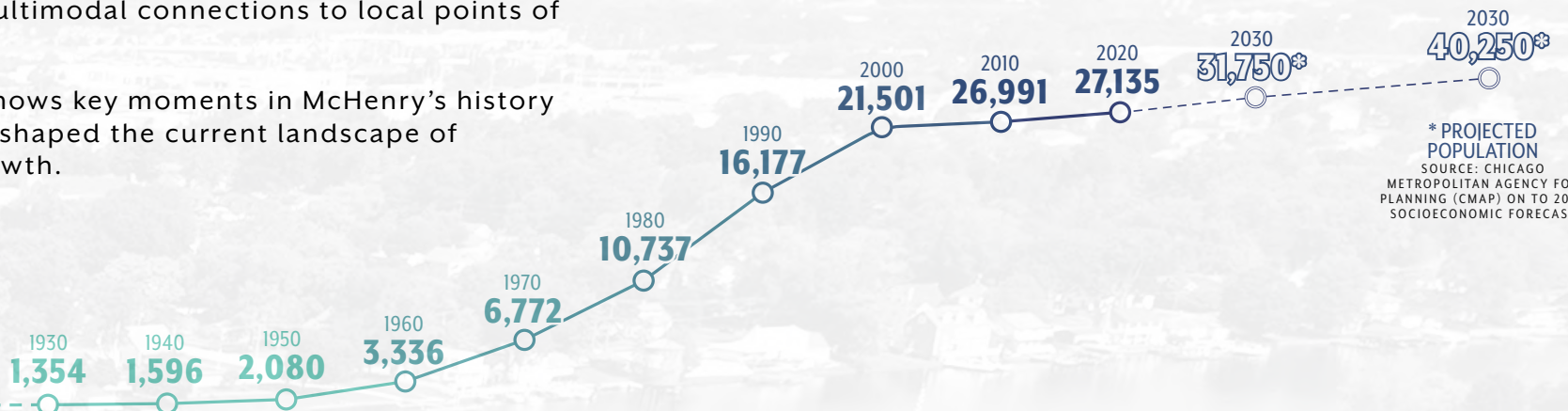
SOURCE: UNITED STATES CENSUS



Similar to older downtowns across US, Downtown McHenry has faced problems created by change in markets with the big box retailers, traffic and parking not meeting the auto-domination, older historic structures facing lack of investment and not meeting the changing needs and codes etc. These led to downtown losing its place as the focal point of the community in McHenry. However, over the past many years efforts to bring back what once was have been catching momentum.

Looking towards 2050, community members are hopeful that Downtown McHenry will again be a vibrant center of the city, that has opportunities for homegrown business, the enrichment of its youth, a draw for visitors from across the region, and strong multimodal 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.



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

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. Downtown in particular is experiencing rapid growth as the area adds new housing, bringing a new set of opportunities and challenges. 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

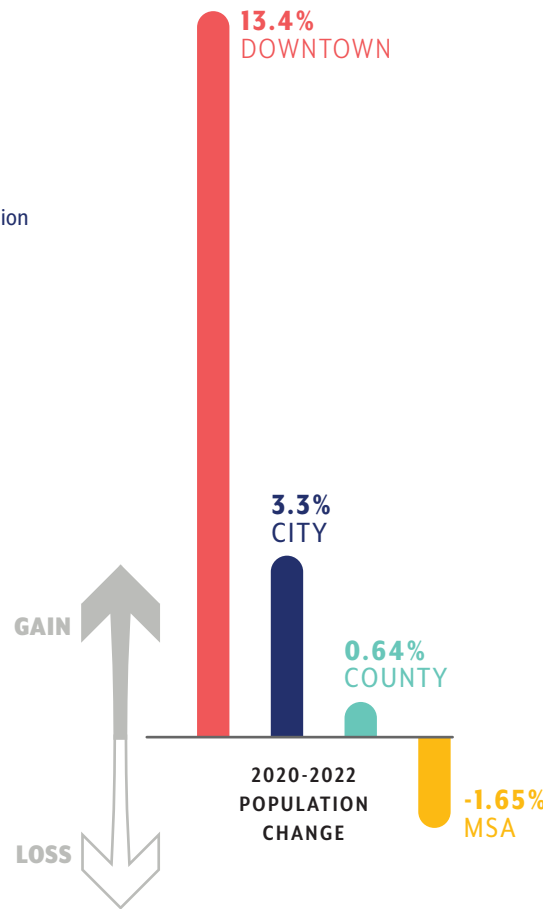
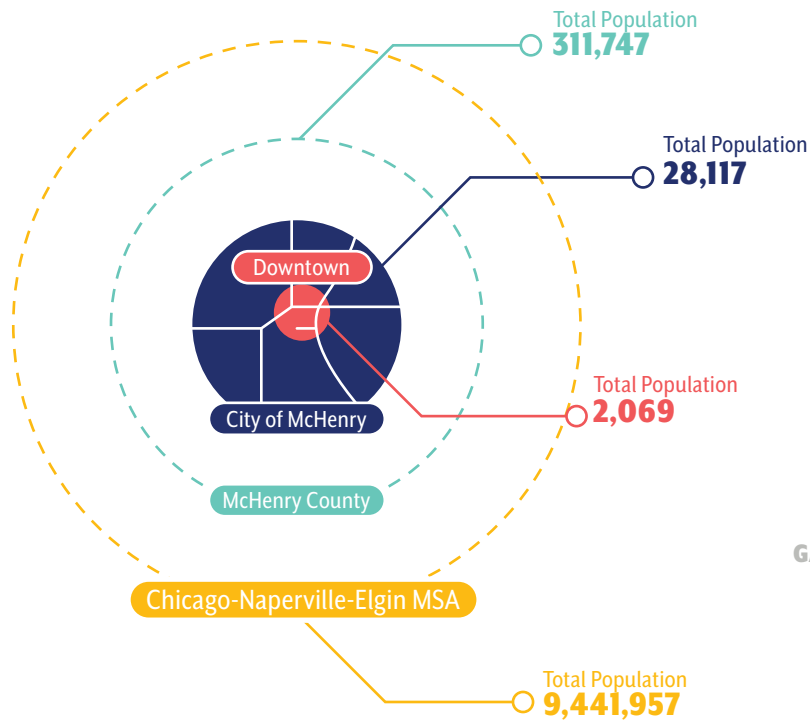


FIGURE 11. PEOPLE OF MCHENRY DEMOGRAPHIC ANALYSIS
SOURCE: ESRI 2023 EQUITY COMPARISON REPORT, US CENSUS BUREAU - 2022 ACS



AGE DISTRIBUTION & TRENDS

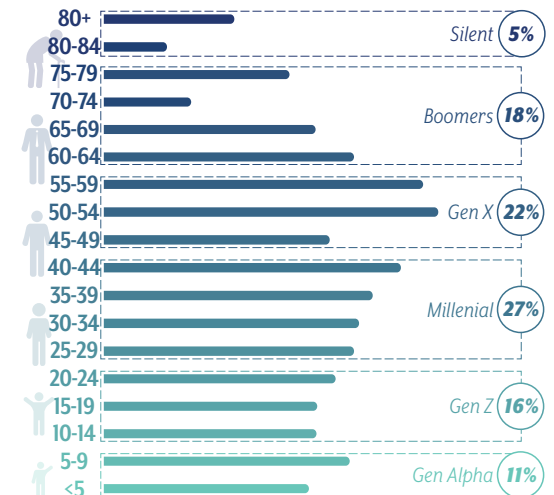
MEDIAN AGE OF POPULATION

32.6 (2000) → 42.2 (2020)

% OF POPULATION BETWEEN AGED 0-19

33% (2000) → 22% (2020)

CITY OF MCHENRY AGE DISTRIBUTION



POPULATION

City of McHenry has a steadily growing population. It is outpacing both McHenry County and Chicago-Naperville-Elgin MSA in terms of growth as shown in **Figure 11**. 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 12** 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%.

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. Existing public schools within the downtown area include the McHenry Community High School Freshman Campus and Landmark Elementary School.

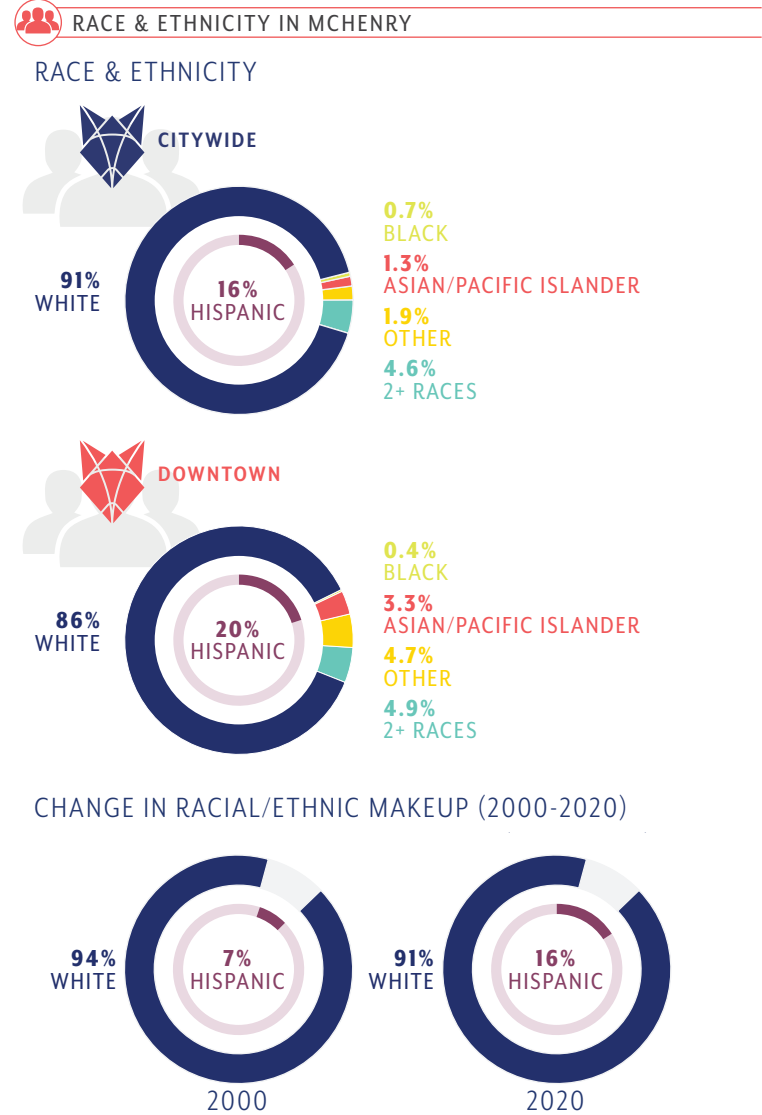


FIGURE 12. PEOPLE OF MCHENRY RACE & ETHNICITY ANALYSIS
SOURCE: ESRI 2023 EQUITY COMPARISON REPORT, US CENSUS BUREAU - 2022 ACS



ECONOMIC CONTEXT

Downtown McHenry is the vibrant heart of the city, offering a rich history intertwined with unique activities and attractions for residents and visitors. It is comprised of three separate areas – Green Street, Main Street, and the Riverwalk – and is defined as a Tax Increment Financing (TIF) District. Downtown serves as a hub for local businesses and community events, but could benefit from strategic developments to spur additional investments. Encouraging private developers and property owners to invest in downtown McHenry will strengthen the local workforce and ensure continued economic growth in the future.

INCOME

The median household income in Downtown McHenry of \$63,193 is substantially lower than the citywide median household income of nearly \$77,000, as shown in **Figure 13**. Moreover, the percentage of households below the poverty line in downtown is approximately 10.8%, more than 4 percent higher than the rest of the city.

While wages downtown may be similar to the median income in the heart of Chicago, residents may find more compelling work opportunities in other communities. Bringing average incomes in the downtown districts in line with the rest of the city and county is critically important to make 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 13. 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 14** summarizes employment in downtown and City of McHenry.

Similar to the rest of the city, most people (98%) who work downtown do not live there. Additionally, most residents who live downtown work elsewhere. This is consistent with citywide trends, but it still presents an opportunity to make Downtown McHenry a place people want to work and live. This opportunity is particularly notable given downtown’s increased walkability and public transportation options. While downtown and the city both show primary employment sectors related to education and other publicly funded organizations, as shown in **Figure 8**, new strategic investments could increase the share of retail and office employment.

Top Employers in Downtown McHenry

1. McHenry School District
2. Classy Services Inc.
3. Chauncey H. Duker School
4. Century 21 Roberts & Andrews Real Estate Agency
5. McHenry Public Library

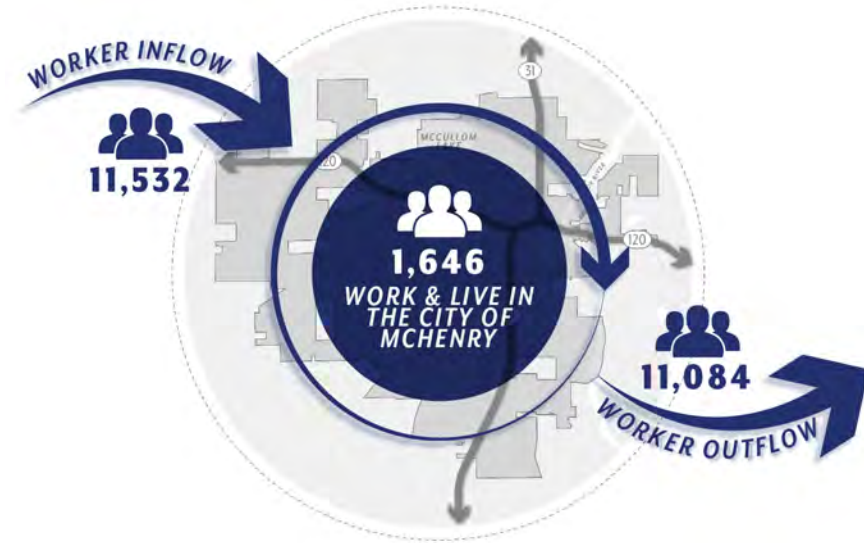
CITYWIDE EMPLOYED LABOR FORCE BY INDUSTRY



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

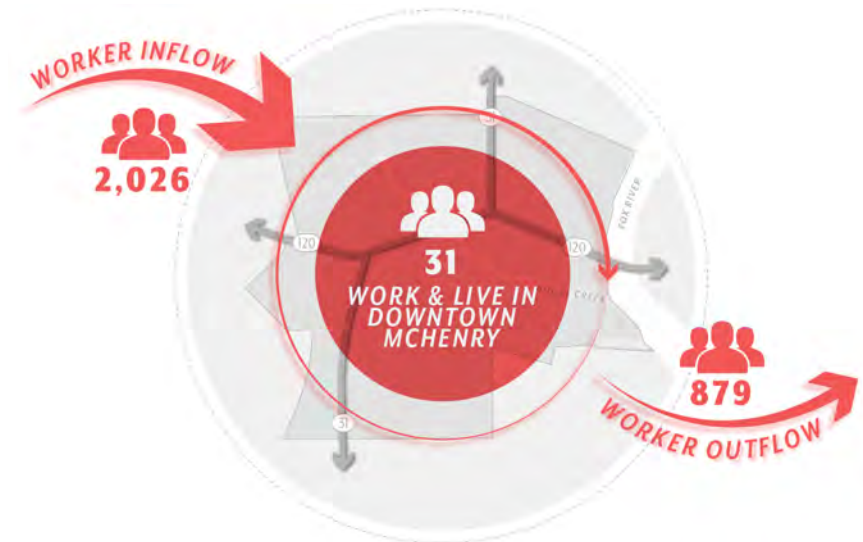


FIGURE 14. CITYWIDE & DOWNTOWN EMPLOYMENT ANALYSIS

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

HOUSING

Housing in Downtown McHenry is primarily comprised of single-family homes, apartments and condominiums, and townhouses. Compared to the rest of the city, downtown housing tends to skew toward lower-income households with lower home values and a higher proportion of renters. The median home value in Downtown McHenry is \$218,023, which is lower than both the citywide median home value of \$228,111 and 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.

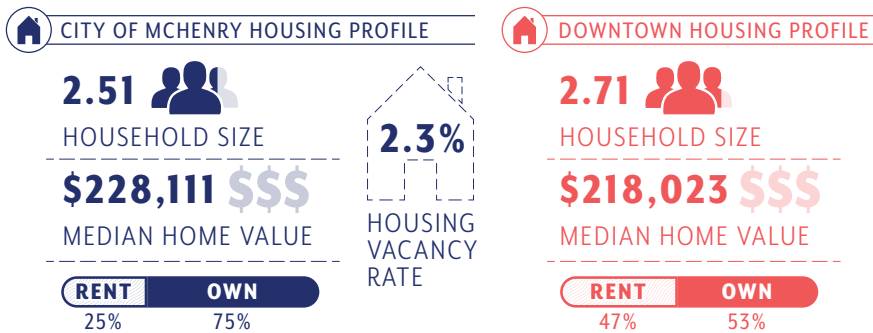
Residents report feeling the tight supply of homes for sale and have noted that there are few options for renters, which is exacerbated by the fact that nearly half (47%) of downtown residents rent their homes. Additionally, many residents have reported that housing is generally oriented towards larger families with few opportunities for

starter homes or smaller homes for singles and seniors. **Figure 15** illustrates the data supporting these perceptions.

The study area contains approximately 950 housing units with an average household size of just over two persons per household. More than two-thirds of these housing units are 1-unit or detached unit housing structures, which limits opportunities for higher-density and mixed-use developments. As a result, downtown McHenry has a population density of approximately 6,620 people per square mile – significantly lower than Chicago’s citywide density of roughly 12,000 people per square mile. Many underdeveloped parcels in downtown McHenry, which are often already zoned for higher density residential developments, offer opportunities to create new apartment, townhome, or mixed-use residential developments that support densification of the study area and could spur commercial growth.

Downtown McHenry provides one of the best opportunities for renters and smaller households. 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.



| 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 15. CITYWIDE & DOWNTOWN HOUSING ANALYSIS
 SOURCE: ESRI 2023 EQUITY COMPARISON REPORT, US CENSUS BUREAU - 2022 ACS

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 at 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

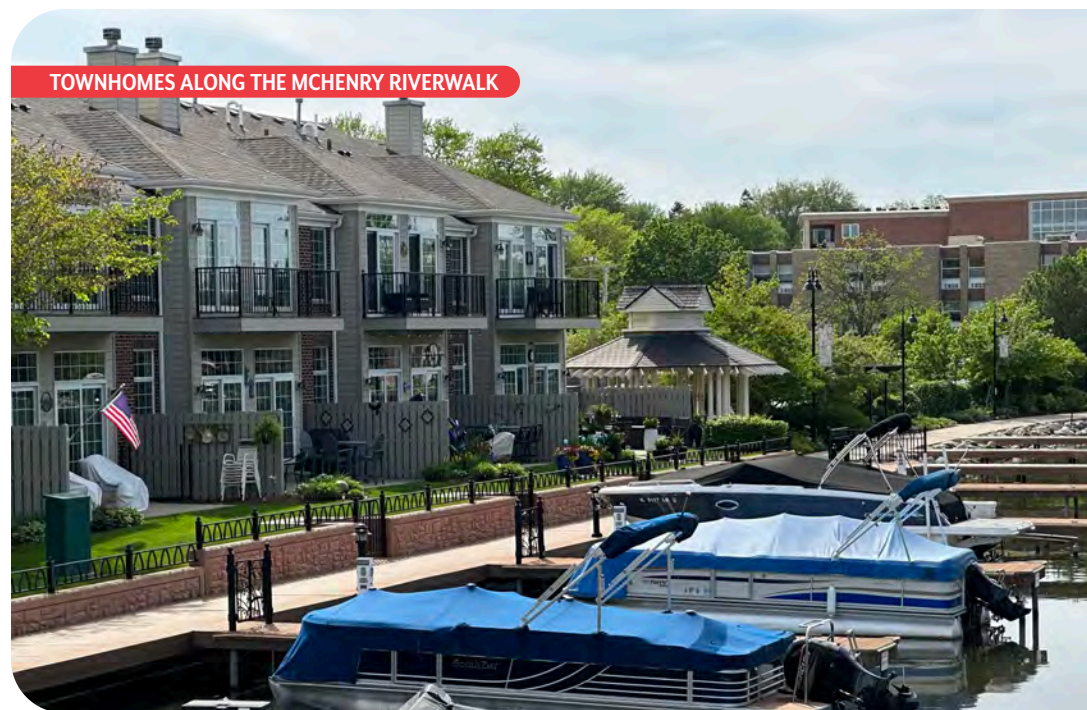
Housing affordability is defined by the gap between median household income and median home value in an area. A variety of factors impact housing affordability, such as housing supply, commuting and transportation costs, and mortgage rates. Measuring the affordability of homes in an area can provide 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.

REAL ESTATE

McHenry's real estate market is marked by a mix of housing options and commercial development. Properties in McHenry's downtown districts 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 the downtown



districts of McHenry and are primarily industrial, warehousing, and office spaces.

The existing TIF district has helped rehab declining properties and promote further industrial and commercial investment. Leveraging the TIF district to add public improvements around the Metra Station and other critical economic generators has the potential to revitalize the real estate market downtown and improve the business climate.



LAND USE & ZONING CONTEXT

Downtown McHenry has a long history as a home to many residents and a place of business, entertainment, leisure, and recreation. In addition to natural assets such as the Fox River, downtown contains many public spaces, restaurants, and shopping options that attract residents and visitors alike. It is important to consider the ways that downtown functions in its economic, social, and environmental capacities when planning for future development. The types of development and investments that occur downtown influence the experience that people have there, ultimately determining whether downtown feels safe, inviting, and desirable as a place to live and visit.

ZONING

Located at the crossroads of major regional transportation routes (Metra, IL Rt. 31, IL Rt. 120) and with public access to the Fox River, downtown has a distinct mixed-use environment. The combination of local businesses, residences, historic structures, and public spaces creates a uniquely walkable environment that attracts locals and regional visitors alike. The zoning composition of downtown has both enhanced this and created challenges for downtown.

While the majority of downtown is zoned residential, a large portion of the downtown area is zoned for commercial and mixed-uses. Compared to citywide zoning, downtown has 36.5% of its land area in commercial or office zones.

Figure 16 illustrates the overall zoning composition of downtown McHenry.

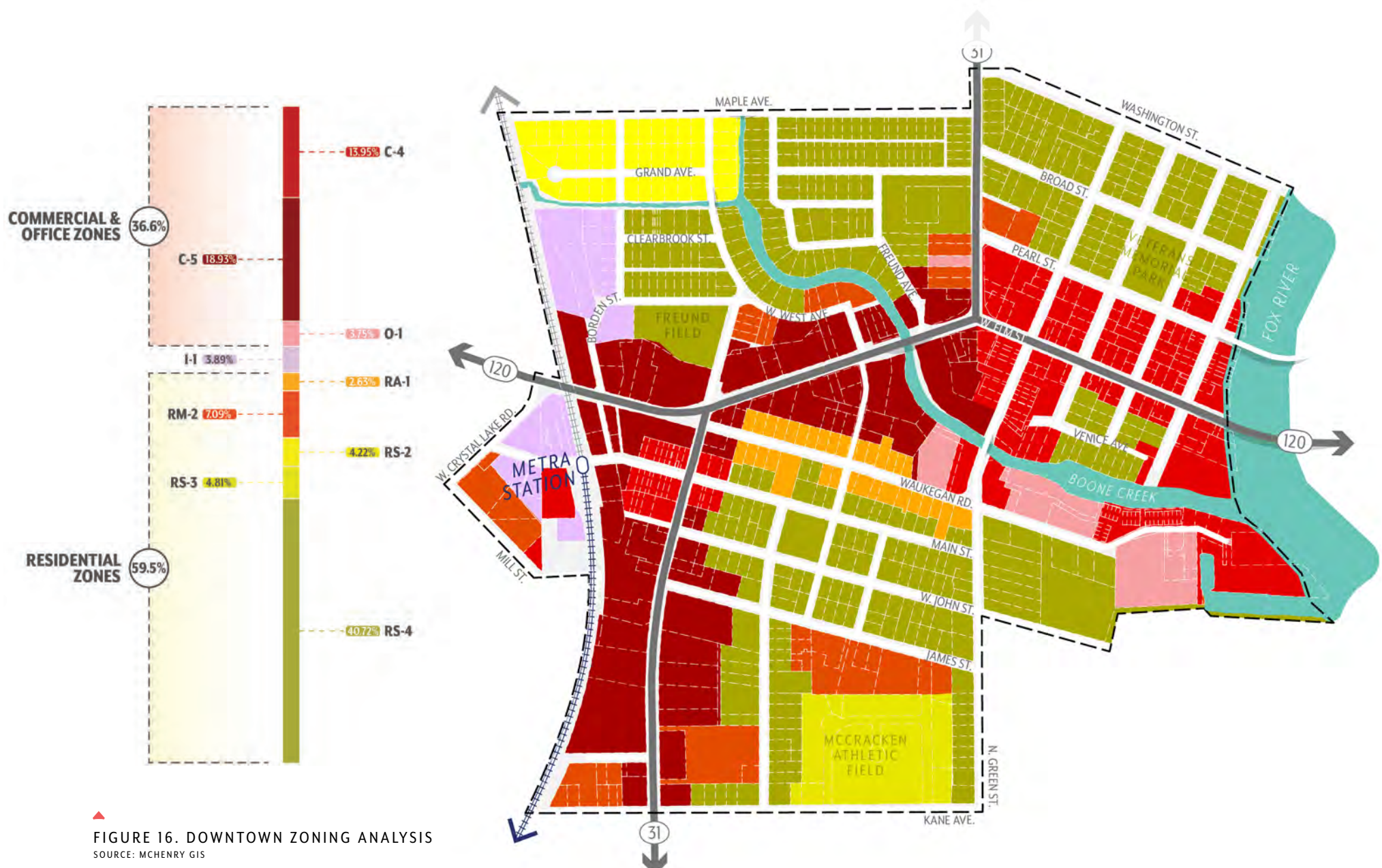
The primary commercial zoning designations are C-5 “Highway commercial zoning” and C-4 “Downtown Commercial.” C-5 zoning, which is more auto-oriented, makes up nearly a fifth of the downtown area. The resulting development is generally low-rise, and with expansive surface parking, the resulting auto-oriented urban character of this type of development is apparent along Elm Street west of Rt. 31 and along Rt. 31 south of Elm Street.

C-4 zones provide the type of development that gives downtown McHenry its small-town charm. This zoning allows for mixed residential and commercial buildings such as those along Elm Street and Riverside Drive that don’t require as much parking. This type of development encourages more walkability and gives corridors like Elm Street and Riverside Drive the “Main Street USA” feel that residents and visitors cherish.

Elsewhere, RS-4 High Density Residential (over 40% of the downtown study area) provides for smaller lots and walkable residential neighborhoods. Many of the historic homes in McHenry are in these areas, and it has allowed newer developments to fit into the traditional development patterns of older traditional downtown neighborhoods.

Properties that have more than one use in a building or on a plot of land are known as “mixed-use developments.” These developments are often found in downtown areas and can include apartments or condos above businesses.

Mixed-use development allows people to live near amenities and promotes walkable neighborhoods where food, entertainment, and recreation are easily accessed without needing to drive. Development on Green Street near the McHenry Riverwalk is an example of this type of development in Downtown McHenry.



▲ FIGURE 16. DOWNTOWN ZONING ANALYSIS
SOURCE: MCHENRY GIS



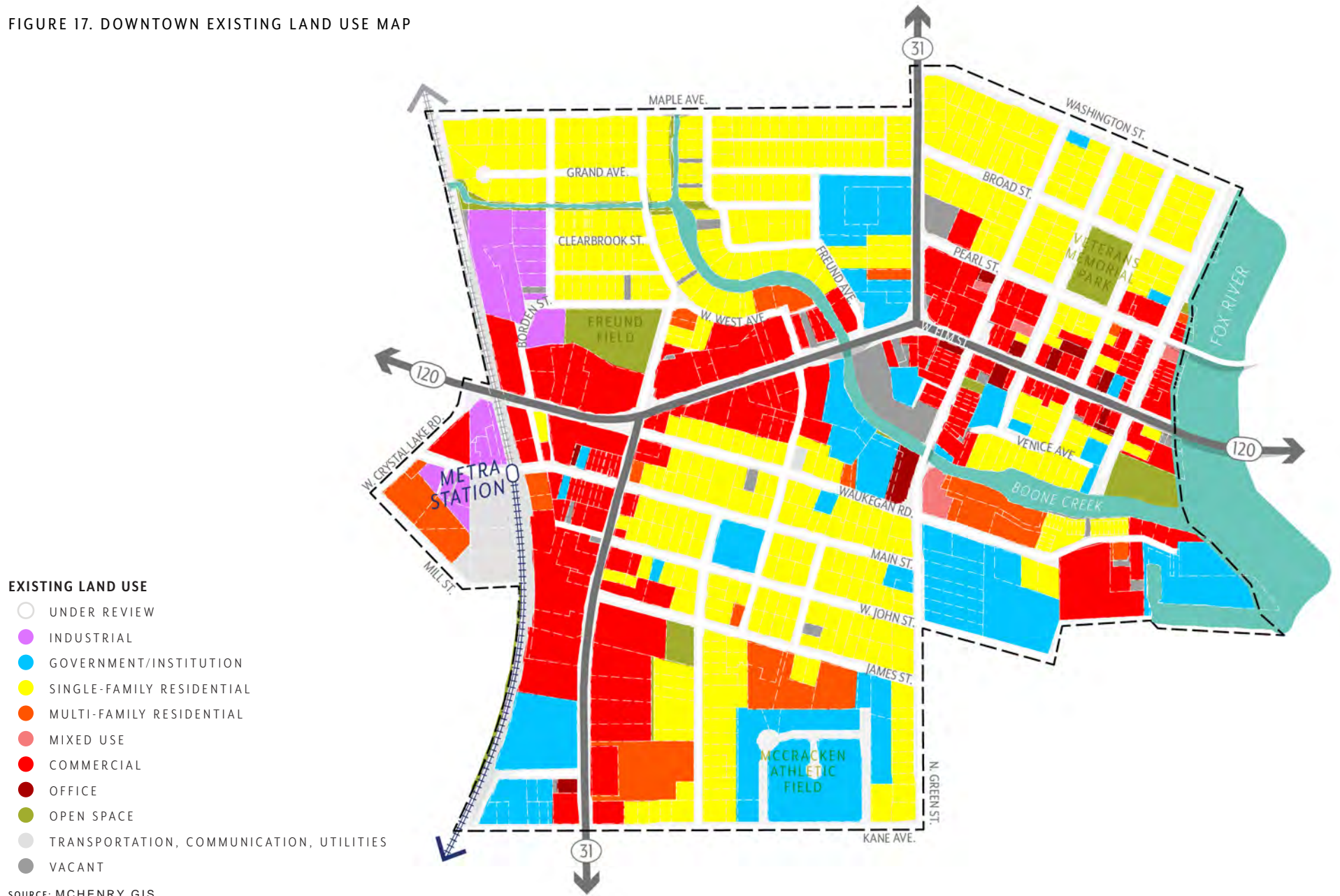
EXISTING LAND USE

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 Downtown McHenry.

Currently, most of the land in McHenry is being used for residential, commercial, or government/institutional purposes. Single-family residences are the most prevalent land use, occurring in established neighborhoods that surround the downtown core. Commercial establishments occur primarily along the major thoroughfares of IL 31 and 120. Institutional uses are interspersed throughout downtown and primarily include schools and related facilities, the library, and churches.

The existing land use pattern reflects widespread segregation of uses, which creates challenges for walking and biking. Vacant and underutilized properties throughout downtown provide opportunities for infill development and redevelopment that support community goals. These opportunities are explored later in this plan.

FIGURE 17. DOWNTOWN EXISTING LAND USE MAP





TRANSPORTATION & MOBILITY

Transportation access to Downtown McHenry helps maintain the vitality of downtown and the community overall. McHenry has three downtown centers: Main Street, Green Street, and Riverside Drive. Both state routes, IL 31 and 120, provide direct access to these city centers. However, these state routes can also be a barrier. With higher traffic volumes and limited pedestrian and bicycle access, these state routes can be a hinderance to residents of adjacent neighborhoods seeking to access downtown.

ROADS

According to the American Community Survey, 80% of the population drives alone to work and another 6.6% carpools. 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

Downtown McHenry's roadways are a combination of State and municipal routes. **Figure 18** shows the roadway jurisdictions found in McHenry's downtown.

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).

PEDESTRIAN ACCESS

Sidewalks along IL 120 and IL 31 are available adjacent to the downtown areas. Pedestrian crossings are also found along IL 120 at IL 31, Green Street, and Riverside Drive. No traffic light or other pedestrian signal currently exists to facilitate crossings at IL 31 and Main Street.

Access from adjacent neighborhoods and city collector roadways is ample with sidewalks linking the adjoining neighborhoods. However, the Main Street area primarily west of the Metra train station is lacking a well-defined sidewalk system.

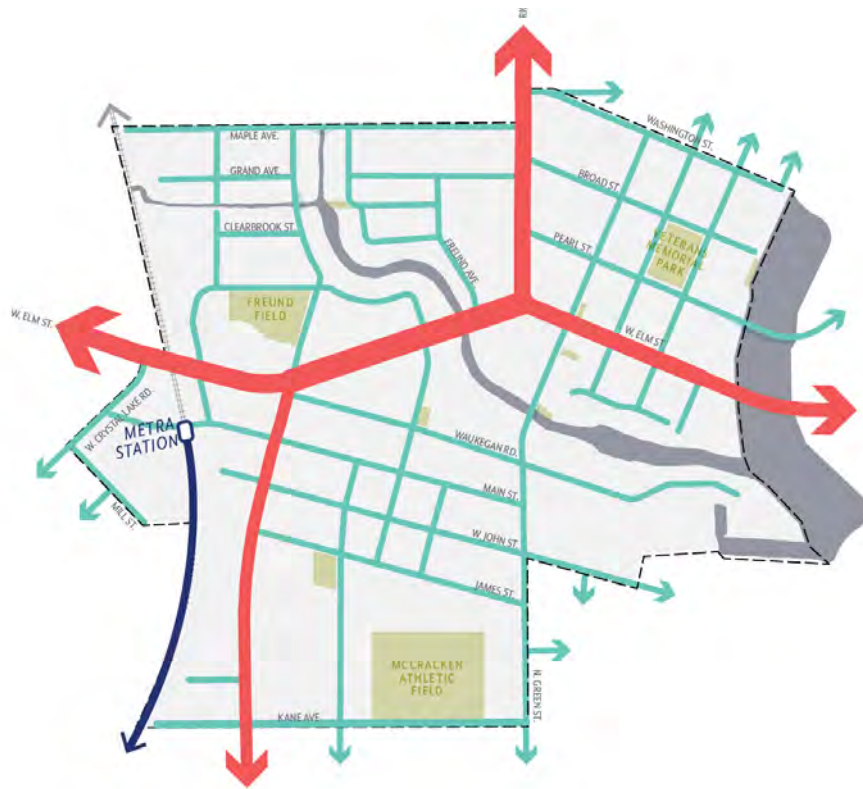
BICYCLE ACCESS

Bicycle routes to downtown eases access for nearby residents and increases access for individuals without a personal vehicle or the ability to operate one. Bicycle travel also promotes a healthy lifestyle and reduces automobile reliance, in turn lessening the need for parking and other costly infrastructure.

Bicycle facilities are lacking in Downtown McHenry. IL 120 and IL 31, which serve as principal arterials, offer sidewalks but have no dedicated bicycle facilities. Crystal Lake Road and Riverside Drive do not provide on-road or off-road accommodations for cyclists, while Green Street only offers "sharrows," a striping method that has been shown to actually decrease cyclist safety in some cases. There are no roadways leading into downtown area that have separated bike lanes or paths.

McHenry's trail system comprises multi-use trails, on- and off-street bicycle routes, and the McHenry Riverwalk. **Figure 19** illustrates existing and planned trail connections in accordance with the McHenry County Connection Pedestrian, Bicycle and Trails Master Plan.

FIGURE 18. ROADWAY CLASSIFICATIONS



N.T.S.

TRANSPORTATION

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

SOURCE: FEMA; CITY OF MCHENRY GIS

FIGURE 19. MCHENRY TRAIL SYSTEM



N.T.S.

TRAIL SYSTEM

- PLANNED OFF-STREET TRAILS
- PLANNED ON-STREET ROUTES
- PLANNED SIDE PATHS
- MCHENRY RIVERWALK
- GRAND ILLINOIS TRAIL
- ILLINOIS PRAIRIE TRAIL

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



SENSE OF PLACE

McHenry has long been a place whose downtown and small-town character have attracted residents to plant roots and grow families. More recently, downtown amenities such as the expanded Riverwalk and new parks create a draw for residents and visitors alike. The community wants to place additional focus on Downtown McHenry in the years ahead, unifying its downtown to create one cohesive center.

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 historic landmarks. 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. 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 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. Groups like the Chamber of Commerce, Kiwanis Club, Rotary Club, VFW, Downtown Business Association, and many more help create year-round programming that attracts residents, builds community, and bolsters the local economy of McHenry.



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



ENVIRONMENT

McHenry's natural environment is one of its greatest strengths. The Fox River creates the backdrop of its downtown. It is an important asset that contributes to economic development of the city, provides a venue social gatherings, and enables people to connect with nature. It uplifts the biodiversity of the heart of the city as well. However, there are opportunities to enhance downtown's connection to water with new development and public investments.

ENVIRONMENTAL ASSETS

The Fox River originates near Waukesha, Wisconsin and flows for over 185 miles before reaching the Illinois River in Ottawa, Illinois while passing through the City of McHenry and its downtown area. Fox River is one of the highest quality of aquatic resources in the County. Boone Creek is its main tributary. In Downtown McHenry, they sustain life, ecology and economic opportunities. They host a broad diversity of natural ecosystems, support significant wildlife habitat, and bestow natural beauty to the area. Serving as wildlife corridors, they are classified environmental resources. They also function as channels for managing stormwater in the area. With many benefits, they are also susceptible to pollution, contaminating the interconnected water systems flowing through the region.

The Fox River watershed is the area drained by the river. With pressure of urban development and the urgency of mitigating climate change impacts, conservation and watershed planning initiatives are critical to both safeguard sensitive habitats, improve water quality and protect human assets.

FLOOD HAZARDS

The presence of Boone Creek subjects areas of downtown to flood events. The highest flood hazard generally occurs at the confluence of waterways, including where Boone Creek meets the Fox River and near the McHenry Riverwalk. Homes and businesses in this area are vulnerable to flooding, leading to property damages, economic losses and reduced quality of life. Key findings of Fox River Corridor Plan 2021 indicate that the projected increases in rainfall and heavy storms will further expose riverfront community to flood-related impacts, including the potential for more river closures and greater shoreline erosion, sediment buildup, and water pollution.

Downtown also contains significant open spaces, such as Veteran's Memorial Park, Freund Field, Weber's Park and Miller's Point. They offer recreational, cultural, and environmental values. They also serve the critical role of mitigating flooding, recharging groundwater, and filtering stormwater runoff. The protection and management of these features will be important in increasing the resilience of the downtown area.

Figure 20 illustrate the environment and open space features of Downtown McHenry.

FIGURE 20. ENVIRONMENT



ENVIRONMENT & OPEN SPACE

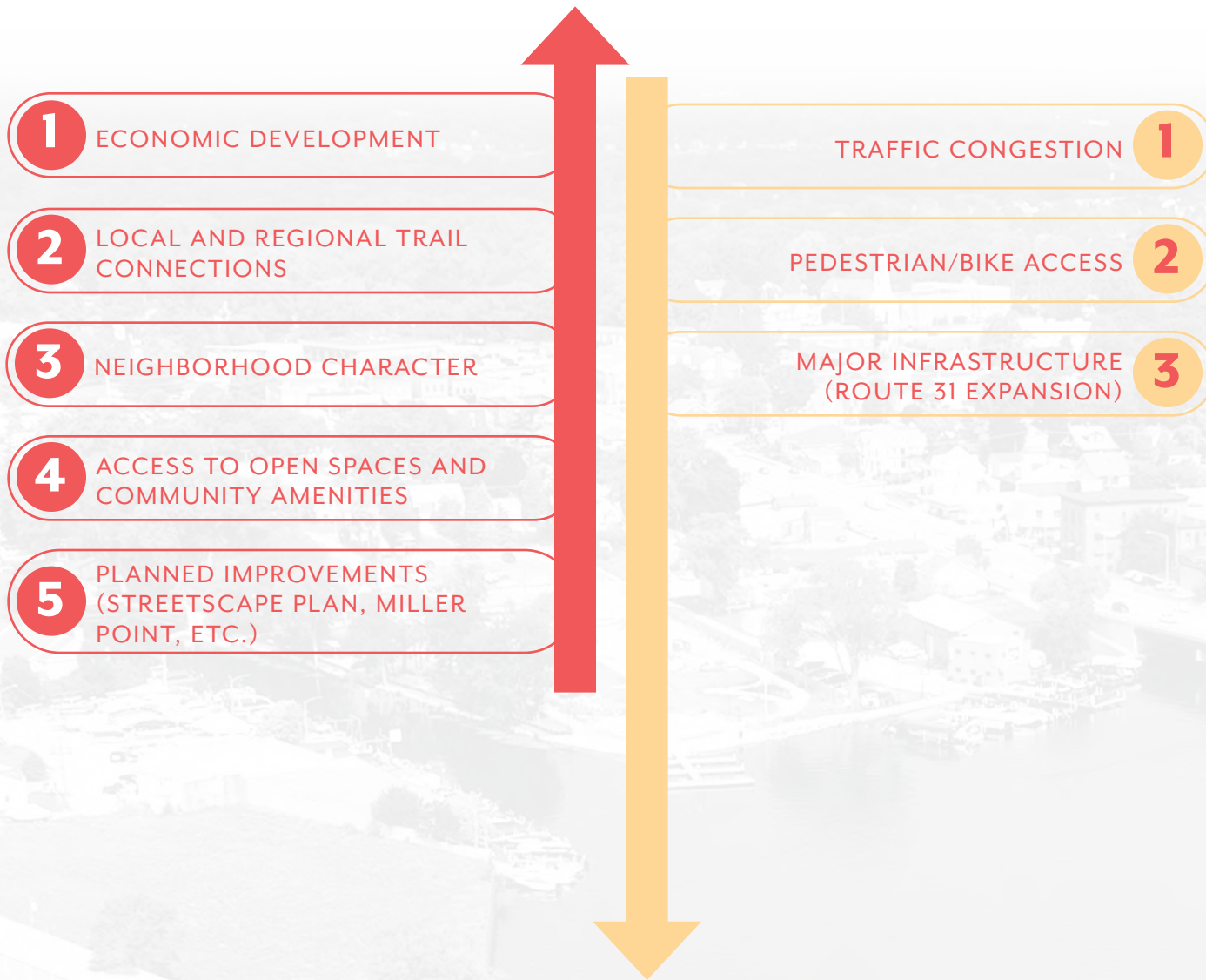
-  MCHENRY CITY LIMITS
-  WATERBODY
-  ENVIRONMENTAL RESOURCES
-  PROTECTED LANDS
-  MCHENRY CITY PARKS
-  OAK GROVES (2012)
-  WETLAND
-  OTHER OPEN AREAS

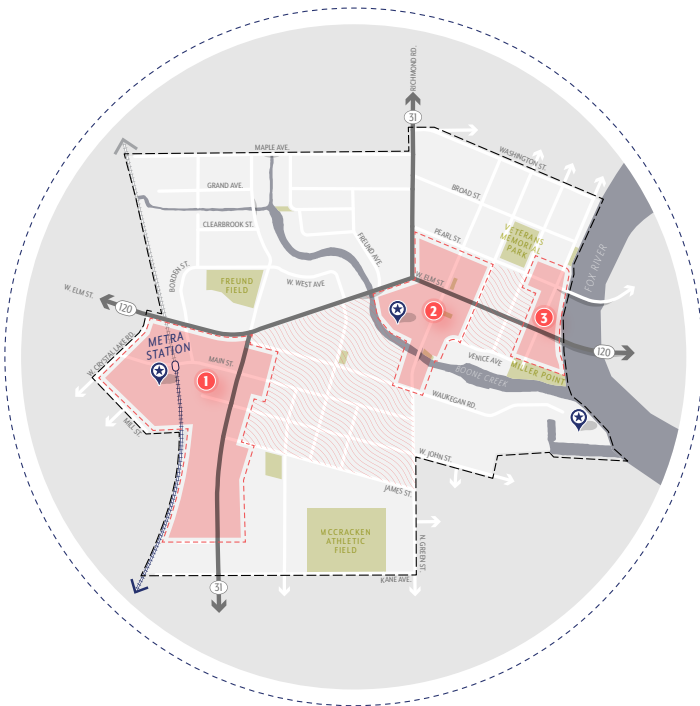
SOURCE: FEMA; CITY OF MCHENRY GIS, MCHENRY COUNTY GIS





PLANNING AREA: OPPORTUNITIES & CONSTRAINTS

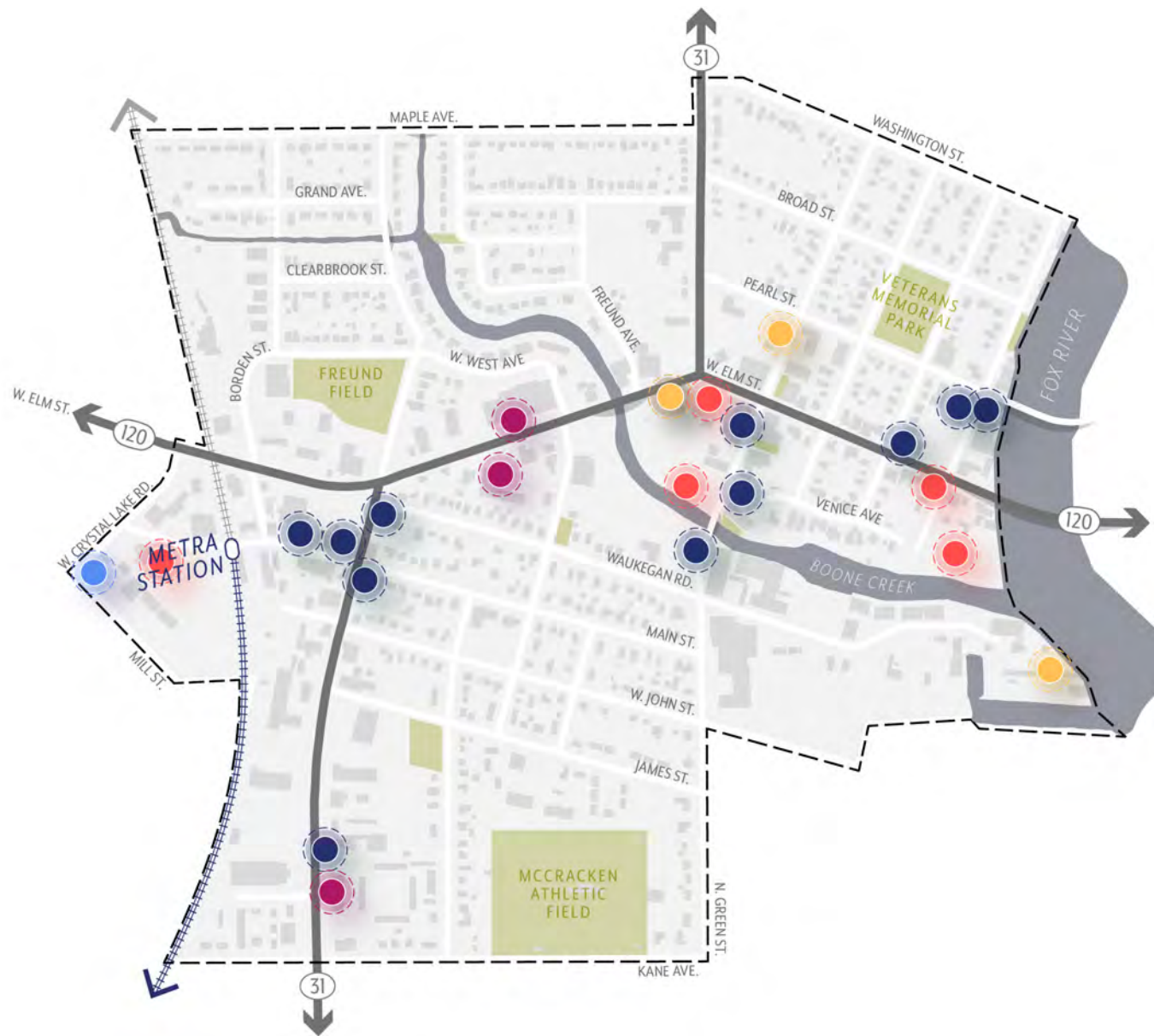




▲ FIGURE 21. KEY ECONOMIC DEVELOPMENT AREAS
SOURCE: MCHENRY GIS

ECONOMIC DEVELOPMENT OPPORTUNITY SITES

-  REDEVELOPMENT SITES
-  VACANT LAND
-  SHOPPING CENTERS
-  COMMERCIAL BUILDINGS
-  OFFICE AND BUSINESS PARK SPACES



▲ FIGURE 22. KEY ECONOMIC DEVELOPMENT SITES
SOURCE: MCHENRY GIS



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

- 📅 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

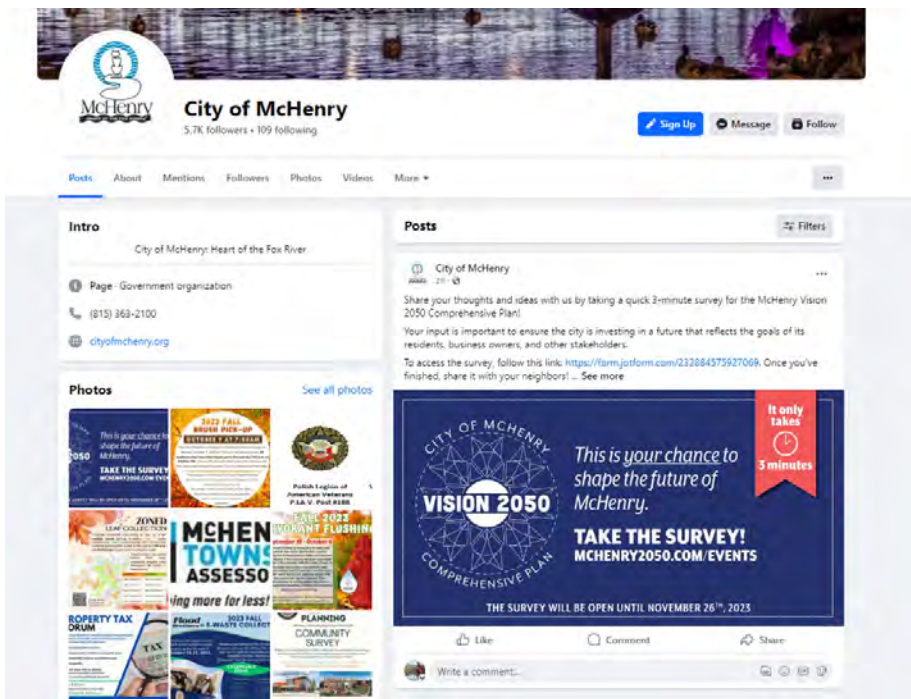
- 📅 Saturday, July 20th, 2024
- 🕒 9:00am - 4:00pm
- 📍 3400 Pearl Street, McHenry, IL

The McHenry Vision 2050 Downtown 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. Community engagement occurred for the citywide Comprehensive Plan and Downtown Plan simultaneously. Thus, some of the input presented on the following pages is more relevant to the separate McHenry Comprehensive Plan than this Downtown Plan.



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 333 S. Green Street, McHenry, IL | November 29th 5:30pm - 7:30pm 333 S. Green Street, McHenry, IL | November 30th 5:30pm - 7:30pm 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 23. TIMELINE & PUBLIC OUTREACH IMAGES



AUGUST 2023 EVENTS – WHAT WE HEARD



McHenry residents are happy with the way the city and the 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 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.

- 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.

- 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 MCHEHRY?

SEPTEMBER ENGAGEMENT ACTIVITY



Think about it....
If you were the mayor for a day, where would you focus investment?

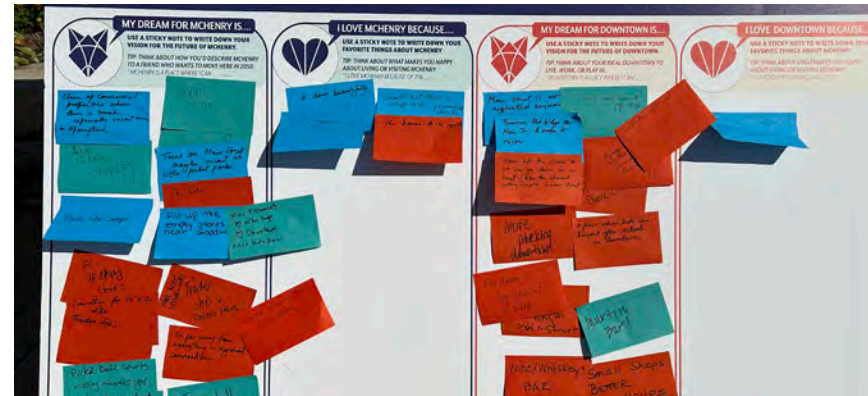
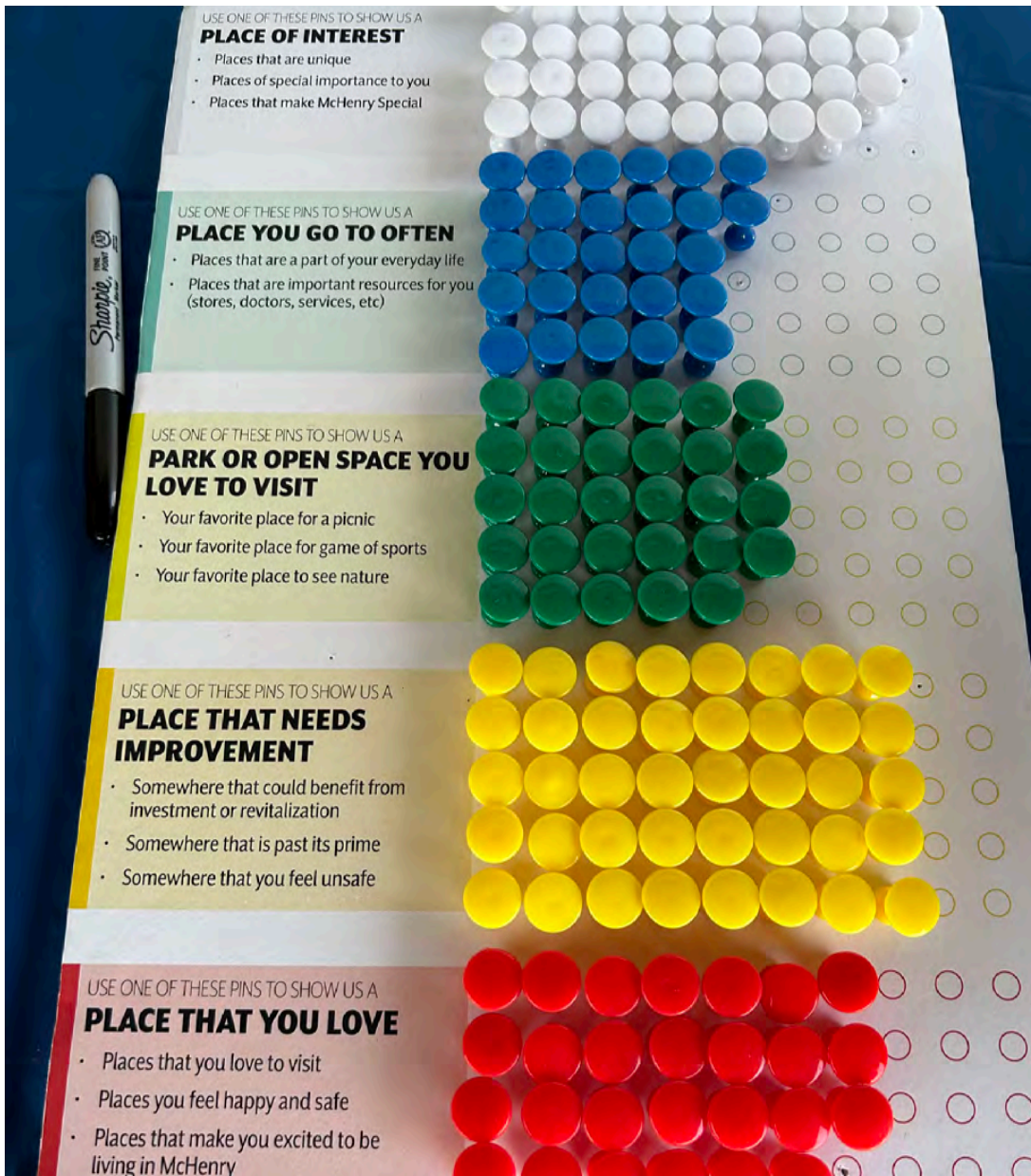
Coin Results:

| | | |
|---|---------------------------------|------------------|
|  | 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.





INTERACTIVE SESSION AT MCHENRY HIGH SCHOOL

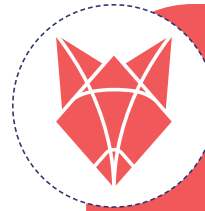
On Friday, September 8th, the project team presented to three high school government classes and collected feedback from students about their vision for McHenry. The team began with a brief overview on city planning, the role of a city planner, and the purpose of a comprehensive plan. Students generally 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. Three of these sites are in downtown. 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

City of McHenry 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 character area framework provided the land use strategy and defined their spatial qualities. Please refer to Chapter 3, Recommendation framework for more 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.

TOOLKIT



N.T.S

LEGEND

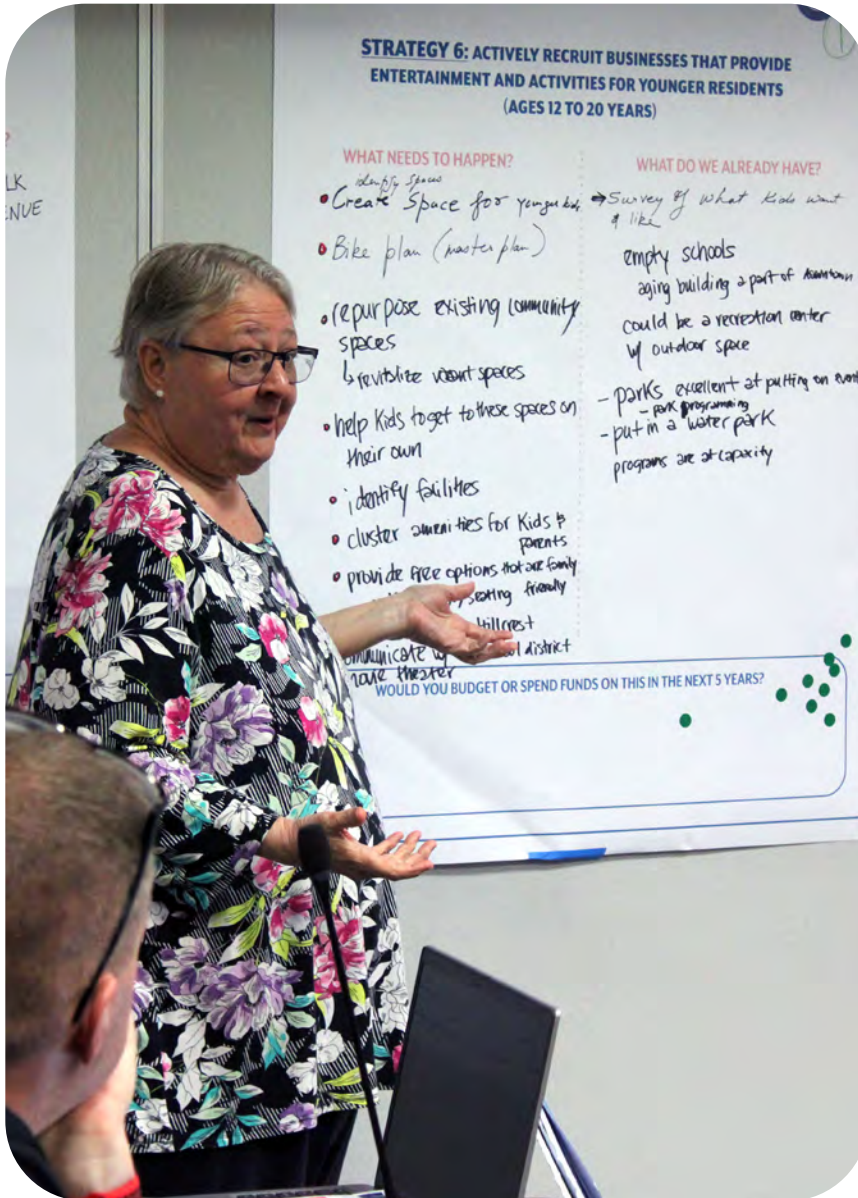
- A- MAIN STREET INDUSTRIAL
- B- ELM / GREEN
- C- FORMER WATER TREATMENT FACILITY

FOR SITE DESIGN CONCEPTS, PLEASE REFER TO CHAPTER 3, RECOMMENDATIONS OF THIS DOCUMENT.

FIGURE 24. DESIGN WORKSHOP SITES



MAY 2024 EVENT - IMPLEMENTATION WORKSHOP



The project team conducted an implementation workshop on Monday, May 13, 2024 to develop implementation strategies for the City of McHenry and its Downtown. The purpose of the workshop was to help the project team understand what it would take to implement proposed recommendations and action steps in the Vision 2050 Plan(s). 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 action steps while taking into account market, financial, and policy realities.

PROCESS

The workshop was advertised throughout the preceding month leading up to workshop day. 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 citywide plan and the downtown plan. The votes received enabled the project team to determine investment priorities. The discussion informed infrastructure gaps and actions needed to achieve the desired outcomes.



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 for Downtown:

Prioritize catalyst developments at strategic points to encourage developers and property owners to invest in downtown 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 than 2,000 square feet of 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 ways, add subdivisions, conduct traffic studies on Crystal Lake, Bull Valley, and McCullum 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 a bike master plan.
- **Citywide land development framework:** Research railroad, create buffer around employment centers, identify opportunities outside city limits, review potential for annexations.







CHAPTER

03

RECOMMENDATIONS



A VISION FOR DOWNTOWN

The Recommendations provide a broad picture of how to achieve the envisioned future of McHenry. It lays out the vision, big ideas and goals that emerged as the direct result of existing conditions analysis, community and stakeholder engagements, trends and capital projects in the area. Citywide frameworks for land development and mobility are also provided. Further, specific strategies and action steps are identified. 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

In 2050, Downtown McHenry will be the beating heart of the Fox River. Downtown will be a place accessible on foot or by bike with a vibrant local food scene and business community. It will be a place where new businesses invest and grow local operations. Along the Fox River, public spaces will have something for everyone and will connect to all surrounding neighborhoods.

THE BIG IDEAS

The Big Ideas represent the main aspirations of McHenry residents. Developed with community inputs, these ideas represent community priorities and the desired outcomes of the planning efforts. They will help steer the future growth of downtown.

SMALL TOWN CHARACTER

McHenry respects its small-town legacy and is agile enough for continued growth. In the year 2050, downtown has a reputation in the Chicago region for being serious about preserving its small-town character. Residents and visitors alike appreciate the historic architecture as well as the newer developments that have maintained the scale and massing that enhances the small town character of the area and the city.

MULTI-GENERATIONAL

Downtown McHenry contains a variety of shopping, entertainment, and dining options that appeal to the full range of ages that call the community home. Amenities found in McHenry in 2050 include access to the Fox River, trails and bike lanes, nearby state and county parks, coffee shops, a bowling alley, and abundant restaurant options, including both unique local eateries and popular fast-food and sit-down restaurants.

FAMILY-ORIENTED

Downtown McHenry balances its growth with a commitment to vibrant public amenities. In the year 2050, families enjoy a wide variety of affordable entertainment downtown and mixed-use developments with public plazas and parking.

CONNECTED

Downtown McHenry's transportation network is designed to serve people and place first instead of cars. In 2050, downtown has a multimodal (bike lanes, sidewalks, off-street trails, cars, transit, freight) mobility network where street designs are contextually sensitive to the physical environment and people's needs.

RESPONSIBLE GROWTH

Downtown McHenry values high-quality development for residents and businesses. This commitment has led to multiple public private partnerships and Downtown McHenry generates the highest tax revenue from both small businesses and mixed use developments the year 2050.

GOALS

Building off from the Big Ideas, 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 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.



DOWNTOWN LAND DEVELOPMENT FRAMEWORK

The vision for Downtown McHenry is based on an integrated approach towards future development. This Land Development Framework for its Downtown 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 Downtown McHenry. It will ensure that the uses in different character areas are compatible, and the transition between them will be managed through design standards instead of traditional buffers like fencing or landscaping. It will help create a destination whereby the mixed-use areas are walkable, vibrant and support neighborhood retails, while its residential areas safeguard its historic characters.



DOWNTOWN MIXED USE

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



DOWNTOWN NEIGHBORHOOD

This area encompasses the residential neighborhoods surrounding the downtown commercial and mixed use areas around Main Street, Green Street and Riverside Drive. The neighborhood is laid out with traditional blocks, smaller houses, historic architectural styles, and porches. Infill housing and home based businesses mixed in with small and unique boutique businesses is appropriate here, along with convenience store/grocery shopping.



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.

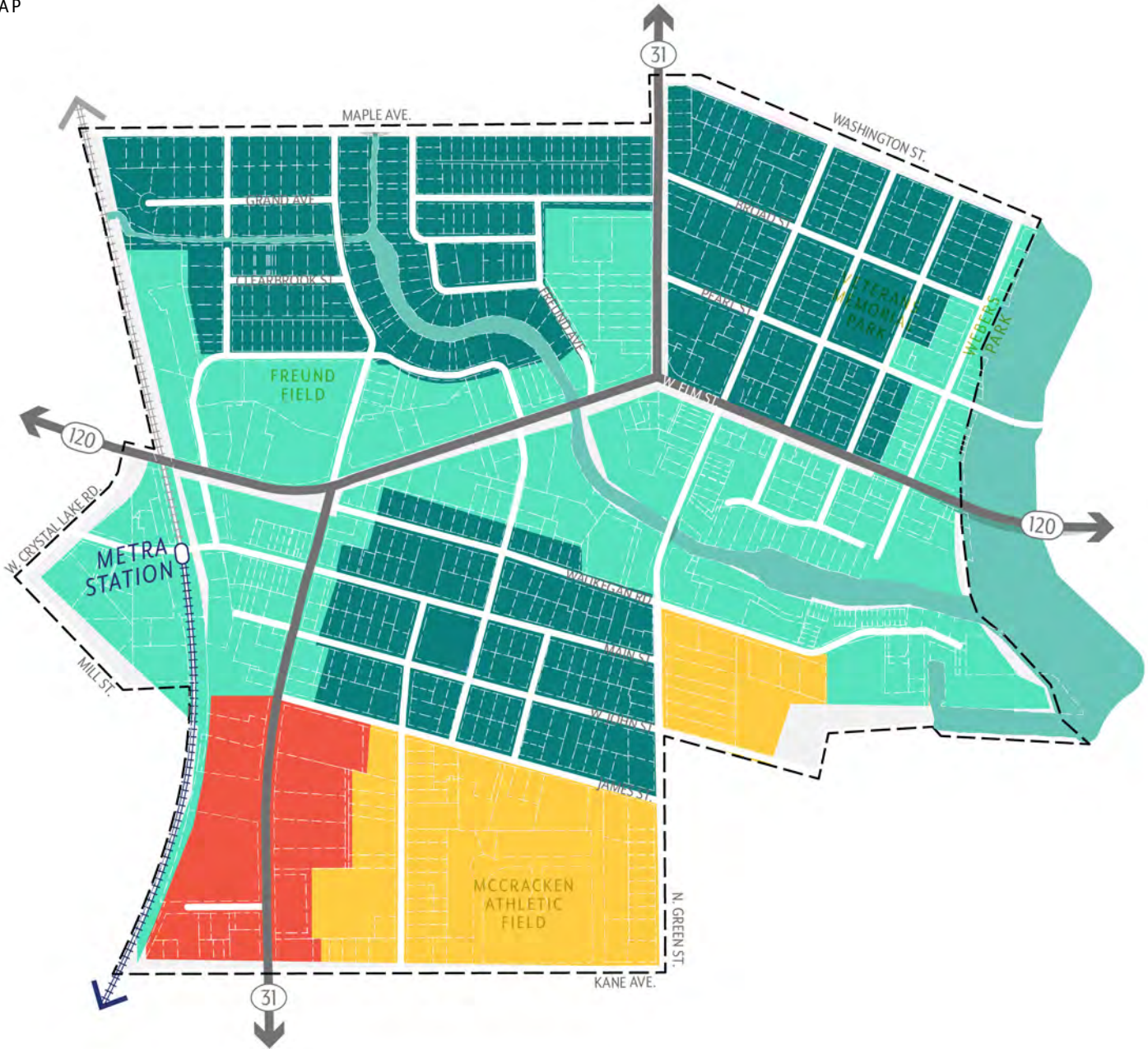


WALKABLE RESIDENTIAL DEVELOPMENT

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.

▲ FIGURE 25. DOWNTOWN CHARACTER AREAS





FIGURE 26. DOWNTOWN FUTURE LAND USE MAP



LEGEND

 MCHENRY DOWNTOWN LIMITS

CHARACTER AREAS

-  DOWNTOWN NEIGHBORHOOD
-  DOWNTOWN MIXED-USE
-  MIXED-USE COMMERCIAL/SUBURBAN RETROFIT
-  WALKABLE RESIDENTIAL DEVELOPMENT





DOWNTOWN MOBILITY FRAMEWORK

Downtown's Vision 2050 is based on a people centered planning approach. Moving away from an auto-oriented downtown, 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 downtown mobility framework is presented in **Figure 27** with typical street cross-sections as illustrated in **Figure 28**. It defines the permeability and navigability through downtown and the city, and the function and character of the streets. It shares a critical inter-relationship with adjacent land uses and built forms.

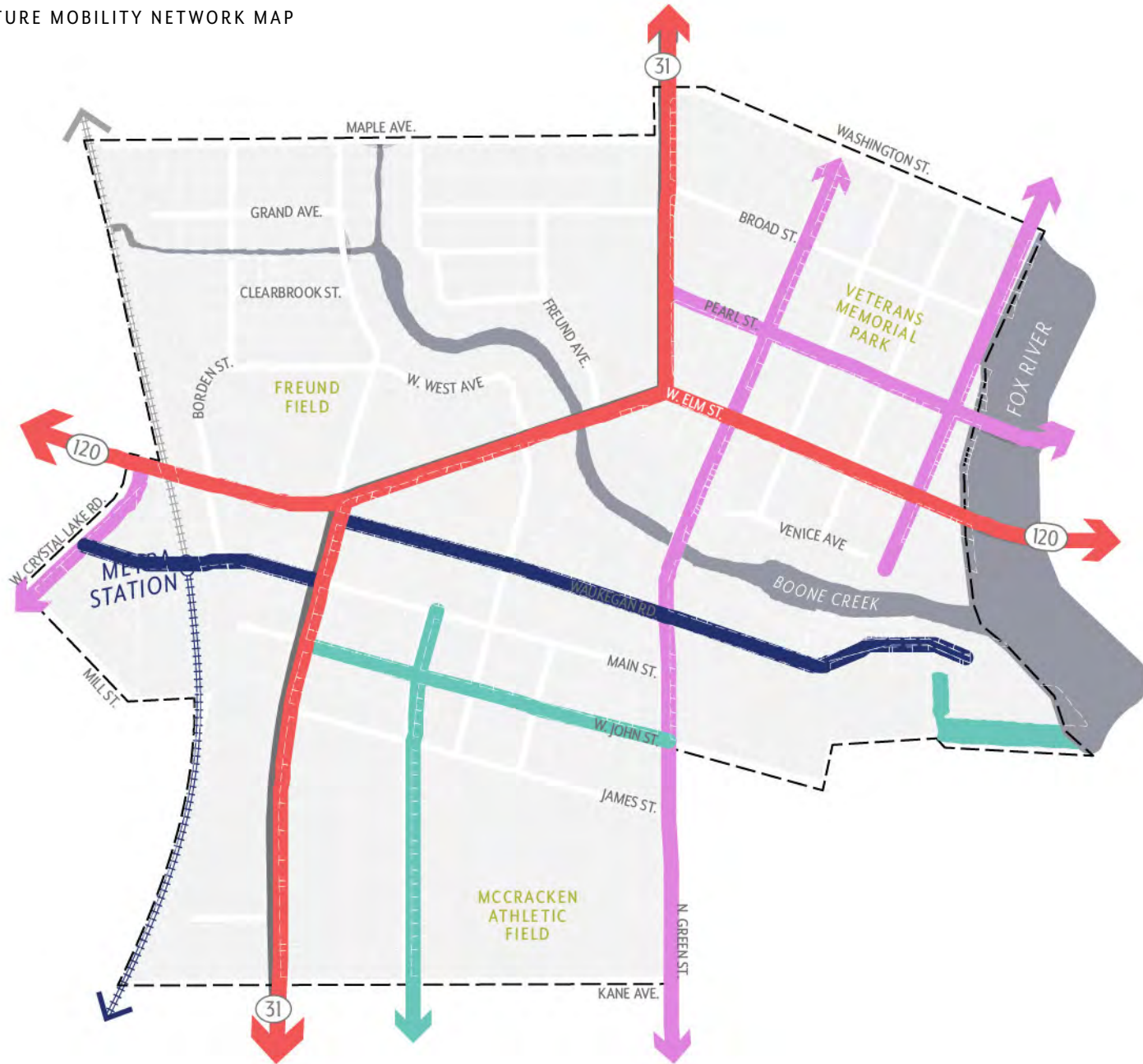
A transportation corridor hierarchy or functional classification is used to identify the purpose of a roadway corridor as it moves people and goods in an area. The higher the highest classification (Principal Arterial) promotes movement across long distances. It is characterized by high mobility with limited local access. As a roadway provides greater access (more driveways and intersecting streets), its mobility is reduced. The general hierarchy goes from arterial, to collector, to local road moving from greatest mobility to less mobility. The overall goal is to provide appropriate spacing of the varying classifications to distribute the vehicles moving in and around a community so as to not overburden one particular roadway. For example, in a community that is fairly evenly developed in terms of density and land uses to then have two closely spaced arterials on one side of community could leave the roadways on the other side as collectors or local roads being asked to carry a great amount of traffic than desired. This can lead to mobility issues such as congestion and safety concerns.

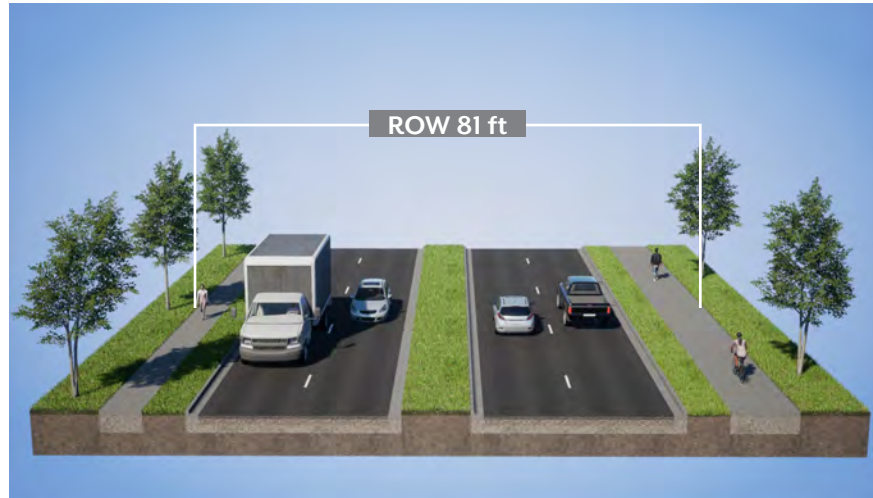
In McHenry, as Principal Arterials, IL 31 and IL 120 bisect the community north-south and east west fairly evenly allowing the supporting roadways to be developed parallel in each direction. In the north-south direction, south of IL 120, Crystal Lake Road and Green Street are characterized by the residential neighborhoods, schools, and local retail that they provide access to whereby they are classified as Collectors. Moving further outward from the city center, Curran Road to the west and River Road - Chapel Hill Road to the east provide greater mobility with fewer access points and greater connectivity to more regional roadways lending themselves to be classified as Minor Arterials. The purpose of the Minor Arterial network is to support the Principal Arterials promoting the movement of vehicles around McHenry.

The pedestrian and bicycle accommodations on each of the different roadway classifications are designed to promote safe movement of non-motorized users of the transportation system. As the network is focused more on the downtown areas, all roadways, including local roads and Downtown Connectors, will be designed to accommodate pedestrians and bicycles. All roadways are to support the safe movement for all users to reach the downtown areas. As the pedestrian and bicycles travel from lower classified roadways to higher ones, the user will experience a greater separate from vehicular traffic through increasing signing, striping, and eventually separated infrastructure. Local Roads are expected to have bicycles share the road with vehicles due to the relative low volume of vehicular traffic. Collector roadways begin to introduce separated infrastructure with sidewalks and on-street bike lanes. Principal Arterials continue this trend by removing bicycle travel from the roadway by building fully separated shared-use paths.

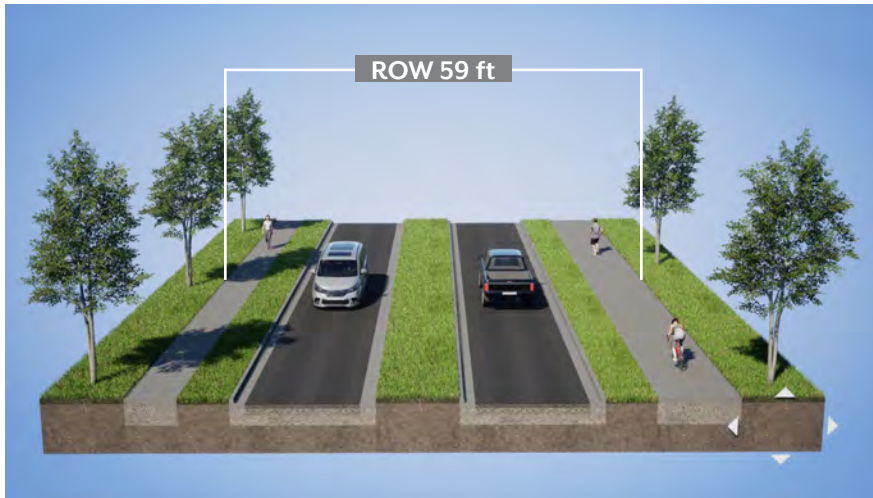
Green Street and Crystal Lake Road, due to their spacing and land uses along each of them, are classified as collectors. This designation will help the city identify the appropriate infrastructure design to promote the safe and efficient travel for pedestrians and cyclists. As there is no "one size fits all" for roadways within a community, design options have been provided for the various roadway classifications which are depicted in **Figure 28 - Typical Street Cross-Sections**.

FIGURE 27. DOWNTOWN FUTURE MOBILITY NETWORK MAP

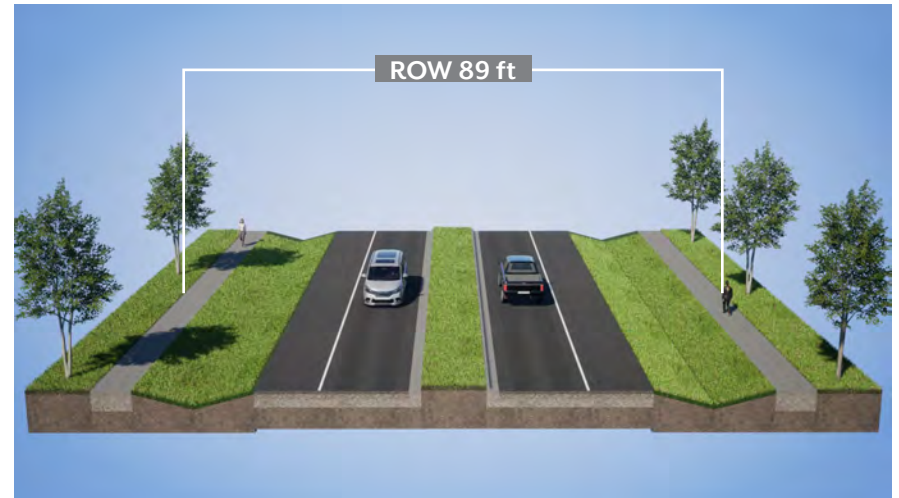




PRINCIPAL ARTERIAL (DEFAULT)

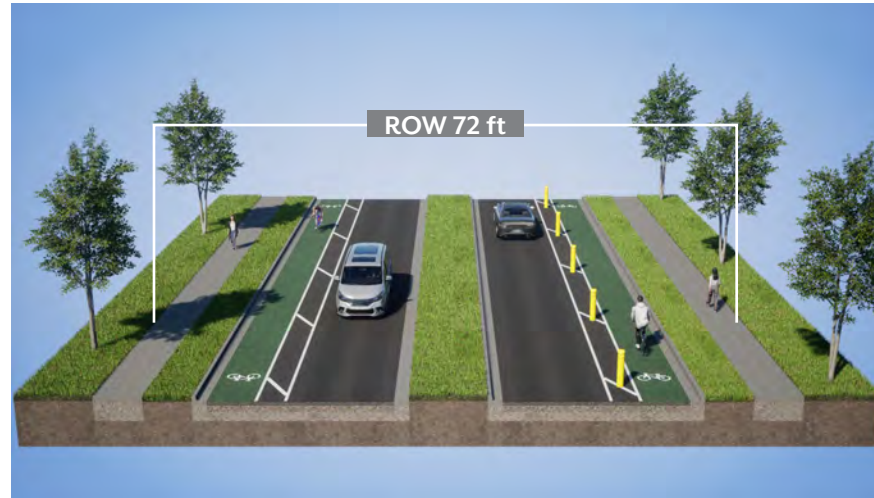


MINOR ARTERIAL / CONNECTOR OPTION 1

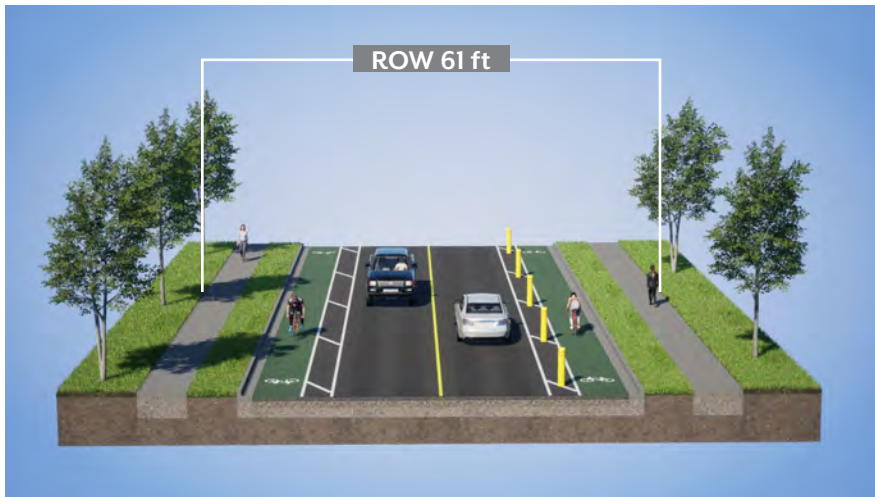


MINOR ARTERIAL / CONNECTOR OPTION 2

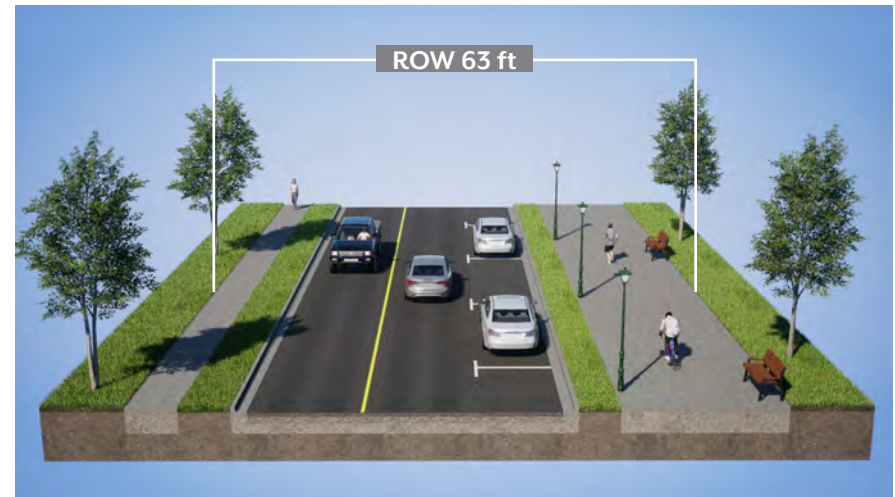
▲ FIGURE 28. TYPICAL STREET CROSS-SECTIONS



COLLECTOR (DEFAULT)



COLLECTOR / DOWNTOWN CONNECTOR (DEFAULT)



DOWNTOWN CONNECTOR (DEFAULT)



WHERE HAS IT BEEN DONE?

DOWNTOWN STREETScape

PLAINFIELD, IL

Revitalization of a historic downtown to create a comfortable and welcoming atmosphere for pedestrians.

“Downtown Plainfield is a vibrant, pedestrian-focused destination for shopping, dining, and entertainment...raised intersections, mid-block pedestrian crossings, and wide sidewalks to establish a comfortable environment for pedestrians to shop and enjoy the backdrop of many of the beautifully restored historic buildings”

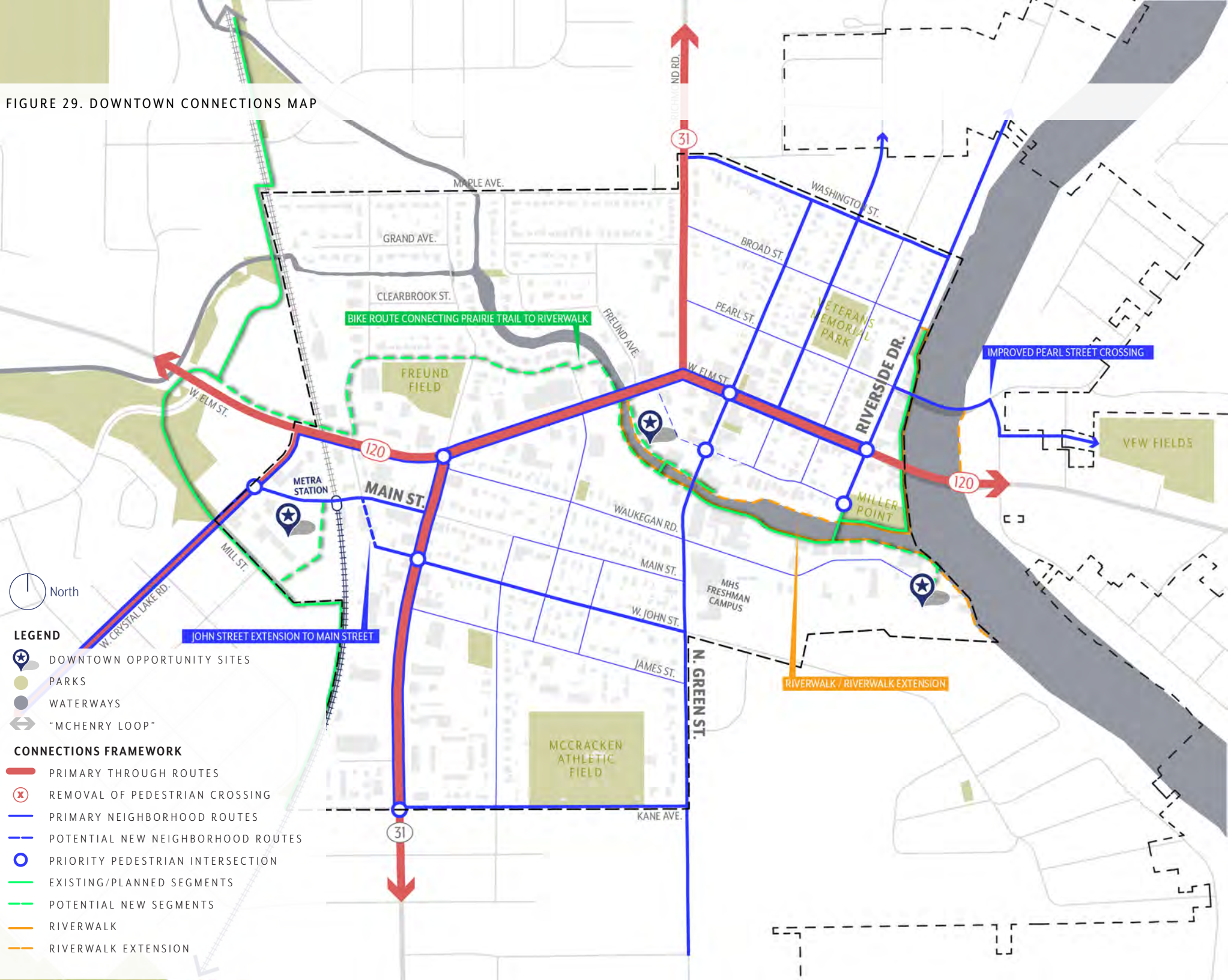
SOURCE: PLAINFIELDIL.GOV/COMMUNITY/DOWNTOWN-PLAINFIELD

Transportation access to all areas of the city needs to be developed in a way that allows for ease of mobility for all modes of travel. The downtown areas are no exception. The state highway system should provide the ability for vehicles to reach downtown and other neighborhoods efficiently while also accommodating pedestrian and bicycle travel. Secondary access routes should also be identified to support the downtowns to provide flexibility for access. These secondary routes will help facilitate a safer corridor for pedestrians and cyclists while connecting the adjacent neighborhoods to downtown.

Once people arrive in downtown, they need the ability to safely move between shopping, dining, parks, the Riverwalk, and other amenities on foot or by bike. Safe multimodal facilities and effective wayfinding tools are key to maximizing the downtown experience.

McHenry has three downtown centers: Main Street, Green Street, and Riverside Drive. The connection of these centers through “downtown connector” routes is an important transportation strategy. These downtown connectors should be developed in a way to increase pedestrian and bicycle travel mobility by implementing shared-use paths with amenities such as benches, plazas, and landscaping. Wayfinding should point the way to nearby attractions and include distance or walking times to encourage walking or biking.

FIGURE 29. DOWNTOWN CONNECTIONS MAP



LEGEND

- DOWNTOWN OPPORTUNITY SITES
- PARKS
- WATERWAYS
- "MCHENRY LOOP"

CONNECTIONS FRAMEWORK

- PRIMARY THROUGH ROUTES
- REMOVAL OF PEDESTRIAN CROSSING
- PRIMARY NEIGHBORHOOD ROUTES
- POTENTIAL NEW NEIGHBORHOOD ROUTES
- PRIORITY PEDESTRIAN INTERSECTION
- EXISTING/PLANNED SEGMENTS
- POTENTIAL NEW SEGMENTS
- RIVERWALK
- RIVERWALK EXTENSION

BIKE ROUTE CONNECTING PRAIRIE TRAIL TO RIVERWALK

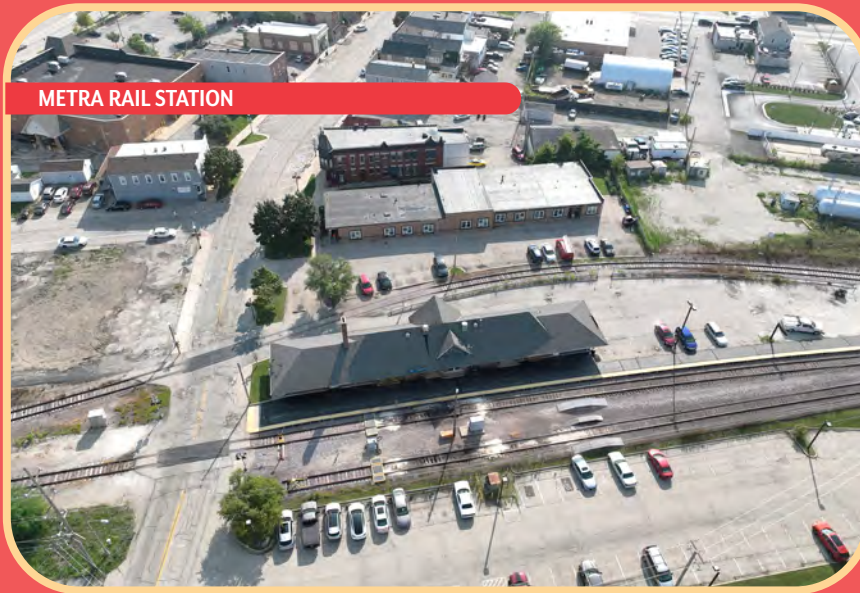
JOHN STREET EXTENSION TO MAIN STREET

IMPROVED PEARL STREET CROSSING

RIVERWALK / RIVERWALK EXTENSION



STRATEGIES & ACTIONS



SOURCE: HDR INC.

STRATEGY 1: SUPPORT DEVELOPMENT AROUND THE METRA STATION TO INCREASE RIDERSHIP AND TRAIN FREQUENCY.

Concentrating development around the Metra Station would promote transit ridership, in turn encouraging Metra to increase train frequency and upgrade McHenry's Main Street Station. Development within ½ mile of a transit stop that is designed to promote walking and cycling connection to transit service is called a Transit Oriented Development (TOD). To result in increased ridership and train frequency, development around Main Street station should follow the principles of TOD:

- Place commercial, housing, jobs, parks, and civic uses within walking distance of transit stops.
- Create pedestrian-friendly street networks that directly connect to Main Street and areas across railroad tracks, including along W Crystal Lake Road.
- Provide a mix of housing types, densities, and price points.

- Make public spaces the focus of building orientation and neighborhood activity.
- Encourage infill and redevelopment along transit corridors within existing neighborhoods.

Actions:

- 1.1 Use City programs, policies, and projects like reduced impact fees, new capital improvements, infrastructure, and location of city facilities to help incentivize growth around Main Street Station.
- 1.2 Establish a Tax Increment Financing (TIF) District to include public improvements recommended for the catalyst site around the Metra station.
- 1.3 Update development standards to encourage build-out in a manner that matches the intent and character recommended within the Downtown Mixed-Use character area.
- 1.4 Develop a route map for bicycle and pedestrian access to Downtown to prioritize active modes of travel for people of all ages and abilities.
- 1.5 Amend the zoning ordinance to allow higher density of housing in the Downtown to encourage walking and biking, and to reduce dependence on automobiles.
- 1.6 Market the Main Street Industrial catalyst site concept developed during the design charrette property owners and developers.

STRATEGY 2: PRIORITIZE CATALYST DEVELOPMENTS AT STRATEGIC POINTS TO ENCOURAGE DEVELOPERS AND PROPERTY OWNERS TO INVEST IN DOWNTOWN MCHENRY.

Currently, Downtown McHenry is three separate areas – Green Street, Main Street, and Riverside Drive. It is important for McHenry to create a cohesive downtown experience to ensure that all three areas are economically viable. To ensure that these areas are connected through a combination of mobility and development framework, catalyst development sites should be locations that are important destinations on their own but also support each other. The goal is to encourage

infill developments to occur in a manner that unites the three areas as one connected downtown.

Actions:

- 2.1 Update development standards to encourage build-out in a manner that matches the intent and character recommended within the Downtown Mixed-Use character area.
- 2.2 Market the Former Water Treatment catalyst site concept developed during the design charrette to property owners and developers as a base to guide investment in the site or in other locations downtown.
- 2.3 Market the Elm and Green catalyst site concepts developed during the design charrette to property owners and developers as a base to guide investment in the site or in other locations downtown.
- 2.4 Refer to the design concepts for Main St Industrial, Elm/Green, and Former Water Treatment Facility catalyst sites for development in the downtown mixed-use character area.
- 2.5 Review and amend the TIF District boundaries and the TIF plan to ensure that recommendations from the design charrette can be supported by TIF funds.
- 2.6 Conduct a parking study to determine future needs for parking in the Downtown and the potential locations for parking garage structures. Identify need to increase accessibility to parking east of Green St.
- 2.7 Establish connections between the three areas of downtown by using placemaking elements such as distinctive public art, signage, artistic crosswalks, murals, streetscapes etc. and by redeveloping Venice Avenue as a key corridor.
- 2.8 Prioritize public infrastructure (parking garages, streetscapes, bike lanes, etc.) in Downtown in the next Capital Improvement Program (CIP) to signal City's commitment to Downtown to the development community.

STRATEGY 3: MARKET MCHENRY AS A WEEKEND GETAWAY TO PROMOTE TOURISM IN THE CITY.

Succumbing to development pressures, as other cities are building up at exponential rates, City of McHenry has preserved its small-town charm and

close-knit community. Complementing it, its natural features such as the Fox River, and the green open spaces of agricultural lands and conservation areas are high value assets as well. Together, they present a unique retreat for those living in high-population, dense urban environments of metropolitan cities like Chicago. Additionally, significant investments are being made in the city such as the development of McHenry Riverwalk and Annual Fiesta Day to attract visitors from across the County. The cultural, natural and urban landscapes of McHenry can be marketed to cities like Chicago to generate tourism revenue and build an experience economy.

Actions:

- 3.1 Develop Downtown McHenry as a 24x7 destination by creating a high-quality mixed-use environment with an active public realm.
- 3.2 Amend the zoning ordinance to facilitate increase in housing supply in the Downtown. Locate land uses ensuring active edges with "eyes on the streets".
- 3.3 Amend the zoning ordinance to incorporate tourism-centric uses and amenities in Downtown and in proximity to visitor attractions, such as boutique hotels, specialty stores, restrooms, visitor center, etc.
- 3.4 Develop an enhanced public realm with parks, plazas and streetscapes to support programming, and pedestrian/bike infrastructure.
- 3.5 Implement placemaking strategies to narrate local stories and establish downtown as a destination.
- 3.6 Develop a heritage interpretation strategy to highlight the historic and cultural values of McHenry.
- 3.7 Conduct an environmental study to determine uses and programming that are appropriate along the Riverwalk such as marina, boat rental, etc.
- 3.8 Identify the USP (Unique Selling Point) of McHenry and develop a marketing strategy to advertise it in festivals in neighboring cities, and across television, print, digital and emerging multi-media platforms to attract tourists.



WHERE HAS IT BEEN DONE?

WOODSTOCK MAIN STREET

WOODSTOCK, IL



SOURCE: ADOBE STOCK

Main Street improvements create vibrant pedestrian district connecting Woodstock's historic City Square to the Metra Station.

Originally planned in the 2007 Woodstock Square Streetscape Guidelines, the Main Street Corridor has been improved with new planting, signage, and street furniture to create a vibrant district connecting transit to local shops and downtown residences.

SOURCE: CHOOSEWOODSTOCK.COM

DESIGN CONCEPT FOR MAIN ST INDUSTRIAL SITE **A**

WHY THIS SITE?

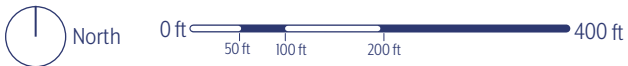
The Main Street site encompasses underutilized areas of industrial and vacant land immediately adjacent to McHenry's Metra train station. This site was chosen to show how redevelopment can create a vibrant mixed-use district along the western segment of Main Street. Redevelopment here will provide activity that can support existing businesses along Main Street, provide new access to transit, and create a destination. 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

The Main Street concept illustrates the potential redevelopment of industrial parcels into a mixed-use downtown district. New placemaking features, commercial development, district parking, and trail connections complement legacy businesses along Main Street east of the train station. With the implementation of the Main Street streetscape improvements and improvements to Crystal Lake Road, this can become a walkable destination and be easily accessible via bike from all over McHenry. District parking will support new and existing businesses while also providing drop-off and parking space for Metra users. Proximity to the Metra will allow commuters and visitors to access McHenry and regional destinations without needing to drive. Due to the reconfiguration of Route 31, this concept proposes the extension of John Street to create a pedestrian connection across Route 31 and to the Main Street district. **Figure 30** identifies the key elements on the conceptual plan.

| SITE A - DOWNTOWN SITE (MAIN ST INDUSTRIAL) | |
|---|--|
| Addresses | Multiple |
| Site Area (Acres) | 20 acres |
| Mixed-Use Multi-Family Residential with Ground floor Retail | Multi-Family Residential 120 units Retail 39,798 sf |
| Commercial | Stand-alone Commercial 27,412 sf |
| Missing Middle Housing | 42 units |
| Tuck-under Townhomes | 22 units |
| Cottage Homes | 5 lots |
| Open Space | 1 acre |

FIGURE 30. SITE A CONCEPT PLAN





WHERE HAS IT BEEN DONE?

RENEW ON MAIN

ALGONQUIN, IL



SOURCE: [HTTPS://WWW.LOOPNET.COM/LISTING/1-N-MAIN-ST-ALGONQUIN-IL/13897676/](https://www.loopnet.com/listing/1-n-main-st-algonquin-il/13897676/)

Downtown mixed-use development in Algonquin provides new retail and multi-family housing right downtown.

Built in 2011, this development features apartments, retail storefronts, and a public plaza right in Algonquin’s downtown. The walkable location creates a destination near the Fox River public waterfront across the street at Cornish Park.

SOURCE: [HTTPS://WWW.LOOPNET.COM/LISTING/1-N-MAIN-ST-ALGONQUIN-IL/13897676/](https://www.loopnet.com/listing/1-n-main-st-algonquin-il/13897676/)

DESIGN CONCEPT FOR ELM/GREEN SITE **B**

WHY THIS SITE?

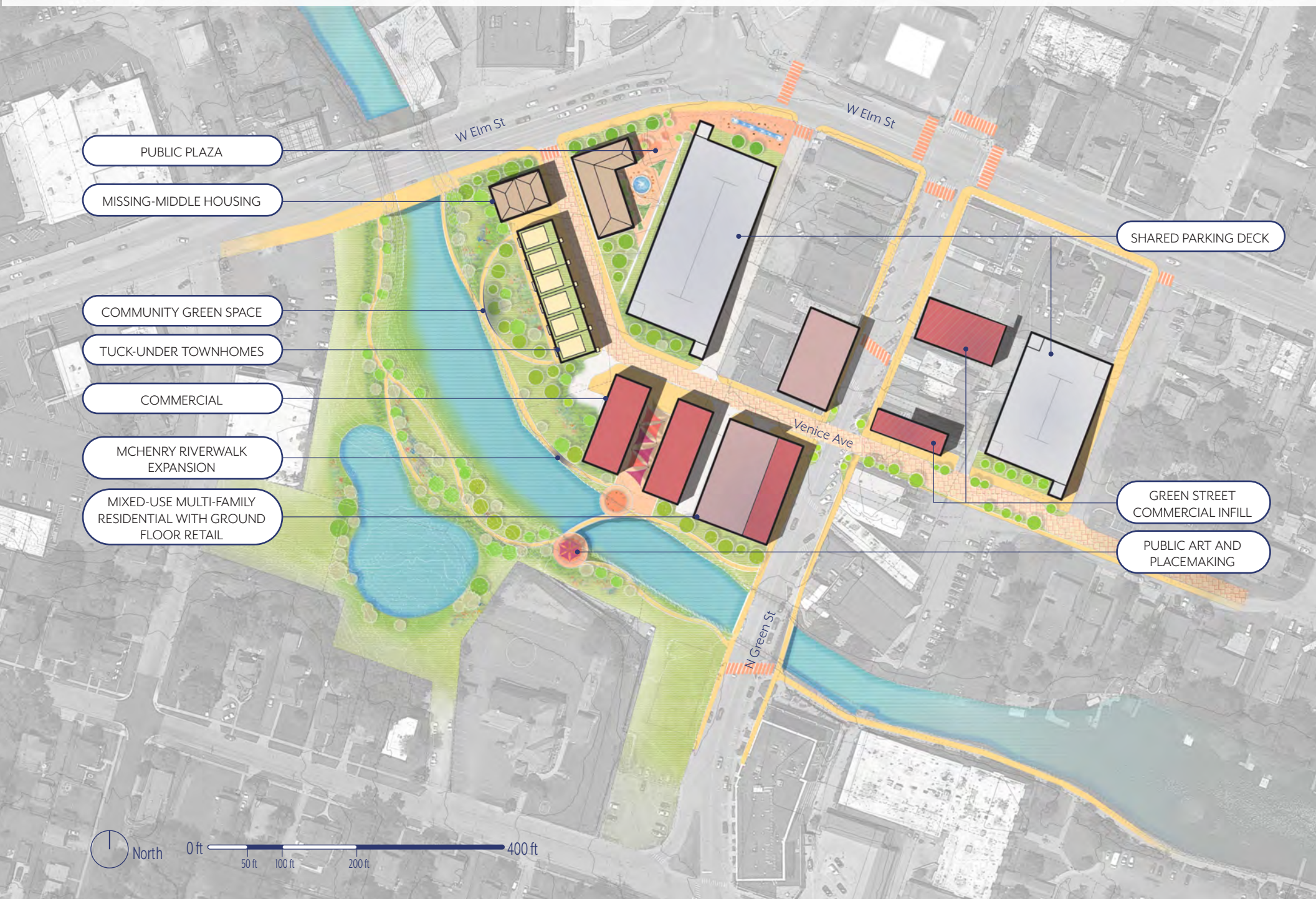
This site was chosen due to its prominent location in Downtown and its proximity to major development drivers such as the McHenry Riverwalk. This site is likely to be redeveloped, and the design concepts presented during the workshop show how it can become a new mixed-use development that enhanced downtown’s “main street feel” and creates an active and vibrant downtown neighborhood. 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 currently vacant site between Elm Street, Green Street, and the river to provide a new mixed-use development with housing, retail, district parking, and public open space. The conceptual design illustrates the potential for the site to reinforce commercial activity on Green Street, provide new residential opportunities for downtown, and expand the McHenry Riverwalk. A shared parking deck will serve the development while also providing more parking for downtown visitors. This concept also imagines the benefits of a realigned Venice Avenue connection. The new Venice Avenue will allow access from Green Street to existing public parking that may be enhanced to include a parking deck. Commercial infill creates a more vibrant Green Street north of the New Venice Avenue connection. This concept explores the development of Neumann Park and the relocation of green space to the new waterfront park and public plaza space in the development. **Figure 31** identifies the key elements on the conceptual plan.

| SITE B - DOWNTOWN SITE (ELM/GREEN) | |
|---|---|
| Addresses | 1209 N Green St |
| Site Area (Acres) | 9 acres |
| Mixed-Use Multi-Family Residential with Ground floor Retail | Multi-Family Residential 42 units Retail 18,370 sf |
| Commercial | Stand-alone Commercial 27,168 sf |
| Missing Middle Housing | 15 units |
| Tuck-under Townhomes | 6 units |
| Open Space | 1.5 acres |

FIGURE 31. SITE B CONCEPT PLAN





WHERE HAS IT BEEN DONE?

1ST STREET PLAZA
ST. CHARLES, IL



SOURCE: :[HTTPS://WWW.LOOPNET.COM/LISTING/S-1ST-ST-ST-CHARLES-IL/11982750/](https://www.loopnet.com/listing/s-1st-st-st-charles-il/11982750/)

New destination development and signature public waterfront space in downtown St. Charles.

The 1st Street Plaza expansion builds upon river-edge development in downtown St. Charles. This project creates a public gathering plaza and riverfront promenade next to St. Charles’ mixed-use waterfront development. The plaza serves as both a public gathering space as well as an amenity for the adjacent residences, offices, and retail establishments.

SOURCE: STCHARLESIL.GOV/PROJECTS/1ST-STREET-PLAZA-EXPANSION

DESIGN CONCEPT FOR FORMER WATER TREATMENT FACILITY SITE C

WHY THIS SITE?

This site is currently partially vacant and has a unique and prominent location on the Fox River, with proximity to downtown and the McHenry Riverwalk. The visibility of the site and its access to water give it unique potential as a destination 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. 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 former wastewater treatment facility site to be redeveloped into a destination development that takes advantage of a prime waterfront location with prominent visibility from Downtown and the Fox River. The conceptual design envisions the extension of the McHenry Riverwalk to around the peninsula with a public plaza space at the tip. A tower feature at the point of the peninsula serves a landmark for McHenry and capitalizes on its waterfront location to provide multi-family or hotel units. Parking is centrally located in a garage structure with liner buildings. This site explores future development west of the current site to envision how new residential townhomes and missing middle housing can complement the existing neighborhood and create a transition in scale from existing developments to the waterfront. **Figure 32** identifies the key elements on the conceptual plan.

| SITE C - DOWNTOWN SITE (FORMER WATER TREATMENT FACILITY) | |
|--|--|
| Addresses | Multiple |
| Site Area (Acres) | 12.5 acres |
| Multi-family Residential | Condominium Tower 42 units Apartments 200 units or Apartments 120 units Boutique Hotel 80 keys |
| Commercial Area / Ground floor Retail | 57,088 sf |
| Missing Middle Housing | 40 units |
| Tuck-under Townhomes | 25 units |
| Open Space | 1.8 acres |

FIGURE 32. SITE C CONCEPT PLAN



EXAMPLES OF HOUSING TYPES



SOURCE: DENVER80238.COM



SOURCE: ADOBE STOCK



SOURCE: TERESAMACK.COM



SOURCE: OPTICOS DESIGN



MULTI-FAMILY RESIDENTIAL

SOURCE: ADOBE STOCK



**MIXED-USE RESIDENTIAL WITH GROUND FLOOR RETAIL:
PLAZA SALTILLO TOD, AUSTIN, TX**

SOURCE: JHPARCH.COM



STAND-ALONE COMMERCIAL

SOURCE: ADOBE STOCK



PARKING STRUCTURE

SOURCE: ARCHDAILY.COM





CHAPTER

04

IMPLEMENTATION PLAN



IMPLEMENTING VISION 2050

The best plans are of little value if they are not implemented. The implementation of McHenry Vision 2050 Downtown Plan requires proactive leadership and collaboration of public agencies at multiple jurisdictional levels from the City of McHenry and McHenry County to the Illinois Department of Transportation (IDOT), among other agencies. 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 school children. Their continued participation and support will be critical in sustaining the community's vision for over time.

This chapter informs about the roles of various agencies responsible for plan implementation. Further, it presents the action matrix that takes the strategies and actions established in the Recommendations chapter 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. It also provides the funding matrix to help City 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 Vision 2050 Downtown Plan will be implemented 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. 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 Downtown 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 | P&R |
| 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 15 AND 156 | MSD |
| MCHENRY PUBLIC LIBRARY DISTRICT | MPLD |

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

| ACTION TYPE | |
|-------------------------|--|
| TYPE | DESCRIPTION |
| DEVELOPMENT REGULATIONS | ZONING, CODES, ORDINANCE-RELATED; SITE PLANNING AND DEVELOPMENT |
| 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 |

FIGURE 33. ACTION PLAN MATRIX
SOURCE: HDR

| ACTION PLAN MATRIX | | | | | |
|--|--|--------------------|------------|----------------------------|----------------------------|
| ACTION NUMBER | ACTION | RESPONSIBLE AGENCY | TIME FRAME | ACTION TYPE | CAPITAL FUNDS NEEDED (Y/N) |
| STRATEGY 1 : SUPPORT DEVELOPMENT AROUND THE METRA STATION TO INCREASE RIDERSHIP AND TRAIN FREQUENCY. | | | | | |
| ACTION 1.1 | Use City programs, policies, and projects like reduced impact fees, new capital improvements, infrastructure, and location of city facilities to help incentivize growth around Main Street Station. | CD, ED | Long-Term | Financial, Systems/Support | Yes |
| ACTION 1.2 | Establish Tax Increment Financing (TIF) District to include public improvements recommended for the catalyst site around the Metra station. | ED | Short-Term | Financial | No |
| ACTION 1.3 | Update development standards to encourage build-out in a manner that matches the intent and character recommended within the Downtown Mixed-Use character area. | CD | Short-Term | Study/Plan | Yes |
| ACTION 1.4 | Develop a route map for bicycle and pedestrian access to Downtown to prioritize active modes of travel for people of all ages and abilities. | CD | Short-Term | Study/Plan | Yes |
| ACTION 1.5 | Amend the zoning ordinance to allow higher density of housing in the Downtown to encourage walking and biking, and to reduce dependence on automobiles. | CD | Short-Term | Development Regulations | Yes |
| ACTION 1.6 | Market the Main Street Industrial catalyst site concept developed during the design charrette property owners and developers. | ED | Short-Term | Coordination/Outreach | No |

| ACTION PLAN MATRIX | | | | | |
|--|--|--------------------|------------|-------------------------|----------------------------|
| ACTION NUMBER | ACTION | RESPONSIBLE AGENCY | TIME FRAME | ACTION TYPE | CAPITAL FUNDS NEEDED (Y/N) |
| STRATEGY 2 : PRIORITIZE CATALYST DEVELOPMENTS AT STRATEGIC POINTS TO ENCOURAGE DEVELOPERS AND PROPERTY OWNERS TO INVEST IN DOWNTOWN MCHENRY. | | | | | |
| ACTION 2.1 | Update development standards to encourage build-out in a manner that matches the intent and character recommended within the Downtown Mixed-Use character area. | CD | Short-Term | Development Regulations | No |
| ACTION 2.2 | Market the Former Water Treatment catalyst site concept developed during the design charrette to property owners and developers as a base to guide investment in the site or in other locations downtown. | ED | Short-Term | Coordination/Outreach | No |
| ACTION 2.3 | Market the Elm and Green catalyst site concepts developed during the design charrette to property owners and developers as a base to guide investment in the site or in other locations downtown. | ED | Short-Term | Coordination/Outreach | No |
| ACTION 2.4 | Refer to the design concepts for Main St Industrial, Elm/ Green, and Former Water Treatment Facility catalyst sites for development in the downtown mixed-use character area. | CD | Long-Term | Coordination/Outreach | No |
| ACTION 2.5 | Review and amend the TIF District boundaries and the TIF plan to ensure that recommendations from the design charrette can be supported by TIF funds. | ED | Short-Term | Financial, Study/Plan | No |
| ACTION 2.6 | Conduct a parking study to determine future needs for parking in the Downtown and the potential locations for parking garage structures. Identify need to increase accessibility to parking east of Green St. | CD, PW, CA | Short-Term | Study/Plan | Yes |
| ACTION 2.7 | Establish connections between the three areas of downtown by using placemaking elements such as distinctive public art, signage, artistic crosswalks, murals, streetscapes etc. and by redeveloping Venice Avenue as a key corridor. | CD, PW | Mid-Term | Study/Plan | Yes |

| ACTION PLAN MATRIX | | | | | |
|--|---|--------------------|------------|-------------------------------------|----------------------------|
| ACTION NUMBER | ACTION | RESPONSIBLE AGENCY | TIME FRAME | ACTION TYPE | CAPITAL FUNDS NEEDED (Y/N) |
| ACTION 2.8 | Prioritize public infrastructure (parking garages, streetscapes, bike lanes, etc.) in Downtown in the next Capital Improvement Program (CIP) to signal City's commitment to Downtown to the development community. | CA, PW | Mid-Term | Financial | Yes |
| STRATEGY3: MARKET MCHENRY AS A WEEKEND GETAWAY TO PROMOTE TOURISM IN THE CITY. | | | | | |
| ACTION 3.1 | Develop Downtown McHenry as a 24x7 destination by creating a high-quality mixed-use environment with an active public realm. | CD, PW, ED, P&R | Long-Term | Study/Plan, Development Regulations | Yes |
| ACTION 3.2 | Amend the zoning ordinance to facilitate increasing the housing supply in the Downtown, and locate land uses ensuring active edges with "eyes on the streets". | CD | Long-Term | Study/Plan, Development Regulations | Yes |
| ACTION 3.3 | Amend the zoning ordinance to incorporate tourism-centric uses in Downtown and in proximity to visitor attractions, such as boutique hotels, specialty stores, restrooms, visitor center, etc. | CD | Long-Term | Study/Plan, Development Regulations | Yes |
| ACTION 3.4 | Develop an enhanced public realm with parks, plazas and streetscapes to support programming, and pedestrian/ bike infrastructure. | P&R, PW | Long-Term | Study/Plan | Yes |
| ACTION 3.5 | Implement placemaking strategies to narrate local stories and establish downtown as a destination. | CD, ED | Short-Term | Study/Plan, Coordination/ Outreach | Yes |
| ACTION 3.6 | Develop a heritage interpretation strategy to highlight the historic and cultural values of McHenry. | CD, ED | Short-Term | Study/Plan, Coordination/ Outreach | Yes |
| ACTION 3.7 | Conduct an environmental study to determine uses and programming that are appropriate along the Riverwalk such as marina, boat rental, etc. | P&R, PW | Short-Term | Study/Plan, Development Regulations | Yes |
| ACTION 3.8 | Identify the USP (Unique Selling Point) of McHenry and develop a marketing strategy to advertise it in festivals in neighboring cities, and across television, print, digital and emerging multi-media platforms to attract tourists. | ED | Short-Term | Coordination/Outreach | Yes |



FUNDING MATRIX

| POTENTIAL FUNDING SOURCES | | | | | |
|---|--------|--|---|--|--|
| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| AARP Community Challenge Grant Program | AARP | 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. | 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>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.</p> <p>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> | 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. |
| Active Transportation Infrastructure Investment Program (ATIIP) | USDOT | 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. | State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; U.S. Territories | <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> | Awards range from \$100,000 to \$15 million. |

FIGURE 34. FUNDING MATRIX
SOURCE: HDR

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
|--|--|--|--|--|-------------|
| <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. Permanent physical improvements in the community Temporary demonstrations that lead to long-term change New, innovative programming pilots or services."</p> | <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>2</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, 2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
|--|--------|---|---|---|--|
| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) Program | USDOT | Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. | <p>"Eligible applicants include:</p> <ul style="list-style-type: none"> 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) Multijurisdictional groups or consortia of research institutions or academic institutions Partnership with the private sector or public agencies, including multimodal and multijurisdictional 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>"Grant recipients may use funds under this program to deploy the following advanced transportation and congestion management technologies:</p> <ul style="list-style-type: none"> 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 ridesharing 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." | Approximately \$120 million is made available annually, with maximum awards of \$12 million. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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>1</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Rebuild Downtowns & Main Streets (RDMS) Capital Grant Program | Illinois Department of Commerce & Economic Opportunity | 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. | "The following entities are eligible to apply for both RDMS grants: •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." | "Improvement and repair of roads, sidewalks, and lighting in commercial corridors and downtowns Development of public spaces that will attract events to and/or add to the appeal of commercial corridors and downtowns Improvement and repair of water and sewer infrastructure serving commercial corridors and downtowns Mixed-use development that will add to the vitality of commercial corridors and downtowns" | \$20 million has been allocated for RDMS with maximum awards of \$2,000,000 for a single project. |
| Charging and Fueling Infrastructure Grants Program (Community Charging and Corridor Charging) | USDOT | "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 multiunit dwellings to single family homes. This grant program has two tracks: 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. 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." | "Eligible applicants for Charging and Fueling Infrastructure Grants include the following: 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)" | Planning; Equipment and Materials; Technology Demonstrations and Deployment; Climate and Sustainability; Accessibility | 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. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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/2560-2765--3304-2764.html</p> | <p>1, 2</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 underserved 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, Multimodal 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>2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Clean Heavy-Duty Vehicles | EPA | 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 nonattainment 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>"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 subrecipient personnel and benefits, contractual services, consulting on vehicle deployments, travel, supplies, and indirect costs" | 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. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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> | <p>"- Climate Change, Resiliency, and the Environment - Equity, Multimodal Options, and Quality of Life - Economic Impacts and Job Creation - Innovation"</p> | <p>cleanhdvehicles@epa.gov</p> | <p>https://www.epa.gov/clean-heavy-duty-vehicles-program/clean-heavy-duty-vehicles-grant-program</p> | <p>2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | USDOT | Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance). | RAISE can provide funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others. | 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. | 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. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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>1, 2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Community Development Block Grant (CDBG) | HUD (administered by Illinois Department of Commerce & Economic Opportunity) | <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. 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> | Local governments and other community organizations | Projects that improve housing and rehabilitate and retrofit properties, improve public infrastructure and eliminate conditions detrimental to public health, disaster relief, or economic development. | Grant minimums and maximums depend on project types and CDBG programs, however funding may range from \$250,000 to \$1.5 million. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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, 2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Illinois Transportation Enhancement Program (ITEP) | Illinois Department of Transportation | 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>"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> | 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. | The maximum per-project ITEP award is \$3 million. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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. 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> | <p>"- Multimodal Transportation - Connectivity - Landscapes/Streetscapes - Stormwater Management - Water Pollution Prevention"</p> | <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, 2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| MPDG Nationally Significant Multimodal Freight and Highway Projects | USDOT | <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; a metropolitan planning organization or a regional transportation planning organization (depending on grant) a unit of local government; a political subdivision of a State; a special purpose district or public authority with a transportation function, including a port authority; a Tribal government or a consortium of Tribal governments; Federal land management agency that applies jointly with a State or group of States; a partnership between Amtrak and 1 or more entities described above; 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 A freight intermodal (including public ports) or freight rail project that provides public benefit A highway freight project eligible under National Highway Freight Program A railway highway grade separation or elimination project A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program An intercity passenger rail project 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 A wildlife crossing project 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 A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions A highway, bridge, or freight project on the National Multimodal Freight Network A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services ”</p> | <p>“It is anticipated that this opportunity will award approximately \$5.1 billion for this round from FY 2025 and FY2026 funding. INFRA: \$2.7 billion Mega: \$1.7 billion Rural: \$780 million ”</p> |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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>2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Business Attraction Prime Sites | Illinois Department of Commerce & Economic Opportunity | 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>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." | Grants awarded under this program will range from \$250,000 to \$25,000,000. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Pilot Program for Transit-Oriented Development Planning | Federal Transit Administration, USDOT | 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>"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> | 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. | 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. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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, 2</p> |

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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Reconnecting Communities and Neighborhoods (RCN) | USDOT | 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. | 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. | 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. i. Eligible Facilities 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.I. Definitions for “highway” and Section D.2.ii. Key Information Questions for a suggested list of other facilities. b) NAE Eligible Facilities – Community Planning, Capital Construction, and Regional Partnerships Challenge Grants The proposed project may address one of two “eligible facilities”: (1) A dividing facility: a surface transportation facility that creates an obstacle to community connectivity by high speeds, grade separation, or other design factors; (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. | i. 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. BL 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. 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. BL 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. 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. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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, 2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Rural Business Development Grant | USDA | 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. | Towns, nonprofit corporations, colleges/universities, rural cooperatives. | "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; 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." | 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. |
| Safe Streets and Roads for All (SS4A) | USDOT | 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). | "The following groups of applicants are eligible for the SS4A grant program: Political subdivisions of a State, which includes counties, cities, towns, transit agencies, and other special districts. Metropolitan planning organizations (MPOs). Federally recognized Tribal governments." | "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. 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. Implementation Grants may also include supplemental planning and demonstration activities to inform an existing Action Plan, and project-level planning, design, and development activities. Applicants must have an eligible comprehensive safety action plan (referred to as an "Action Plan") to apply for an Implementation Grant. " | 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. |

| TERMS / REQUIREMENTS / NOTES | FUNDING CYCLE | KEY ATTRIBUTES PRIORITIZED | CONTACT | WEBSITE | STRATEGIES |
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| <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> | <p>"- Rural Development - Private Involvement - Community Projects"</p> | <p>"Molly Hammond, Acting State Director 2118 West Park Court, Suite A Champaign, IL 61821 Voice: 217-403-6200 Fax: (855) 832-8691"</p> | <p>https://www.rd.usda.gov/programsservices/businessprograms/rural-businessdevelopmentgrants</p> | <p>2</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> | <p>"- 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> | <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, 2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| 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). | "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. 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" | 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). |
| Transportation Infrastructure Finance and Innovation Act (TIFIA) | Build America Bureau, USDOT | "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. The TIFIA credit program is designed to: Fill market gaps and leverage substantial private co-investment through supplemental, subordinate investment in critical improvements to the nation's transportation system. 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." | "State Governments State Infrastructure Banks Private Firms Special Authorities Local Governments Transportation Improvement Districts" | "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" | 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%. |

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| <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>1, 2</p> |
| <p>"Highlights of TIFIA: 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> | <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, 2</p> |

| POTENTIAL FUNDING SOURCES | | | | | |
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| PROGRAM | AGENCY | PURPOSE/GOALS | ELIGIBLE APPLICANTS | ELIGIBLE USE OF FUNDS | LOAN OR GRANT MAXIMUM |
| Local Tourism and Convention Bureau Program | IL Department of Commerce and Economic Opportunity | The intent of the program is to generate increased hotel/motel occupancy and travel into and throughout the State of Illinois impacting the economic growth of the tourism industry. | Government Organizations and Nonprofit Organizations. For full list of criteria please see https://www.ilga.gov/commission/jcar/ | Including but not limited to promotional and administrative activities found here: https://www.ilga.gov/commission/jcar/admincode/014/01400550000600R.html | No set maximum, but awards often range from \$20,000 to \$4 million. FY 2025 is allocated \$22,040,000 in funding, the same as FY 2024. |
| Tourism Attractions & Festivals Grant Program | IL Department of Commerce and Economic Opportunity | Grants to counties, municipalities, units of local government, not-for-profit organizations, local promotion groups and for-profit businesses for the development or improvement of tourism attractions and festivals in Illinois. | Units of local government, counties, municipalities, not-for-profit organizations, local promotion groups and for-profit businesses for the development or improvement of tourism attractions and festivals/events located in Illinois. | Expenditures and activities for which grant funds can be utilized by Grantees include, but are not limited to, the following for Tourism Attractions: 1) Capital projects – land and building acquisition, construction and renovation of buildings for the purpose of creating or enhancing a Tourism Attraction; 2) Equipment – purchase and installation of machinery and equipment designed to create or enhance the Tourism Attraction; 3) Training – development and presentation of hospitality, quality service and/or other types of tourism training programs intended to provide a competitive workforce for the tourism industry of Illinois; and, 4) Interpretive Programs – creation, implementation and staffing of, and fabrication of exhibits for, interpretive programs located within historic/cultural sites. | Matching funds are fluid. Grant range: \$10,000 - \$1,000,000 |

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| <p>Formula Based - Subject to the maximum grant amount set forth in subsection (c), the funds to be distributed under subsection (a)(2) will be distributed based on a formula that will be applied to the available appropriations. The formula will contain the following weighted factors, as they apply to the prior calendar year: 5% population of the bureau service area; 30% food/beverage tax collected in the bureau service area; and 65% of the State's hotel/motel tax collected in the bureau service area.</p> | <p>Most recent funding cycle ended July 2024. IL DCEO announcements should be monitored for future rounds of funding.</p> | <ul style="list-style-type: none"> - Economic Development - Hotels and Hospitality - Tourism | <p>Greg Mihalich 2172991323 greg.mihalich@illinois.gov</p> | <p>https://omb.illinois.gov/public/gata/csfa/Program.aspx?csfa=1606</p> | <p>3</p> |
| <p>Grants will be one-year term; however, the possibility to extend the ending date does exist.</p> | <p>Previous grant cycle ended in FY 2022 as a result of the American Rescue Plan Act, however future rounds of funding from this program or similar programs may be made available by the Governor. IL DCEO announcements should be monitored for future rounds of funding.</p> | <ul style="list-style-type: none"> - Economic Development - Hotels and Hospitality - Tourism | <p>Tracey Minder 217/558-1653 CEO.TourismGrants@illinois.gov</p> | <p>https://omb.illinois.gov/public/gata/csfa/Program.aspx?csfa=2645</p> | <p>3</p> |

