

Village of Fox River Grove Station Area Planning Study Final Report



Prepared For:
The Village of Fox River Grove
Regional Transportation Authority (RTA)

Prepared By:
Consoer Townsend Envirodyne Engineers, Inc. (CTE)

December, 2003



TABLE OF CONTENTS

| | |
|--|-----------|
| Introduction | 1 |
| Chapter 1 Executive Summary | 2 |
| Phase I | 2 |
| Market Analysis / Market Study | 3 |
| Phase II | 4 |
| Design Guidelines | 4 |
| Implementation Strategies | 5 |
| Chapter 2 Existing Conditions | 6 |
| Façade Study | 7 |
| Parcel Focus | 10 |
| Chapter 3 Circulation & Access | 11 |
| Vehicular and Pedestrian Conflicts | 12 |
| Recommendations | 12 |
| Chapter 4 Transportation & Transit | 14 |
| Site Comparison Study | 14 |
| Metra Station | 15 |
| Metra Service..... | 16 |
| Origin-Destination Survey..... | 16 |
| Commuter Boarding Statistics..... | 17 |
| Parking..... | 18 |
| Mode-of-Access..... | 19 |
| Future Conditions | 20 |
| Chapter 5 Market Analysis | 21 |
| Demographics..... | 21 |
| Phase I Recommendations | 22 |
| Make the Metra Station a Focal Point of Redevelopment..... | 22 |
| Parking..... | 22 |
| Mixed-use Development | 23 |
| Take Advantage of the Fox River..... | 24 |
| Improve Access and Circulation | 25 |
| Chapter 6 Public Involvement | 26 |
| Storefront Open Houses | 26 |
| Village Hall Open Houses..... | 27 |
| Next Steps | 27 |
| Chapter 7 Concept Plans | 28 |
| Concept Plan A | 28 |
| Concept Plan B | 29 |
| Concept Plan C | 30 |



| | |
|--|-----------|
| Concept Plan D – Preferred Station Area Plan | 31 |
| Urban Guidelines Area A – Mixed-Use Development | 33 |
| Urban Guidelines Area B – Village Green and Open Space | 35 |
| Urban Guidelines Area C – Metra Commuter Parking Area | 36 |
| Urban Guidelines Area D – Condominium Development | 38 |
| Urban Guidelines Area E – Riverfront/Restaurant Row | 39 |
| Chapter 8 Implementation Strategies | 41 |
| Community Support | 41 |
| Affordability | 41 |
| Constructability | 42 |
| Strategies | 42 |
| Immediate Strategies..... | 43 |
| Fiscal Policy | 43 |
| Community Support | 44 |
| Urban Planning | 44 |
| Existing Conditions | 45 |
| Short-Term Strategies | 46 |
| Capital Improvement Projects..... | 46 |
| Planning and Zoning Initiatives | 47 |
| Utilization of Public Assistance Programs | 48 |
| Identification of Stimulus Projects | 51 |
| Fox River Grove Metra Station | 51 |
| Commuter Parking and Potential Phasing | 52 |
| Proposed Roads | 55 |
| Pedestrian Underpass | 56 |
| Village Green Plus Stimulus Project | 56 |
| Village Green Stimulus Project | 58 |
| Riverfront Plus Stimulus Project..... | 58 |
| Riverfront Stimulus Project | 58 |
| Summary of Alternatives/Approach | 59 |
| Long-Term Strategies | 59 |
| Communication | 60 |
| Conclusions..... | 60 |

TABLE OF FIGURES

| | |
|--|----|
| Figure 1 Land Use Map | 6 |
| Figure 2 Zoning Map | 7 |
| Figure 3 Façade Study | 8 |
| Figure 4 Parcel Focus | 10 |
| Figure 5 Existing Vehicular Circulation Patterns | 11 |
| Figure 6 Pedestrian Circulation Map | 12 |
| Figure 7 Location Map | 14 |
| Figure 8 Site Comparison | 15 |
| Figure 9 Residential Origins Based on 2002 Origin-Destination Survey ... | 16 |
| Figure 10 Metra UP-NW Line Weekday Station Passenger Boardings | 17 |
| Figure 11 Metra Parking Data | 18 |



FOX RIVER GROVE STATION AREA PLANNING STUDY

| | |
|---|----|
| Figure 12 Station Area Plan with Proposed Metra Commuter Parking | 19 |
| Figure 13 Metra UP-NW Line Mode-of-Access by Boarding Station | 20 |
| Figure 14 Fox River Grove Metra Station | 22 |
| Figure 15 Fox River Grove Riverfront | 25 |
| Figure 16 Concept Plan A | 28 |
| Figure 17 Concept Plan B | 29 |
| Figure 18 Concept Plan C | 30 |
| Figure 19 Concept Development Diagrams | 31 |
| Figure 20 Station Area Plan | 32 |
| Figure 21 Area A – Mixed-Use Development | 33 |
| Figure 22 Area B – Village Green and Open Space | 35 |
| Figure 23 Area C – Metra Commuter Parking Area | 36 |
| Figure 24 Area D – Condominium Development | 38 |
| Figure 25 Area E – Riverfront/Restaurant Row | 39 |
| Figure 26 Existing Commuter Parking | 52 |
| Figure 27 Station Area Plan with Proposed Metra Commuter Parking Locations | 53 |
| Figure 28 Proposed Metra Commuter Parking Locations | 54 |
| Figure 29 Station Area Plan Showing Proposed Future Road..... | 55 |
| Figure 30 Station Area Plan Showing Potential New Roads A & B | 55 |



INTRODUCTION

The Village of Fox River Grove is a community of approximately 5,000 residents located forty miles northwest of downtown Chicago, Illinois. It is strategically located along the Union Pacific Railroad / Metra Union Pacific Northwest (UP-NW) Commuter Rail Line at the intersection of U.S. Route 14 and Illinois Route 22. This location provides easy access into McHenry County from both Chicago and Lake County.

Bordering the scenic Fox River, the Village also experiences all the traffic problems of a small town with a major river crossing. Vehicular and rail traffic is funneled from the surrounding area through the Village, creating traffic congestion, and leaving the Village without a cohesive center. These factors have physically divided the community and have historically restricted downtown redevelopment.

The Metra UP-NW Line operates from the Ogilvie Transportation Center in downtown Chicago to Harvard, Illinois. The line serves a total of 21 stations between downtown Chicago and Harvard; it also serves the McHenry Station in the City of McHenry on a branch that splits from the main line at Crystal Lake. The most proximate stations to the Fox River Grove Station are the Cary Station to the northwest and the Barrington Station to the southeast.

Below is the chapter layout for the Fox River Grove Station Area Planning Study:

| | | | |
|-------------------|-------------------------------------|-------------------|----------------------------------|
| Chapter 1. | Executive Summary | Chapter 5. | Market Analysis |
| Chapter 2. | Existing Conditions | Chapter 6. | Public Involvement |
| Chapter 3. | Circulation & Access | Chapter 7. | Concept Plans |
| Chapter 4. | Transportation & Transit | Chapter 8. | Implementation Strategies |

Appendices:

- A. Market Study**
- B. Design Guidelines**
- C. Metra Ridership Information**
- D. Marketing Brochure**

DISCLAIMER

This report summarizes work conducted for the Village of Fox River Grove Station Area Planning Study. This document was prepared by CTE Engineers, Inc. under contract to the Regional Transportation Authority. Preparation of this document was financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act and/or the Illinois Department of Transportation, and the Regional Transportation Authority. The contents do not necessarily reflect the official views of the U.S. Department of Transportation, Federal Transit Administration; the Illinois Department of Transportation; or the Regional Transportation Authority.



CHAPTER 1 EXECUTIVE SUMMARY

The Village of Fox River Grove requested a Station Area Planning Study under the Regional Transportation Authority (RTA's) Regional Technical Assistance Program (RTAP). Members of the Project Team included representatives from the Village, the RTA, Metra, Pace, and a consulting team led by CTE Engineers, Inc.

The Metra station is the heart of many communities, and successful downtown redevelopment has occurred throughout the region as a result of other station area planning projects. Examples of successful downtown redevelopment include Des Plaines and Arlington Heights, along the same Metra rail line as Fox River Grove. The City of Waukegan has used the RTAP process to develop a plan to link the downtown with the lakefront and transit facilities. Other municipalities also have experienced growth and redevelopment as a result of the RTAP study process.

While some residents of Fox River Grove prefer that downtown not change, most were supportive of redevelopment. They recognize the need for economic development, especially if it can occur in a way that preserves and enhances the community's individuality. The redevelopment recommended in this report follows a phased and selective approach to the enhancement of the Village's station area. The project was divided into two phases, a detailed market study and the development of a concept plan.

Phase I

The goal of Phase I was to use demographic and real estate data, interviews with the business community, and an analysis of land use and circulation patterns to identify impediments to, and opportunities for redevelopment in the areas adjacent to the downtown Fox River Grove Metra Commuter Rail Station. Three concept plans, (Concept Plan A, B, and C) were developed based on the following five core elements for redevelopment identified by the market analysis.

- Making the proposed new Metra station the focal point of the Village's redevelopment efforts,
- Parking,
- Mixed-use development, including mid-rise residential development,
- Tying the riverfront into the development, and
- Access and circulation improvements.

A presentation of the Phase I findings was made to the Village Board, Economic Development Commission, Plan Commission, and Zoning Board in August 2002. In September 2002, the Village Board voted unanimously to continue on with Phase II of the Station Area Planning project.

The Market Study (Appendix A) is a compilation of statistical information from which the following key recommendations to initiate redevelopment were generated. These findings are explained in more detail in Chapter 8: Implementation Strategies.

- The Village of Fox River Grove should consider stimulating redevelopment in the immediate study area by being proactive with land acquisition, building



CHAPTER 1 EXECUTIVE SUMMARY

demolition and utility relocation to reposition a strategic block for development through a Request for Proposal (RFP) process.

- The Village of Fox River Grove should consider specific modifications to its zoning ordinances and permitting / planning process guidelines to facilitate activity in the immediate study area.
- The Village of Fox River Grove should create a joint transportation task force that has representatives from a broad group of interests. The task force members can include, but may not be limited to RTA, Metra, Pace, the Illinois Department of Transportation (IDOT), UP Railroad, McHenry County, businesses, government officials, and residents to develop an enhanced traffic circulation and parking plan for the immediate study area.

Market Analysis / Market Study

Chapter 5: Market Analysis highlights the findings of the Market Study which can be found in its entirety in Appendix A. Below is a summary of the market data.

Discussions with individuals from the real estate development and brokerage communities noted that the Fox River is a considerable asset for the Village and that the Village should seek to capitalize on this advantage. Other comments related to the redevelopment effort included recommendations that the Village should create a downtown niche market, due to the number of regional shopping centers that exist outside the study area.

The demographic trends identified in the Market Study support a complimentary development scenario that would mutually benefit the RTA and the Village of Fox River Grove. This includes a mix of residential and supporting retail, service and office uses. In today's environment, there are enough general economic concerns that would encourage caution, and a conservative approach to expectations. Qualitative information gained through interviews with individuals from a selected cross-section of the real estate and development community substantially confirmed the quantitative data.

As a result of the market analysis and current conditions it is recommended that the Village of Fox River Grove consider an overlay downtown zoning district as an addition to its Comprehensive Plan to accommodate the Station Area Plan. In addition, the Station Area Plan calls for medium density and mid-rise residential development. The Market Study indicates the area can absorb such development.

Some residents prefer that the community they know not change. However, most acknowledge that redevelopment and population growth will increase disposable incomes, spread the tax burden, and provide a greater variety of services. Higher densities in the downtown area will also encourage more pedestrian friendly shopping, provide an opportunity to increase Metra ridership, and decrease suburban sprawl.



CHAPTER 1 EXECUTIVE SUMMARY

Population growth and household income projections by the Northeastern Illinois Planning Commission (NIPC) during the period 2000-2020 appear to justify market potential for a limited amount of convenience, hospitality and support retail development. According to an April 26, 2002, Claritas Incorporated report, the average household income for the 5-mile ring surrounding the downtown rose by 72% from 1990 to 2000 and is anticipated to increase another 25% by 2005. Claritas Incorporated is a company based out of San Diego, California and produces demographic profile data based on low-level geography, termed "ZIP+4".

It is expected that the current trend of superstore and major consumer product retailers locating on the outer points of the 5-mile ring will continue and investment in the immediate planning area would be best served in the areas of convenience, hospitality and support retail, as well as professional and personal service office uses.

The Station Area Plan (see Figure 20) is based on the Market Study findings and calls for 95,200 square feet of mixed-use retail and 190,400 square feet for residential (138 multi-family units) and office space. The Plan also calls for 33,500 square feet of restaurant space, 159,000 total square feet for 99 condominium units and an 11,000 square foot community/youth center.

Phase II

The goal of Phase II was to involve the community in the preparation of a conceptual redevelopment plan. The Project Team held two "Storefront Open Houses", in October 2002. Concept Plans A, B and C were developed based on Phase I findings and were displayed to generate ideas and conversation from the public and provide them the opportunity to sketch their own ideas. (see Figure 16 through Figure 18). In addition to the two-day workshop held as a formal part of this study, the Village held other public information meetings to obtain further comments and suggestions from residents and business owners in Fox River Grove. The project team then synthesized these comments and developed a preferred plan; referred to as the Station Area Plan (See Figure 20).

Phase II also included the development of design guidelines, implementation strategies, and a marketing brochure for generating redevelopment activity.

[Design Guidelines \(Appendix B\)](#)

This study provides a vision for the future redevelopment of Downtown Fox River Grove and makes recommendations for achieving that goal. The Design Guidelines provide direction for site and building design within Downtown Fox River Grove. These guidelines represent the aspirations of the Village of Fox River Grove for the development of a Station Area / Downtown Business District (DBD) on the land adjacent to the Fox River Grove Metra Station. They are to be used as a tool by the Village in evaluating and guiding any proposed development.



CHAPTER 1 EXECUTIVE SUMMARY

Implementation Strategies (Chapter 8)

The result of this Station Area Planning study puts the Village of Fox River Grove in a position to consider a wide range of redevelopment options for its downtown area. These proactive options extend from a point of nearly total redevelopment to a small stimulus project. Four alternatives ranging from aggressive to passive are recommended for consideration. They are:

- Village Green Plus (aggressive)

In this alternative, the Village would combine all of the available funding sources that are appropriate, including a new tax-increment financing bond issue for land assembly, building demolition, utility relocation and access modifications related to the “Village Green” portion of the redevelopment district.

- Village Green (aggressive/passive)

A modification to the Village Green Plus alternative would be to pursue selected individual projects that might be identified within the redevelopment district by the private development/investment community.

- Riverfront Plus (passive/aggressive)

The Riverfront Plus alternative, labeled item A on the Station Area Plan (Figure 20) entails a marina and new restaurant. In addition, the Village can identify other parcels for concurrent redevelopment, possibly a “restaurant row” as shown in the Plan.

- Riverfront (passive)

The Riverfront alternative, labeled item A on the Station Area Plan (Figure 20) entails simply the marina and a new restaurant.

The fifth option is a reactive approach in which the Village would choose to take little action other than marketing. This approach assumes that no public financial stimulus is readily available and encourages developers to approach the Village with specific redevelopment options.

Demographic and market data indicate that growth will occur through the corridor over the next five to fifteen years, specifically in the residential sub-market. To address this opportunity and others associated with the successful redevelopment of the station area, the following four guiding principles should be adhered to when pursuing these strategies:

- They must be supported by the community
- They must be affordable
- They must be constructible
- They must include immediate, short-term and long-term goals



CHAPTER 2 EXISTING CONDITIONS

As part of the data collection for identifying existing conditions within the Village, the 1996 Comprehensive Plan and the 2001 Comprehensive Plan Update were reviewed. In addition, the following other sources of data were analyzed:

- Aerial photographs
- Land Use maps
- Zoning maps
- Parks and Open Spaces
- Sanitary and Storm Sewers
- Streetlights
- Water Utilities

The following maps depict the existing land use and zoning in the Village. The maps served as a base for other exhibits developed throughout the study.

Figure 1 Land Use Map

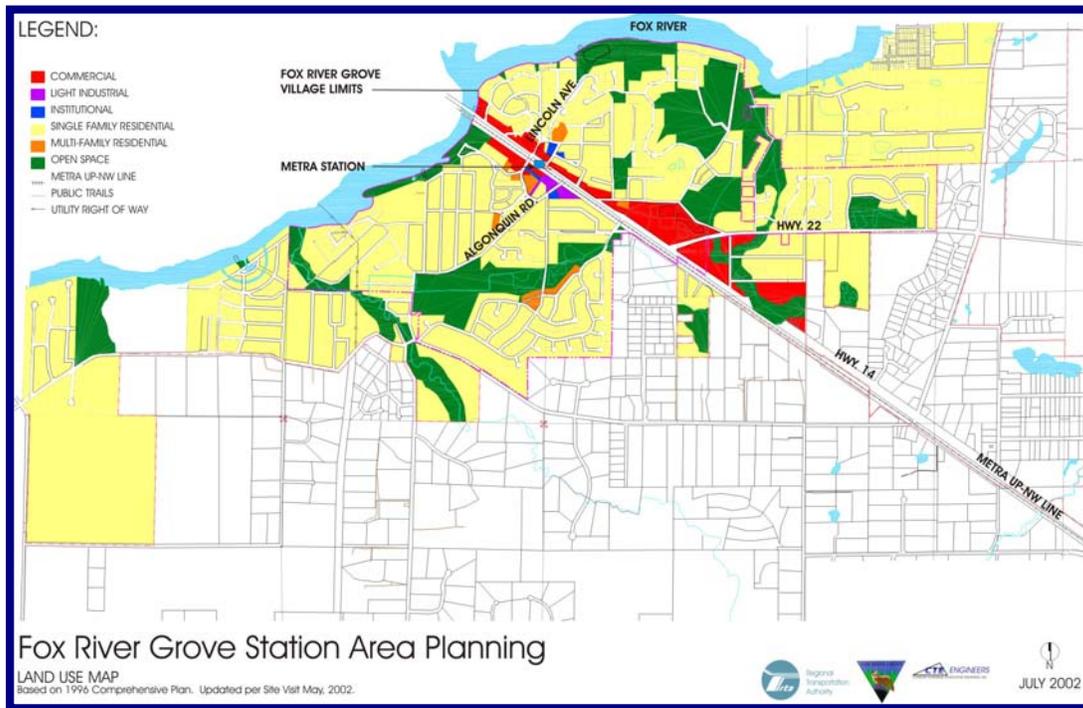
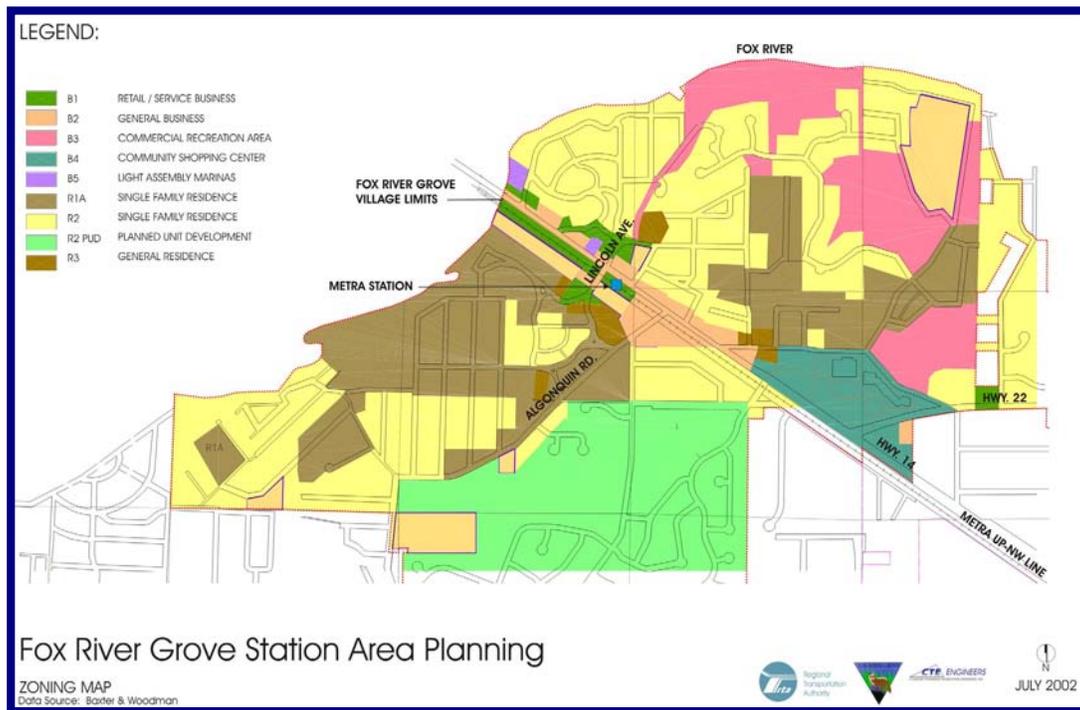




Figure 2 Zoning Map



Façade Study

A façade study was done as part of the examination of the existing conditions. The exhibits in Figure 3 on the next page illustrate the façades along U.S. Route 14. It was found that the general condition of the existing façades is fair. Several of the original facades remain in the corridor. Some of the original facades have been altered over the years with materials and styles that are not aesthetically pleasing, according to many individuals during the public involvement meetings. The consultant team recommends that these façades be returned to their original condition or altered in the future to complement the traditional architectural style of the original building façades.

One intention of the redevelopment is to create a traditional small town appearance. The consultant team suggests that a thorough study of the historic and non-historic downtown structures be made to assess the architectural significance and aesthetic value of the existing building stock. More detail on this suggestion can be found in Chapter 8: Implementation Strategies. In the Implementation Strategies Chapter, a process is laid out for assessing and inventorying the existing conditions in the Village. In addition, design guidelines (see Appendix B) have been developed. Therefore, when proposals for redevelopment are received, the Village has a guideline to determine the style of the new construction desired to coordinate architecturally with the existing structures and the character the Village would like to achieve.

The consultant team recommends a façade improvement program for the Village of Fox River Grove. A façade improvement program would be of value in providing a means to enhance and restore existing desirable and architecturally significant structures.



CHAPTER 2 EXISTING CONDITIONS

Figure 3 Façade Study



View looking southeast from intersection of Lincoln Avenue and Beach Way



View looking northeast from intersection of Lincoln Avenue and Rte. 14

Fox River Grove Station Area Planning

SITE PHOTOS - FAÇADE STUDY



Regional
Transportation
Authority



ENGINEERS

JULY 2002



View looking west from intersection of Lincoln Ave. and Beach



View looking northeast from Route 14, west of Lincoln

Fox River Grove Station Area Planning

SITE PHOTOS - FAÇADE STUDY



Regional
Transportation
Authority



ENGINEERS

JULY 2002



CHAPTER 2 EXISTING CONDITIONS



View looking northeast from Route 14, East of Illinois Ave.



Views at and around the Marina.



Fox River Grove Station Area Planning

SITE PHOTOS - FACADE STUDY & MARINA AREA



JULY 2002



Parcel Focus

Figure 4 highlights the primary and secondary parcels the study focused on. The primary focus includes parcels north and south of U.S. Route 14 surrounding the Fox River Grove Metra Station, and west to the Fox River. The secondary focus includes some parcels south of U.S. Route 14; however, the majority of the parcels in the secondary area are on the north side of U.S. Route 14, incorporating a residential portion of the Village.

Figure 4 Parcel Focus



Two challenges for redevelopment in Fox River Grove include lot size and geographic constraints. Existing lots that face U.S. Route 14 are not deep enough to allow for the needed parking of retail tenants. Municipalities surrounding Fox River Grove offer deeper lots, and therefore are more attractive to developers. The second challenge is that Fox River Grove is a constrained geographic area. Acquisitions of unincorporated land or growing vertically are alternatives for the Village to capture market share.



CHAPTER 3 CIRCULATION & ACCESS

The vehicular and pedestrian circulation patterns illustrated in Figures 5 and 6 were developed based on information obtained from several different field visits. Circulation conditions at and around the Fox River Grove Metra Station for both the AM and PM peak periods were observed. For consistency, both observations were done on Thursdays. Results of observations indicate that the nature, speed, and profile of traffic around the station were not fully accommodating for vehicles and pedestrians.

Figure 5 Existing Vehicular Circulation Patterns



Figure 5 illustrates the existing vehicular circulation patterns in the Fox River Grove Metra Station area. The average daily traffic and truck traffic numbers are also shown in the figure. More information on the existing traffic in the area is available in Chapter 4: Transportation & Transit.

There is difficulty with ingress and egress to the Fox River Grove Metra Station. Figure 5 also shows the traffic patterns of those leaving the station. There is little stacking room on Lincoln Avenue and Algonquin Road. At Algonquin Road vehicles make illegal U-turns in front of the fire station. This presents an undesirable condition, and an issue that is addressed in the Station Area Plan (see Figure 20). In addition, vehicles maneuver through residential streets, making their way to Algonquin Road. This leads to congestion on local roads in residential neighborhoods.



CHAPTER 3 CIRCULATION & ACCESS

Figure 6 illustrates the existing pedestrian and bicyclist patterns in the station area. The short signal for pedestrians crossing U.S. Route 14, coupled with the speed of traffic, makes pedestrian movements across U.S. Route 14 very difficult. In addition, there are no clear routes for pedestrians traveling from the Metra commuter parking lots going east or directly south.

Figure 6 Pedestrian Circulation Map



Vehicular and Pedestrian Conflicts

- Egress from the Metra commuter parking lot #2 onto Algonquin Road is difficult.
- No left turn from Metra commuter parking lot #2 onto Algonquin Road to go north onto U.S. Route 14.
- Little stacking from Metra commuter parking lots #2 and #4 onto Lincoln Avenue to go either east or west onto U.S. Route 14.
- Short signal length for cars turning onto Lincoln Avenue going south from U.S. Route 14.
- Very short signal for pedestrians crossing U.S. Route 14 to and from station area.
- No clear pedestrian routes from Metra commuter parking lots going east or directly south.

Recommendations

- Move Metra station to a more central location along U.S. Route 14 between Lincoln Avenue and Algonquin Road.



CHAPTER 3 CIRCULATION & ACCESS

- Additional egress/access points for vehicles using the station area. The Station Area Plan (Figure 20) provides three additional egress/access points. These egress/access points are provided further south on Lincoln Avenue and Algonquin Road, and allow for longer stacking going north to U.S. Route 14 and less congestion in general at the railroad/road intersection points. A looped new road to connect with Lucille Avenue would add another railroad at-grade crossing. Therefore, it is recommended that the at-grade crossing at Algonquin Road be closed.
- Clearer and more pedestrian circulation egress/access points to and from the redevelopment area. This includes an additional point south into the residential neighborhood.
- Improved intersection design at U.S. Route 14 and Lincoln Avenue to include a longer pedestrian crossing period as well as a longer left-turn signal from U.S. Route 14 onto Lincoln Avenue heading south.
- Inclusion of a pedestrian underpass to ease crossing U.S. Route 14 to and from the station area.
- Inclusion of a vehicular underpass at North River Road. This underpass bypasses the Lincoln Avenue / Algonquin Road / U.S. Route 14 vehicular intersections and will ease congestion for those accessing the downtown redevelopment area.
- Formation of a public/private partnership to help fund the construction of these recommendations.
- Creation of a Transportation Task Force.

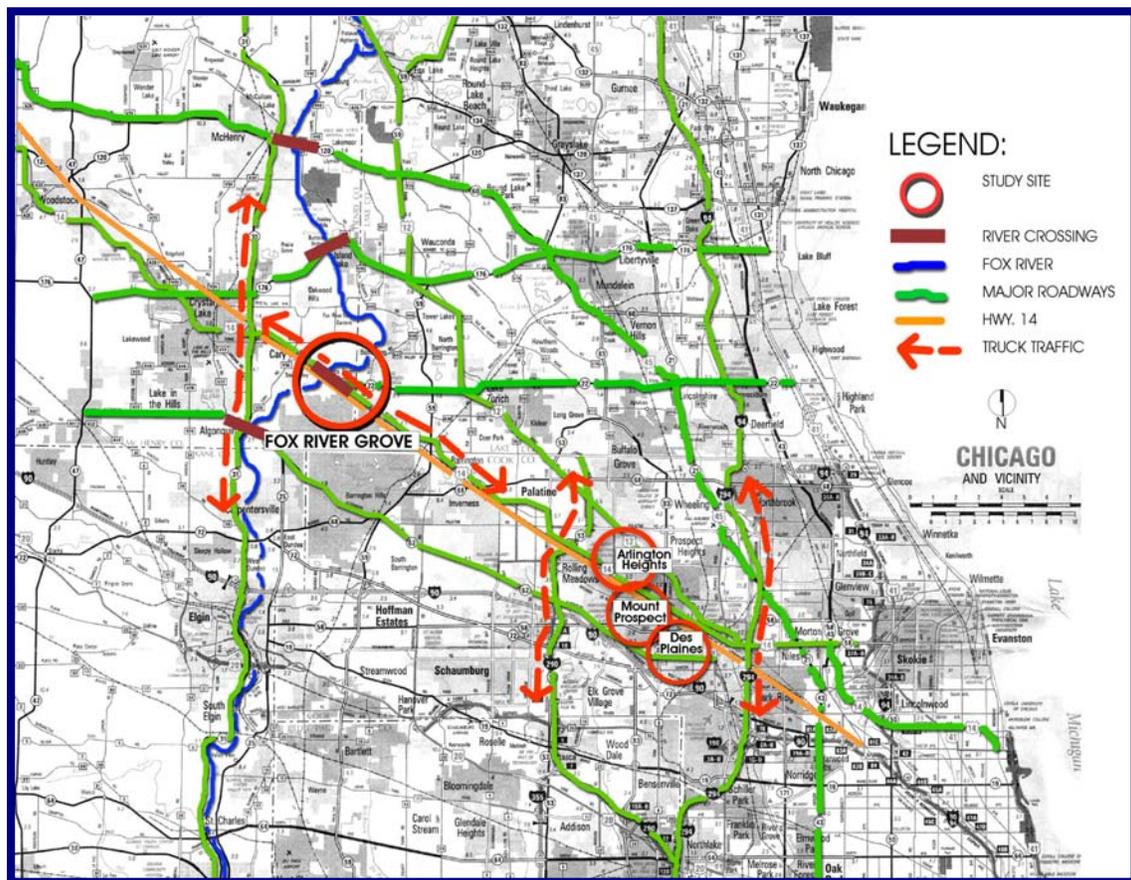


CHAPTER 4 TRANSPORTATION & TRANSIT

Site Comparison Study

Three communities, Arlington Heights, Mount Prospect, and Des Plaines, were selected as municipalities for a comparative analysis because of their proximity to Fox River Grove, their location on the UP-NW Line, and the fact that all three Metra Stations are located adjacent to U.S. Route 14. For perspective, the map in Figure 7 highlights the location of the Village of Fox River Grove and the surrounding municipalities.

Figure 7 Location Map



Source: Illinois Department of Transportation base Map with overlays

Although the Metra Station's orientation in Arlington Heights, Mount Prospect, and Des Plaines is similar to that of Fox River Grove, the traffic profile in these three municipalities is very different from the traffic profile of Fox River Grove. Figure 8 on the next page shows the average daily traffic counts performed by the Illinois Department of Transportation (IDOT) for both vehicular and truck traffic, along with views west and east along U.S. Route 14. The counts show that daily traffic is on average over 100 percent greater and truck traffic is over 400 percent greater in Fox River Grove than Arlington Heights, Mount Prospect or Des Plaines. The difference in traffic counts may be attributed



CHAPTER 4 TRANSPORTATION & TRANSIT

in part to the rock quarries located north and west of Fox River Grove, as well as the traffic traveling through Fox River Grove to Crystal Lake and points west. The U.S. Route 14 corridor in Crystal Lake is heavily developed with big box retail outlets and auto dealerships that serve a sub-regional market. Furthermore, U.S. Route 14 is one of a limited number of access points over the Fox River, thus increasing the vehicular traffic in downtown Fox River Grove.

Figure 8 Site Comparison



Metra Station

The Fox River Grove Metra Station is the focus of this Station Area Planning Study. A new station is anticipated within the next three to five years, subject to available funds. It is important to note that this would be a base Metra station and that additional funds may be required should the Village wish to enhance its design. This should be something the Village considers as the station can be used as a focal point of any downtown redevelopment.

The Station Area Plan (Figure 20) developed shows the location of the station shifting to the southeast to align the Fox River Grove Station and the Village Hall with a Village Green. The Village Green described in Chapter 8: Implementation Strategies, surrounds the station and links and unifies the north and south sides of the Village. This allows for a connection of municipal services. As discussed further in Chapter 8, the station area redevelopment can be tied together with one or more of the mixed-use buildings proposed in the Station Area Plan. Keep in mind that the station must remain on the inbound platform. It is recommended that the Village continue to work with Metra on



CHAPTER 4 TRANSPORTATION & TRANSIT

funding issues related to the reconstruction of the station so that both parties can leverage resources for the best possible outcome.

Metra Service

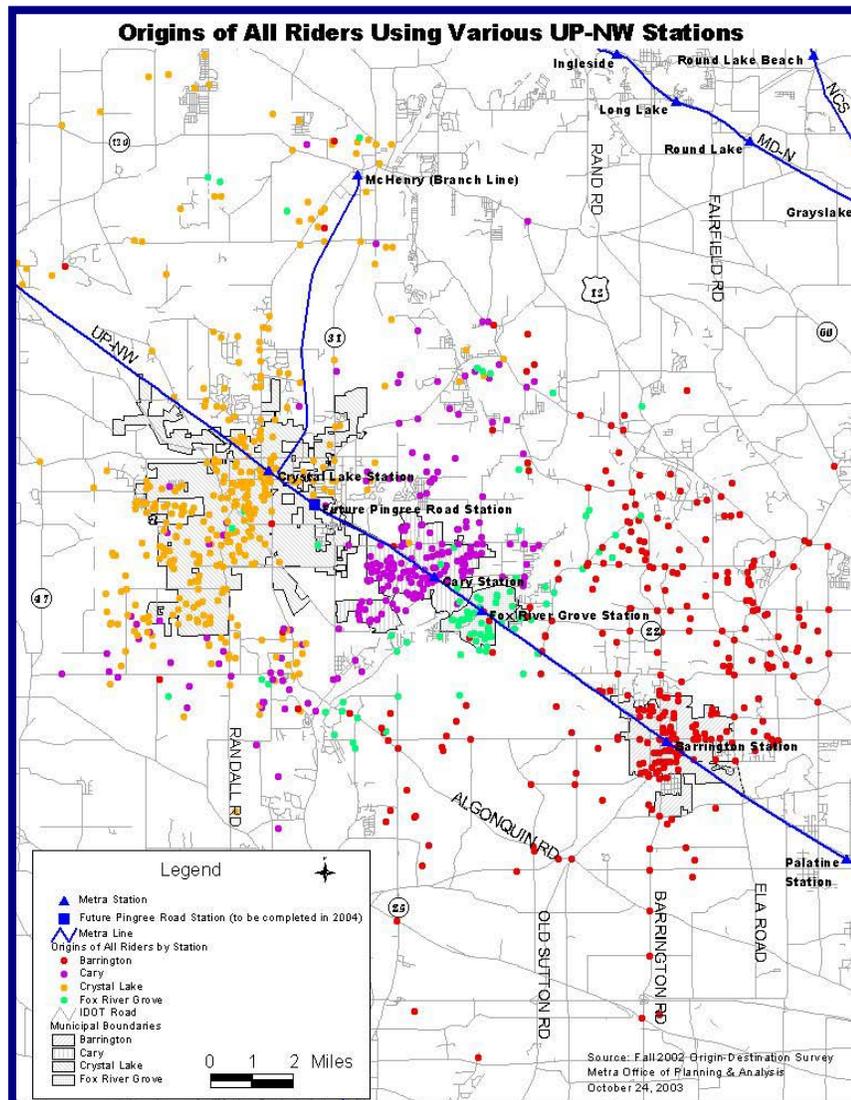
On weekdays, the Fox River Grove Station is served by 21 inbound trains from 4:59 a.m. to 12:08 a.m. and 23 outbound trains from 7:05 a.m. to 1:40 a.m. Thirteen inbound trains and twelve outbound trains serve the station on Saturdays while seven inbound trains and eight outbound trains serve the station on Sundays.

Origin-Destination (OD) Survey

The Fox River Grove Station is on the Metra Union Pacific Northwest (UP-NW) Line (at mile post 37.3, or 37.3 miles from Ogilvie Transportation Center in downtown Chicago). In Fall 2002, Metra conducted a systemwide origin-destination survey. Figure 9 illustrates the residential origins of all riders using the Fox River Grove Station as well as the Barrington, Cary, and Crystal Lake Stations (in proximity to the Fox River Grove Station).

The Fox River Grove Metra Station draws people from Fox River Grove (37%), Lake Barrington (14%), Algonquin (11%), Barrington Hills (8%), Cary (4%), Island Lake (3%) and McHenry (3%).

Figure 9 Residential Origins Based on 2002 Origin-Destination (OD) Survey





CHAPTER 4 TRANSPORTATION & TRANSIT

Commuter Boarding Statistics

Figure 10 shows the weekday boardings for Fox River Grove, Cary, Barrington, Arlington Heights, Mount Prospect, and the Des Plaines Stations. These commuter boarding statistics are typically performed every other year by Metra. Figure 10 shows that although Fox River Grove has the lowest number of boardings in terms of the percentage change, the Fox River Grove Station experienced one of the highest growth rates up through 1999. In 2002, Cary grew by a larger percentage rate.

Systemwide, Metra ridership saw a decline between 1999 and 2002. Of the six stations compared, only Fox River Grove and Cary saw an increase in ridership between 1999 and 2002, 5% and 9% respectively. According to the 2002 boarding/alighting counts, there were 449 boardings and 421 alightings on weekdays at the Fox River Grove Station. The most recent Saturday and Sunday boarding/alighting counts were conducted in 1999. There were 97 and 60 boardings at the Fox River Grove Station on Saturdays and Sundays, respectively.

Figure 10 Metra UP-NW Line Weekday Station Passenger Boardings Over Time

| BOARDINGS | | | | | | | | | | |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|
| Station | 1983 | 1985 | 1987 | 1989 | 1991 | 1993 | 1995 | 1997 | 1999 | 2002 |
| Cary | 457 | 478 | 516 | 615 | 732 | 853 | 973 | 899 | 951 | 1,035 |
| Fox River Grove | 209 | 195 | 228 | 321 | 350 | 367 | 359 | 370 | 428 | 449 |
| Barrington | 1,564 | 1,631 | 1,945 | 1,838 | 1,748 | 1,859 | 1,831 | 1,758 | 1,745 | 1,724 |
| Arlington Heights | 2,764 | 2,727 | 2,953 | 3,179 | 3,129 | 3,001 | 2,833 | 2,572 | 2,579 | 2,496 |
| Mount Prospect | 2,146 | 2,220 | 2,253 | 2,147 | 2,073 | 2,055 | 1,899 | 1,754 | 1,804 | 1,655 |
| Des Plaines | 1,145 | 1,141 | 1,159 | 1,252 | 1,146 | 1,237 | 1,117 | 1,111 | 1,148 | 991 |
| PERCENT CHANGE | | | | | | | | | | |
| Station | 85v83 | 87v85 | 89v87 | 91v89 | 93v91 | 95v93 | 97v95 | 99v97 | 02v99 | |
| Cary | 4.6% | 7.9% | 19.2% | 19.0% | 16.5% | 14.1% | -7.6% | 5.8% | 8.8% | |
| Fox River Grove | -6.7% | 16.9% | 40.8% | 9.0% | 4.9% | -2.2% | 3.1% | 15.7% | 4.9% | |
| Barrington | 4.3% | 19.3% | -5.5% | -4.9% | 6.4% | -1.5% | -4.0% | -0.7% | -1.2% | |
| Arlington Heights | -1.3% | 8.3% | 7.7% | -1.6% | -4.1% | -5.6% | -9.2% | 0.3% | -3.2% | |
| Mount Prospect | 3.4% | 1.5% | -4.7% | -3.4% | -0.9% | -7.6% | -7.6% | 2.9% | -8.3% | |
| Des Plaines | -0.3% | 1.6% | 8.0% | -8.5% | 7.9% | -9.7% | -0.5% | 3.3% | -13.7% | |

Source: Metra Station Boarding/Alighting Counts 1983-2002.



CHAPTER 4 TRANSPORTATION & TRANSIT

Parking

Figure 11 illustrates the capacity and usage for the Fox River Grove Metra Station commuter parking lots. There are a total of 314 commuter parking spaces at the station. Based on the 2001 parking counts, 213, or 69% of the spaces are utilized.

Figure 11 Metra Parking Data

| 2001 Capacity and Use for Each Fox River Grove Station Commuter Parking Lot | | | | |
|--|--|--|---|---|
| | Lot 1 (between Lincoln Ave. and Algonquin Rd. on north side of tracks)* | Lot 2 (between Lincoln Ave. and Illinois on south side of tracks) | Lot 3 (west of Lincoln Ave. on the north side of tracks) | Lot 4 (west of Lincoln Ave. on the south side of tracks) |
| Unrestricted Parking Capacity | 5 | 94 | 10 | 198 |
| Unrestricted Use | 5 | 94 | 10 | 104 |
| Unrestricted % Use | 100% | 100% | 100% | 52.5% |
| Restricted (Handicap) Parking Capacity | 1 | 6 | - | - |
| Restricted Use | 0 | 1 | - | - |
| Restricted % | 0% | 16.7% | - | - |
| Total Parking Capacity | 6 | 100 | 10 | 198 |
| Total Use | 5 | 95 | 10 | 104 |
| Total % Use | 83% | 95% | 100% | 52.5% |

Source: Metra 2001 Counts.

*In lot #1, there are actually 22 spaces in the lot. However, only six of the 22 spaces are designated as commuter spaces, which are located west of the station. The remaining 16 spaces east of the station in the lot are used by businesses across the street from the lot and are not designated as commuter spaces. Many of these 16 spaces are to be lost when a right-turn lane is planned to be created for the eastbound traffic turning south onto Algonquin Road.

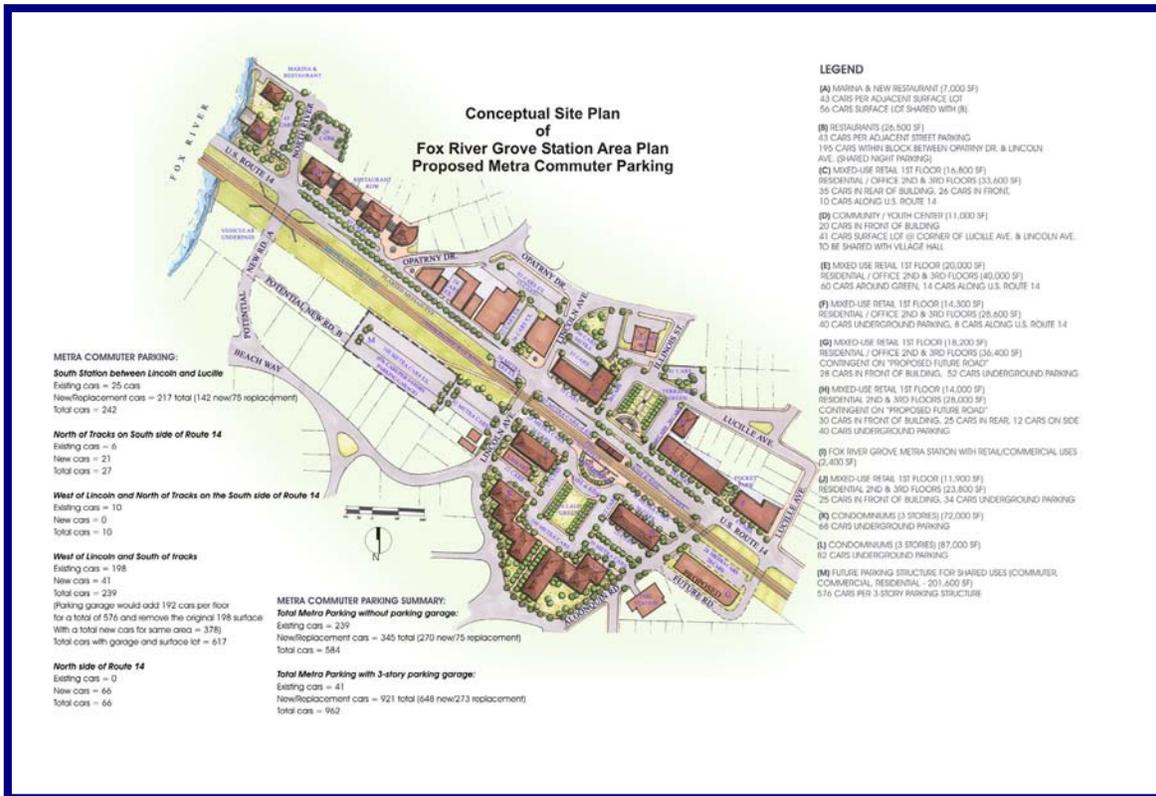
The Station Area Plan includes an additional 270 commuter parking spaces above the current 314 commuter parking spaces, for a total of 584 commuter parking spaces. The locations for commuter parking spaces are highlighted in Figure 12. Some of the spaces in the plan are located on the north side of U.S. Route 14, which is acceptable to Metra.

These additional parking spaces are required to meet Metra’s projected ridership growth and future redevelopment in the Station area. These parking spaces can be shared between weekday commuters and evening and weekend users of downtown Fox River Grove. However, it is important to note that during the redevelopment process, Metra parking must, at a minimum, remain at the current number of spaces to adequately meet the needs of existing commuters. Therefore, any commuter spaces that are displaced due to redevelopment will need to be accommodated elsewhere in the station area at the Village’s or potential developer’s expense.



CHAPTER 4 TRANSPORTATION & TRANSIT

Figure 12 Station Area Plan with Proposed Metra Commuter Parking



In a possible future phase, a three-story parking structure is proposed to accommodate 576 parking spaces (three levels with 192 parking spaces per level) for shared uses (commuter, commercial, and residential). This proposed parking structure would replace the existing 198-space commuter parking lot west of Lincoln Avenue and south of the Metra UP-NW tracks. In past history Metra has often provided funding for additional new spaces, but Metra does not assist in financing historical and/or functional parking spaces (existing, long-standing commuter parking spaces that are in good usable condition). With regards to the proposed parking structure, the Village would need many public and private partners to help fund the construction of this recommendation.

Mode-of-Access

The table shown in Figure 13 depicts how passengers arrive at the Fox River Grove, Cary, Barrington, Arlington Heights, Mount Prospect, and Des Plaines Metra stations. The table shows that there is a higher percentage, three to four times greater, of passengers that walk to the Metra stations in Arlington Heights, Mount Prospect and Des Plaines than in Fox River Grove. It is likely this is a direct result of the mixed-use development, including mid and high-rise residential properties, which exist within walking distance of the Metra stations in these communities.



CHAPTER 4 TRANSPORTATION & TRANSIT

Figure 13 UP-NW Line Mode-of-Access by Boarding Station; AM both directions

| Station | Mile Post | 2002 AM Boardings | Survey Response | | Walk | Drove Alone | Drop Off | Carpool Driver | Carpool Psngr |
|------------------------|-------------|-------------------|-----------------|--------------|-----------|-------------|------------|----------------|---------------|
| | | | # | % Brds | | | | | |
| Cary | 38.6 | 920 | 539 | 58.6% | 8% | 69% | 16% | 2% | 3% |
| Fox River Grove | 37.3 | 398 | 205 | 51.5% | 9% | 67% | 18% | 2% | 3% |
| Barrington | 31.9 | 1,442 | 752 | 52.1% | 8% | 70% | 13% | 3% | 3% |
| Arlington Heights | 22.8 | 2,075 | 934 | 45.0% | 23% | 52% | 16% | 2% | 2% |
| Mount Prospect | 20.0 | 1,459 | 655 | 44.9% | 23% | 55% | 15% | 1% | 2% |
| Des Plaines | 17.1 | 730 | 294 | 40.3% | 40% | 36% | 16% | 1% | 1% |

| Station | Public Bus | Rapid Transit | Taxi | Private Bus | Boat | Bike | Other Metra | Other | Total |
|------------------------|------------|---------------|-----------|-------------|-----------|-----------|-------------|-----------|-------------|
| Cary | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 100% |
| Fox River Grove | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 100% |
| Barrington | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 0% | 100% |
| Arlington Heights | 1% | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 100% |
| Mount Prospect | 2% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 100% |
| Des Plaines | 4% | 0% | 1% | 0% | 0% | 0% | 1% | 0% | 100% |

Source: Metra Fall 2002 Origin-Destination Survey

Future Conditions

In assessing future conditions, Metra is building a new station on the east side of Crystal Lake at Pingree Road. The Pingree Road Station will serve as an overflow station serving eastern McHenry County, benefiting the Crystal Lake and Cary Stations. The future Pingree Road Station (expected to be open in late 2004) will be 4.4 miles northwest of the Fox River Grove Station, 3.1 miles northwest of the Cary Station and 1.5 miles southeast of the Crystal Lake Station.

It is important to note that Metra has applied for TEA-3 funding for the Metra UP-NW Upgrade Project. Service levels for the Fox River Grove Metra Station are expected to remain about the same as they are currently with the proposed upgrades. Thus, there are no major implications for the Fox River Grove Metra Station.



CHAPTER 5 MARKET ANALYSIS

Demographics

In order to determine what type of development can be supported by the market, an analysis of demographic and market data was completed. More details of this analysis can be found in the Market Study, Appendix A of this report. As part of this analysis an overview of demographic data, based on U.S. Census data was prepared. Information from 1990 and 2000 was analyzed for Northeastern Illinois -- Cook, DuPage, Kane, Lake, McHenry, and Will Counties.

In addition, Fox River Grove and the municipalities of Barrington, Barrington Hills, Cary, Arlington Heights, Mount Prospect, and Des Plaines were analyzed for comparative purposes. Barrington, Barrington Hills, and Cary statistics were analyzed because of the proximity to Fox River Grove. Arlington Heights, Mount Prospect and Des Plaines statistics are included because there are Metra stations in these municipalities, and the relation of the stations to U.S. Route 14 is similar to the orientation of the station in Fox River Grove (as discussed in Chapter 4: Transportation & Transit).

The analysis showed that the total population for each of the jurisdictions analyzed has increased, with the exception of Barrington Hills. Of the municipalities, the population of Fox River Grove, in real numbers, is larger than Barrington Hills. Fox River Grove reported a total population of nearly 4,900 in 2000. The total population of Fox River Grove increased by over 35% in the ten-year period from 1990 to 2000. Only Cary, with an increase of over 50%, had a larger increase in population of the municipalities studied. McHenry County, where both Fox River Grove and Cary are located, had the largest increase in population of the six county area, growing 42%; the population of Will County increased by 41%. The growth of McHenry and Will Counties was substantially greater than that of the other four counties in the region.

Specifically, the population of Fox River Grove saw increases in a majority of the age groups; exceptions are the 0-4, 20-24, 25-34 and 75-84 year categories. The remaining age categories saw a percentage increase; those with over 100% increase include the 10-14, 15-19, and 45-54 year categories.

Similar to population, the total number of housing units also increased for all jurisdictions. Barrington Hills, despite a decrease of 287 people, gained six (6) housing units. Fox River Grove reported an increase over 1,700 total housing units. The total housing units for Fox River Grove increased by over 30% in the ten-year period from 1990 to 2000. Only Cary, with an increase of over 42%, had a larger increase in housing units of the municipalities studied. McHenry County saw a 41% growth in housing units, while Will County increased by 43%. Similar to population, the growth in housing units of McHenry and Will Counties was substantially greater than the remaining four counties.

The average household size for Fox River Grove is slightly higher than the total for Northeastern Illinois (2.9 compared to 2.7). Of the municipalities studied, only Cary has a higher average household size, 3.1.



Phase I Recommendations

In the fall of 2002, a presentation of the Phase I Market findings was made to the Village Board, Plan Commission, Zoning Board of Appeals and Economic Development Commission. The presentation included a summary of the market conditions and the core components of any future redevelopment plan. Based on the presentation of the Market findings from Phase I, the Village Board, Plan Commission, Zoning Board of Appeals and Economic Development Commission agreed to move to Phase II.

Through analysis from Phase I of the Study, the consultant team feels strongly that the synergy between mid-density residential development within close proximity to the Fox River Grove Metra Station, combined with the infrastructure improvements suggested in Chapter 8: Implementation Strategies, could create a significant growth in Metra ridership and a positive economic impact for the Village of Fox River Grove. The market study concluded that redevelopment should promote the following core components:

- Making the proposed new Metra Station the focal point of the Village's redevelopment efforts,
- Parking,
- Mixed Use Development, including mid-rise residential development,
- Tying the riverfront into the development, and
- Access and Circulation Improvements.

Make the Metra Station a Focal Point of Redevelopment

A new Metra station for Fox River Grove is in Metra's capital program, and is anticipated in three to five years, pending funding. As mentioned, this affords the Village the opportunity to allow the new station to become the focal point of the redevelopment of downtown. The Station Area Plan shifts the Metra station east where it would be lined up with the new Village Municipal Center. This would provide a municipal-based focal point for the Village. This is discussed in more detail in Chapter 8: Implementation Strategies, and shown in the Station Area Plan (see Figure 20).



Figure 14 Fox River Grove Metra Station

Parking

Parking in downtown Fox River Grove is limited due to the availability of parcels of adequate size. There is parallel parking allowed on the north side of U.S. Route 14. Parking to support the redevelopment proposed in the Station Area Plan has been accounted for (see Figure 12). In the future, there may be a demand for additional commuter parking. The Station Area Plan identifies locations where commuter parking



could be located. The Station Area Plan also relocates many existing commuter parking spaces that will need to be replaced. Throughout the redevelopment process Metra parking must remain at the current number of parking spaces. More information on parking spaces is in the Parking section of Chapter 4: Transportation & Transit.

Mixed-use Development

The market study supports redevelopment, including a combination of:

- Mid-rise residential housing,
- Commercial retail including hospitality and convenience uses, and
- Professional and personal service office uses.

Mid-Rise Residential Housing

The consultant team recommends that the Village consider providing housing options. The Market Study, Appendix A, shows that the current average multi-family market absorption rate is over 90%. Multi-family units can be in the form of apartment or townhouse development. The Station Area Plan (Figure 20) depicts 138 multi-family units. Given the existing occupancy rate level, an additional 138 units would likely be absorbed into the market.

The Station Area Plan also depicts 99 condominium units. There is much less data available on the condominium market, however the condominium buildings proposed in the Station Area Plan are much smaller developments than those pipeline projects in the market area (1, 3, and 5-mile rings). Given the demographic trends and land constraints in Fox River Grove, it is reasonable to assume over time the absorption of the 99 proposed condominium units.

The Village has stated that it would like to see all new residential development be owner-occupied. However, a mix of owner-occupied and rental units, as shown in the Station Area Plan would maximize absorption. Current multi-family housing supply is at or near full occupancy. Listed below are additional findings and recommendations:

- Fox River Grove is a physically constrained geographic area. The only way to continue meeting current housing absorption rates is to increase density through relaxed height restrictions.
- According to U.S. Census data, population and number of households for Fox River Grove grew by 37% and 31% respectively, between 1990 and 2000.
- Population and number of households for Fox River Grove is projected to grow by 49% and 66% respectively, between 2000 and 2020. These forecasts are an average of the NIPC 2020 projections for the two different airport scenarios (ORD – Expanded O’Hare, and SSA – South Suburban Airport).
- Population data from the U.S. Census is shown by age group categories. Between 1990 and 2000 there has been an increase in many of the age group categories in Fox River Grove. The age group categories of 35-44, 45-54, and 85 and older saw an increase of over 80% between 1990 and 2000.



- To capture the market, it is recommended that the Village offer a housing supply that is attractive to individuals in each of the age categories. This includes the traditional single-family homes, along with townhomes, multi-family units, and senior housing.
- There are empty nesters that want to downsize, and are moving into townhomes and condominiums in downtown locations in other Chicagoland suburbs.

Commercial Retail including Hospitality and Convenience Uses

There is an opportunity for Fox River Grove to develop itself as a niche market. Demographic data shows an increase in the disposable income of residents in Fox River Grove and the surrounding area as shown in the Market Study, Appendix A. The Station Area Plan shows 95,200 square feet of mixed-used retail space that will likely be absorbed into the market, especially to support the residential development. Listed below are additional findings and recommendations:

- The current supply of higher-end, sit-down restaurants is very limited in the immediate study area. Quantitatively, population growth and household income would justify an increase in the supply of this hospitality type. There was a unanimous consensus among those interviewed confirming this analysis. Some national firms have already evaluated the demographic projections and expressed an interest in Fox River Grove.
- The redevelopment should also include additional convenience retail to support the residential development.
- The Station Area Plan also proposes an 11,000 square foot community/youth center north of U.S. Route 14 and east of the proposed Village Green area.

Professional and Personal Service Office Uses

Given the marginal demographic support and nature of the market, office development in the immediate study area should be very limited to specific, professional and personal service uses, including insurance, legal, accounting, banking, etc. The Station Area Plan includes 190,400 square feet for residential and office space, on the second and third floors of the buildings. The Plan offers maximum flexibility and can succeed with the residential development alone if an office tenant is not secured.

Take Advantage of the Fox River

The amenity of the Fox River provides a unique opportunity for the Village. A riverfront restaurant, especially with docking facilities, would be a popular draw, as it is along other portions of the Fox River. Given no existing supply in the immediate area, a Bed and Breakfast might also attract overnight stays for those wishing to utilize the river or area shops. The Station Area Plan proposes a total of 33,500 square feet dedicated to the marina and a “restaurant row”.



Figure 15 Fox River Grove Riverfront



Improve Access and Circulation

Good access and slower speeds are essential to enhance retail development. The consultant team recommends altering the traffic profile of U.S. Route 14 to improve access and circulation in the Station Area. Having U.S. Route 14 traverse Fox River Grove can be positive as it offers access that other municipalities in McHenry County do not have, a common theme heard in developer interviews. The Station Area Plan calls for a planted median, which will need Illinois Department of Transportation (IDOT) approval, along the portion of U.S. Route 14 east and west of the proposed relocated Metra Station. This will beautify the area and slow traffic.

As mentioned in Chapter 3: Circulation and Access, a series of recommendations are proposed and depicted in the Station Area Plan. Lincoln Avenue is the only road that crosses U.S. Route 14 in Fox River Grove. In the Station Area Plan a new road is proposed, labeled "Proposed Future Road", which connects with Lucille Avenue on the north side of U.S. Route 14. This new road would create a loop around downtown Fox River Grove. In addition, three egress/access points have been provided further south on Lincoln Avenue and Algonguin Road to allow for longer stacking traveling north to U.S. Route 14 and less congestion at the railroad/road intersection points. An improved intersection design at U.S. Route 14 and Lincoln Avenue would address pedestrian access and circulation conflicts. Finally, a pedestrian underpass and a vehicular underpass are proposed in the Station Area Plan.

Another recommendation to improve access and circulation is for the Village to create a joint Transportation Task Force that has representatives from a broad group of interests. The task force members can include, but may not be limited to RTA, Metra, Pace, the Illinois Department of Transportation (IDOT), UP Railroad, McHenry County, businesses, government officials, and residents to develop an enhanced plan for traffic circulation and parking in the immediate study area.



CHAPTER 6 PUBLIC INVOLVEMENT

A key component of many Station Area Planning efforts is Public Involvement. Throughout the course of this study, the Village of Fox River Grove was proactive in soliciting public comment on the Station Area Plan through the following methods:

- 2 Storefront Open House Sessions
- 2 Village Hall Open Houses
- Village Website Information
- Cable TV Banner Announcements
- Village Newspaper Advertisements
- Flyers with Information on the Public Meetings

Chapter 7: Concept Plans highlights three preliminary scenarios for downtown Station Area redevelopment that were developed during the early stages of Phase II of the Study. The three scenarios (Concept Plans A, B, and C) represented several options based on the Market Study findings and preliminary data collection.

As a next step in the process, Village residents, business owners, and other interested parties were invited to provide feedback and suggestions to the preliminary Concept Plans. The results of the Public Involvement process, coupled with the Market Study findings and data collection efforts, led to the development of the Station Area Plan (see Figure 20).

Storefront Open Houses

The goal of the Storefront Open Houses was to generate ideas and conversations with the public on Concept Plans A, B, and C. Details on each of these Plans are available in Chapter 7. The Storefront Open Houses were held on the following dates/times:

- Saturday, October 26, 2002 from 10 a.m. to 4 p.m.
- Monday, October 28, 2002 from 4 p.m. to 7:30 p.m.

The participants at the Open Houses often stayed for 15 to 20 minutes and participated in dialogue with the consultant team and other attendees. Listed below is a brief list of the most prevalent comments:

- Enhance small town charm
- Preservation and restoration of older buildings
- Maintain Library
- Beautify downtown
- Appeal of services and amenities near the Metra station
- Circulation and access within the area
- Planning process and horizon
 - role of public
 - how far into the future the planning process covers
 - tie in with the Comprehensive Plan



Village Hall Open Houses

The purpose of the Village Hall Open Houses was to provide the public with an additional opportunity to provide input into the development of the Station Area Plan. The Village of Fox River Grove noticed that additional interest in the planning process had developed since the time the Storefront Open Houses were held in October, 2002. Therefore, two more opportunities for comments were scheduled for:

- Thursday, January 23, 2003
- Thursday, January 30, 2003

The Village Hall Open Houses were well attended, with an average of 30-40 participants present. Listed below is a brief list of the most prevalent comments:

- Support of additional green space and a sense of place in the downtown
- Maintain small town environment and concern expressed for new development
- Effect of planning process on existing businesses and residents
- Concern with signage on buildings – single ordinance preferred

Next Steps

As a follow-up to all of the Public Involvement activities, the Village requested that the consultant team make a presentation to various Village Committees summarizing the public comments. The consultant team presented the Committees with the common themes heard throughout the Public Involvement process. In addition, the next steps of the planning process were discussed, including the formation of the Station Area Plan, additional circulation planning, design guidelines, and implementation strategies.



CHAPTER 7 CONCEPT PLANS

Based on an analysis of preliminary data collected, the Market Study findings, and information provided through interviews with members of the development community, three preliminary Concept Plans were developed. As discussed in Chapter 6: Public Involvement, these Concept Plans (A, B and C) were then displayed at the public meetings to generate ideas and conversation from the public. The concept plans are based on the five core redevelopment elements discussed in Chapter 5: Market Analysis:

- Making the proposed new Metra Station the focal point of the Village's redevelopment efforts,
- Parking,
- Mixed Use Development, including mid-rise residential development,
- Tying the riverfront into the development, and
- Access and Circulation Improvements.

Concept Plan A (Figure 16)



Highlights of Concept Plan A:

- Mixed-use redevelopment (retail/office/residential) along U.S. Route 14 (north and south) while relocating the existing Fox River Grove Metra Station to be on center with Illinois Street within view of Village Hall.
- A new residential condominium development would be created south of the Metra Station and adjacent to existing single-family residences.



- A Center Green would provide open space for the condominium users as well as for Village/Library events at the core of the new mixed-use and condominium development to the south of U.S. Route 14.
- New parking lots are proposed behind retail uses on the north side of U.S. Route 14, adjacent to the Metra Station, behind the mixed-use development on the south side of U.S. Route 14, as well as a future three-story parking garage to the west of the proposed developments.

Concept Plan B (Figure 17)



Highlights of Concept Plan B:

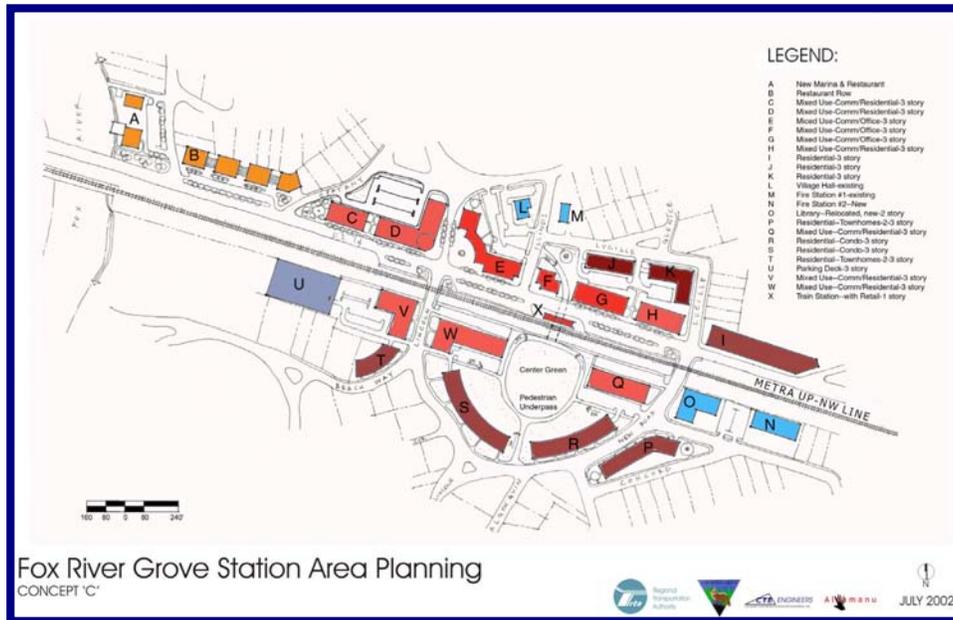
- Features a Village Green centered on Illinois Street on both sides of U.S. Route 14. The green is meant to visually stitch together the north and south sides of the Village Center bisected by U.S. Route 14.
- The Fox River Grove Metra Station would be relocated to the center of this space, becoming the unifying element, while within sight of civic uses such as the Village Hall and the north fire station.
- Illinois Street would be terminated at Village Hall and would no longer intersect with U.S. Route 14.
- Mixed-use development is proposed on both the north and south sides of U.S. Route 14.
- A condominium development is proposed south of the station area with its own smaller green space.
- Circulation would be enhanced by cutting off Algonquin Road as it intersects U.S. Route 14 and a new road developed that would align with Lucille Avenue. This would create an additional clear four-way intersection across U.S. Route 14, joining the south and north sides of the downtown.



CHAPTER 7 CONCEPT PLANS

- Mixed-use development is proposed along U.S. Route 14 to extend east to this new intersection.
- Parking for the Fox River Grove Metra Station users would be adjacent to the tracks. Parking for the retail users would be placed behind the mixed-use developments. A future three-story parking garage is proposed to the west of the proposed developments.

Concept Plan C (Figure 18)



Highlights of Concept Plan C:

- A new 'ring road' from Illinois Street to Lucille Avenue is proposed to provide easier circulation in and out of the station area.
- A Village Green within the center of this ring road would provide space for Village events, as well as the connecting paths for a proposed pedestrian underpass to connect south and north sides of U.S. Route 14.
- The Fox River Grove Metra Station would be relocated to be centered with the Village Green.
- Mixed-use development is proposed along both sides of U.S. Route 14, while condominium development is proposed beyond these developments further north and south (along the new ring road and along Lucille Avenue).
- The library and south fire station would be relocated along U.S. Route 14 to the east of the ring road and would now have visual exposure to the symbolic 'Main Street'.
- Development would be expanded west along U.S. Route 14 down to the river and would include a 'restaurant row' with outdoor dining as well as a new marina at the river's front.



- The corner of Lincoln Avenue and U.S. Route 14 would be enhanced as a major gateway into Fox River Grove and provides for monument signage and an events plaza.
- Parking for the Fox River Grove Metra Station users would be adjacent to the tracks. Parking for the retail users would be placed behind the mixed-use developments. A future three-story parking garage is proposed to the west of the proposed developments.

Concept Plan D – Preferred Station Area Plan

Concept Plan D is based on the results of the Market Study, the Public Involvement process and the analysis and refinement of appropriate land use, open space, access, and circulation issues depicted in the four diagrams below. These diagrams would also be useful in the development of downtown redevelopment and zoning overlay districts, in future studies by the proposed Transportation Task Force, and for creating a similar diagram of utility locations. Developers and Village staff could also use them in preparing and evaluating future redevelopment proposals.

Figure 19 Concept Development Diagrams

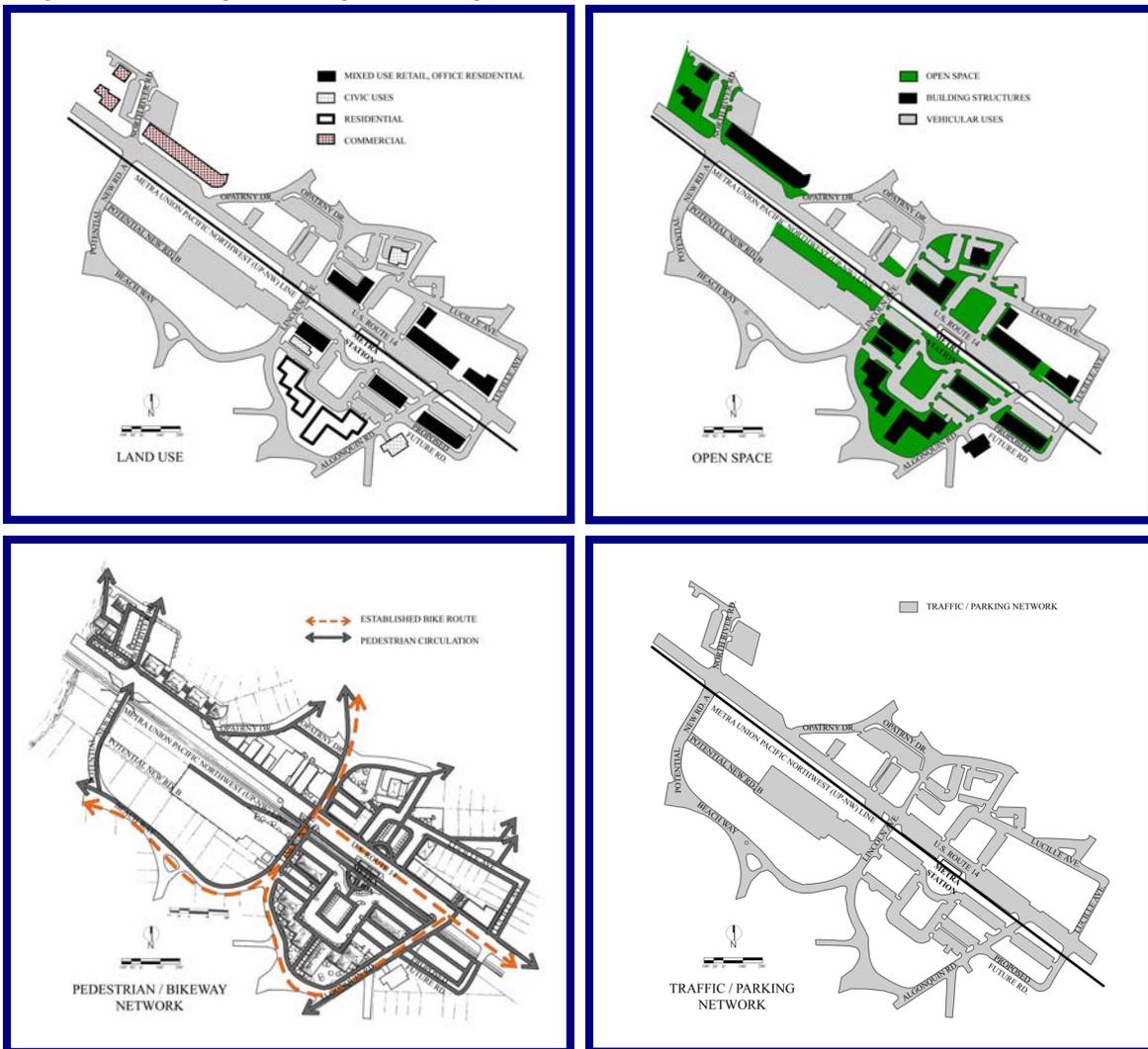




Figure 20 Station Area Plan



The Station Area Plan is broken down into the following five sub-areas:

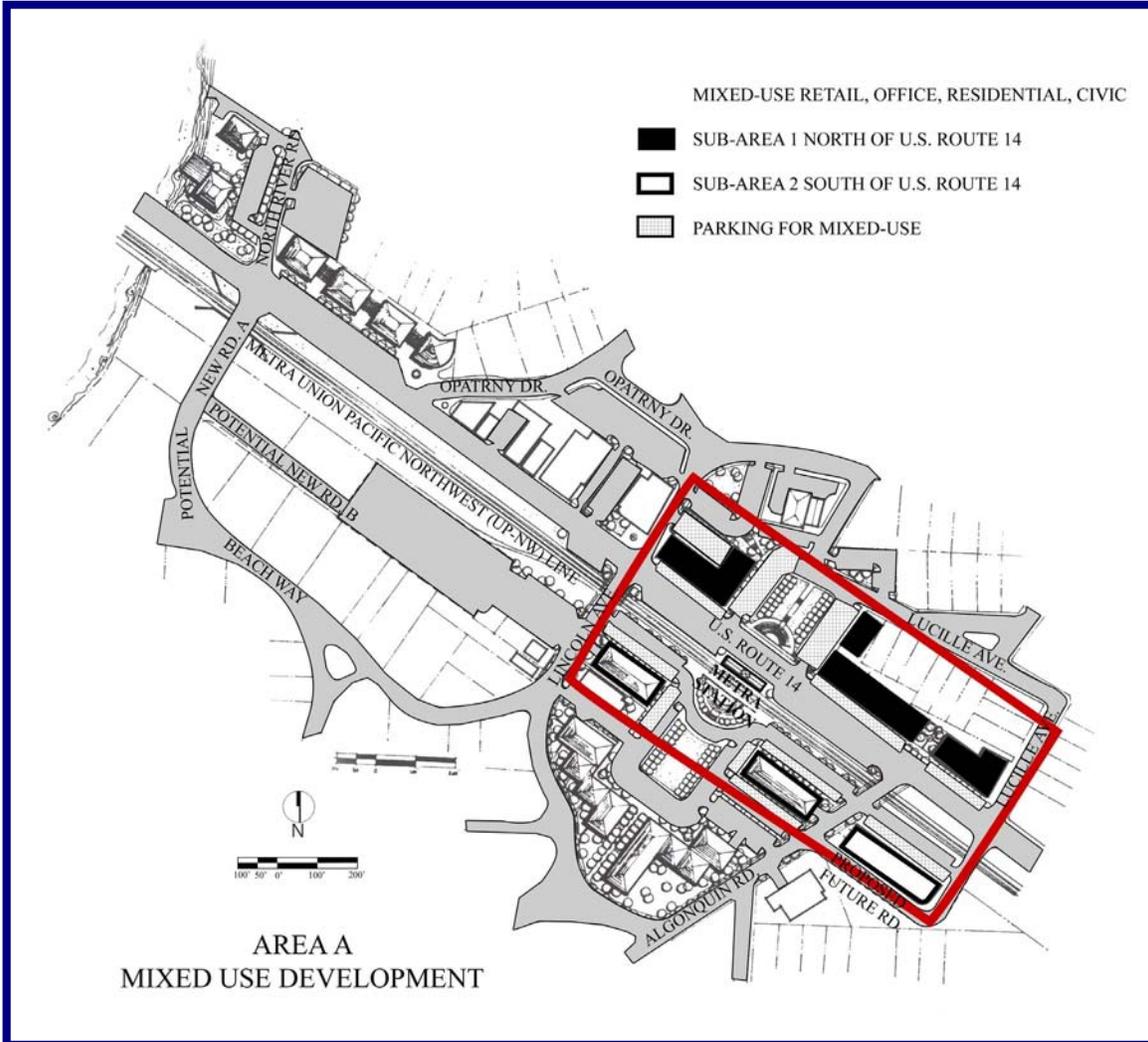
- A. Mixed-Use Development
- B. Town Center/Village Green
- C. Metra Commuter Parking Area
- D. Condominium Development
- E. Riverfront/Restaurant Row

These five areas, A-E, are shown graphically and described below. More details of building setbacks, parking and architectural guidelines can be found in the Design Guidelines, Appendix B.



Urban Guidelines Area A – Mixed-Use Development

Figure 21 Area A – Mixed-Use Development



General

The purpose of this area is to provide high-density residential uses that will support accompanying commercial users and increase Metra ridership.

The buildings in Sub-Area 1 include 62,100 square feet of mixed-use space (including an 11,000 square foot community/youth center) and 102,200 square feet of residential/office space, including 78 multi-family residential units ranging between 1,200 and 1,500 square feet in size.

The buildings in Sub-Area 2 include 44,100 square feet of mixed-use space and 88,200 square feet of residential/office space, including 60 multi-family residential units ranging between 1,200 and 1,500 square feet in size. The development in the buildings of both



Sub Areas can be assumed to be absorbed into the market (see the Market Study, Appendix A for more information).

Within Area A commercial/retail uses would occupy the ground floor spaces, and residential uses would be in the units above the businesses as discussed in more detail in the Design Guidelines, Appendix B.

Location and Character

Sub-Area 1 includes buildings along the north side of U.S. Route 14 and buildings facing the Village Green. Development of this area is intended for mixed-use (service, office, retail, and residential) development and a Community/Youth Center. It is recommended that the main entrance for all buildings along U.S. Route 14 face U.S. Route 14. The main entrance for all buildings without frontage along U.S. Route 14 could face onto the Village Green.

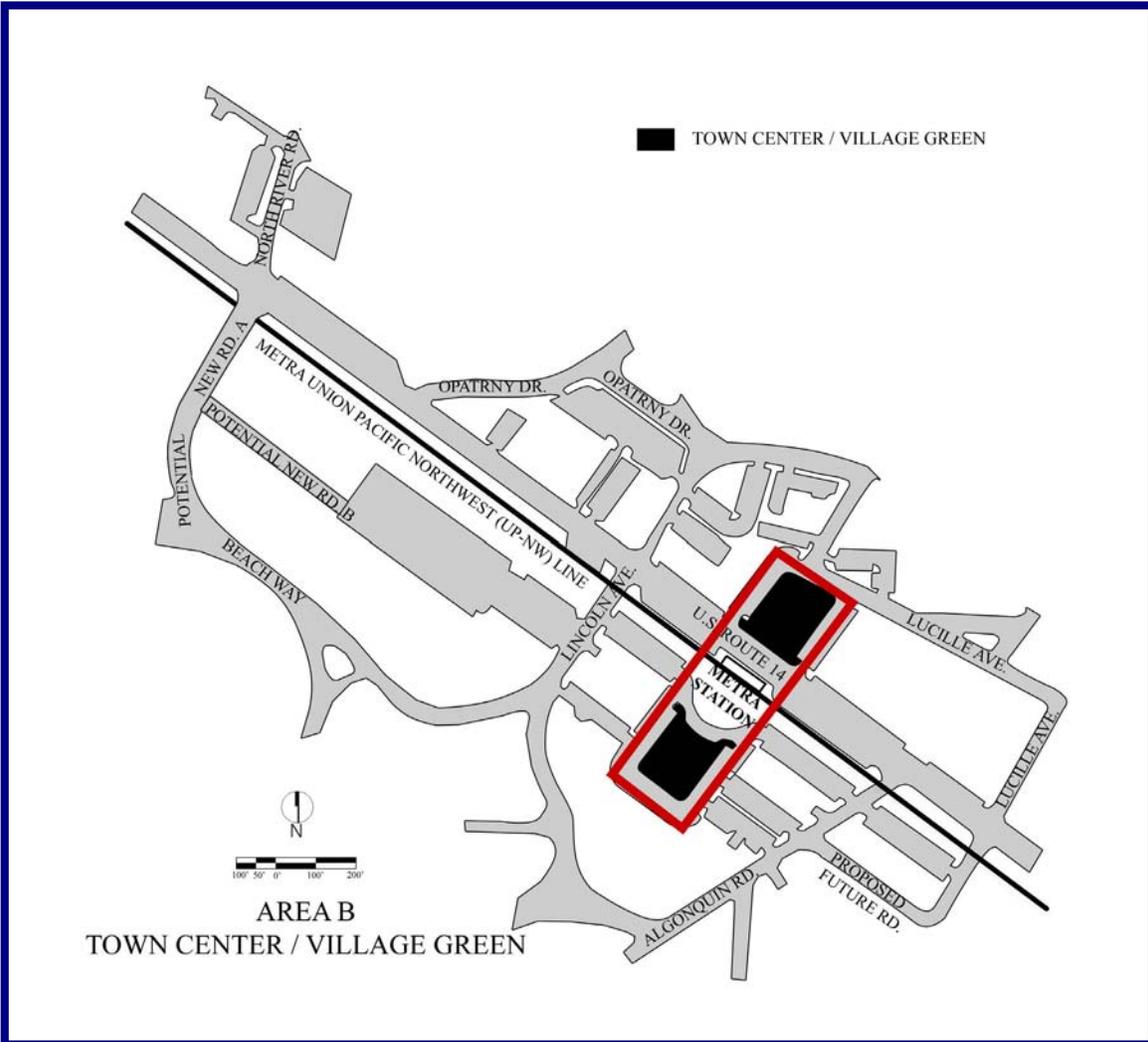
Development of Sub-Area 2 is intended for mixed-use (service, office, retail, and residential) development. It is recommended that the main entrance for all buildings shall face U.S. Route 14, with main entrances from the parking area between the UP-NW Line and the buildings. Secondary entrances to these buildings could be located facing adjacent parking areas on the south side of the buildings.

A proposed “Future Road” is also recommended that would connect to Lucille Avenue, north of U.S. Route 14. This would create an additional clear four-way intersection across U.S. Route 14, joining the north and south sides of town at another point. Therefore, it is also recommended that the current at-grade railroad crossing with Algonquin Road be eliminated (see Chapter 8: Implementation Strategies). The Village would need many partners, both public and private, involved to help fund the construction of the proposed “Future Road” as well as approval from the Union Pacific Railroad.



Urban Guidelines Area B – Village Green and Open Space

Figure 22 Area B – Village Green and Open Space



General

The purpose of this area is to provide open space around the Fox River Grove Metra Station/Town Center for civic uses, a potential pedestrian underpass, bike paths, walking paths, landscaping, and passive recreation and gathering areas. The Village Green is 0.8 acres in size.

Location and Character

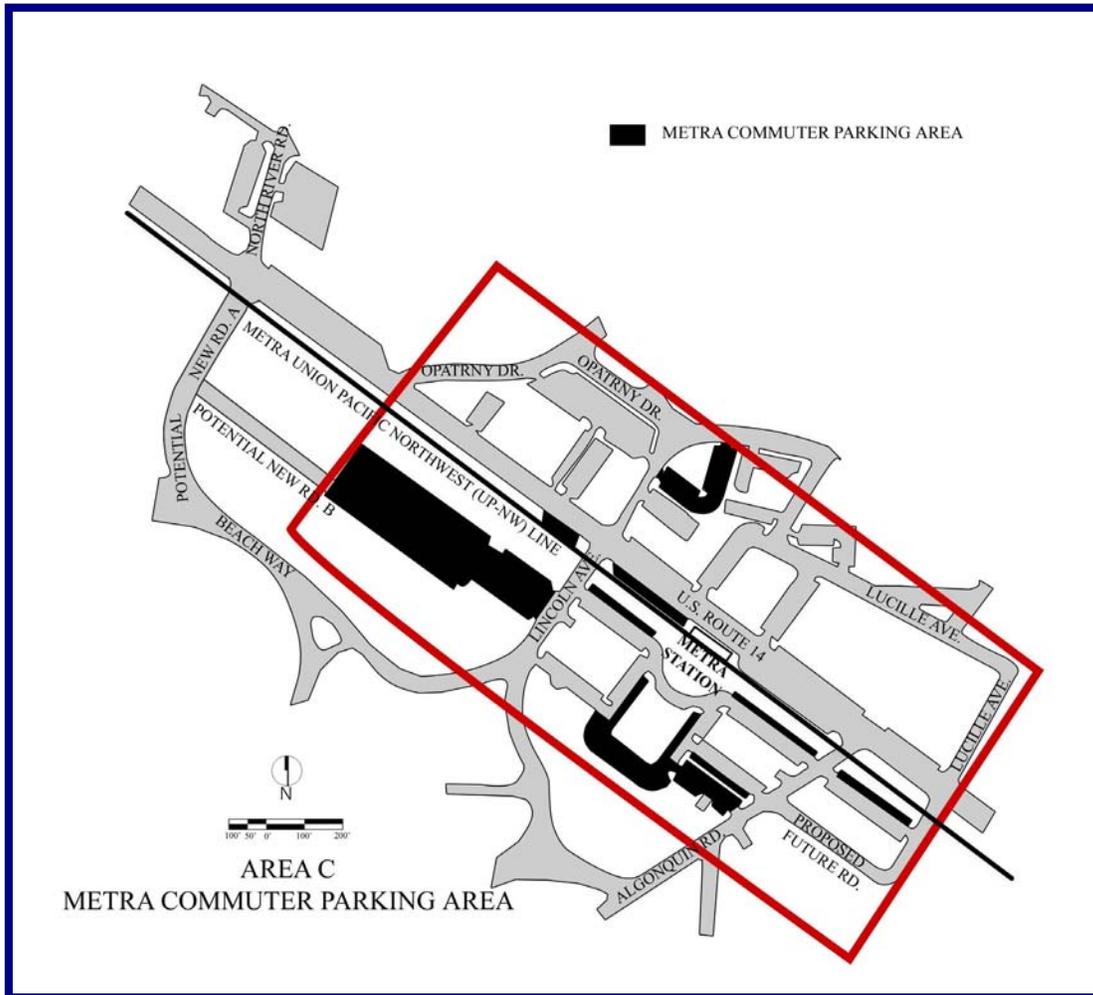
The Village Green/Open Space as proposed in the Station Area Plan would be located on either side of U.S. Route 14, with the Metra Station at its center, creating a central greenway linking the northern and southern portions of the Fox River Grove Downtown Business District (DBD). Development of this area directly north of the station and north



of U.S. Route 14 would include a pedestrian underpass and a terraced central green space. Please see Appendix B: Design Guidelines for architectural guidelines for the proposed pedestrian underpass and Chapter 8: Implementation Strategies for more information. On the south side of U.S. Route 14, the pedestrian underpass would emerge on to a level Green. It is recommended that the Greens north and south of U.S. Route 14 have a minimum width of one hundred and twenty (120) feet and have a direct pedestrian connection to the Metra Station from the pedestrian underpass below. Landscaped open space would be located within the two Village Greens.

Urban Guidelines Area C – Metra Commuter Parking Area

Figure 23 Area C – Metra Commuter Parking Area



General

The purpose of this area is to provide for day-to-day transit commuter parking for the Fox River Grove Metra Station and the downtown redevelopment area. Shared off-peak



parking would be provided for the Fox River Grove Downtown Business District (DBD) and residential users. Metra commuter parking is unique in that it is used mostly during the morning and daytime hours, with users generally pulling-in/out once per day. In the evenings and on weekends, significant amounts of the Metra commuter parking would be available for Village events and commercial/retail use. Area C depicts a total of 584 commuter parking spaces.

Location

Commuter parking should be located in close proximity to the Fox River Grove Metra Station and platforms, and offer convenient pedestrian connections between the facilities. The existing Metra commuter parking lot along the south side of U.S. Route 14, east of Lincoln Avenue, would be expanded. The existing commuter lot along the south side of U.S. Route 14, west of Lincoln Avenue, would remain. The two proposed commuter parking lots southeast and southwest of the station would be located along the tracks between Lincoln Avenue and Algonquin Road in front of mixed-use Buildings J and H (see Figure 20). However, 75 commuter parking spaces from the 100-space commuter lot #2 would be relocated to other lots due to proposed Building J. Parking for commuters would be provided around the Village Green south of the Fox River Grove Metra Station and east of the Village Green behind Building H. There would be an expansion of the existing 198-space commuter parking lot south of the Metra UP-NW tracks and west of Lincoln Avenue. This area would include the area that is currently in front of the church. A new parking lot would also be located north of U.S. Route 14 off of Lincoln Avenue to provide additional parking for commuters. The proposed “Future Road” and development of Building G would provide an additional area for Metra commuter parking.

A proposed parking structure could provide additional Metra commuter parking in the future. The proposed three-story structure would replace the existing 198-space commuter parking lot south of the Metra UP-NW tracks and west of Lincoln Avenue with a total of 576 spaces, or 378 new structured spaces for Metra, commercial, and residential uses. This structure would not be built until demand warranted and there is a public/private funding arrangement. Metra has often provided funding for additional new commuter spaces, but Metra does not assist in financing the replacement of historical and/or functional commuter parking spaces. With regards to the proposed parking structure, the Village would need many public and private partners to help fund construction.

Access

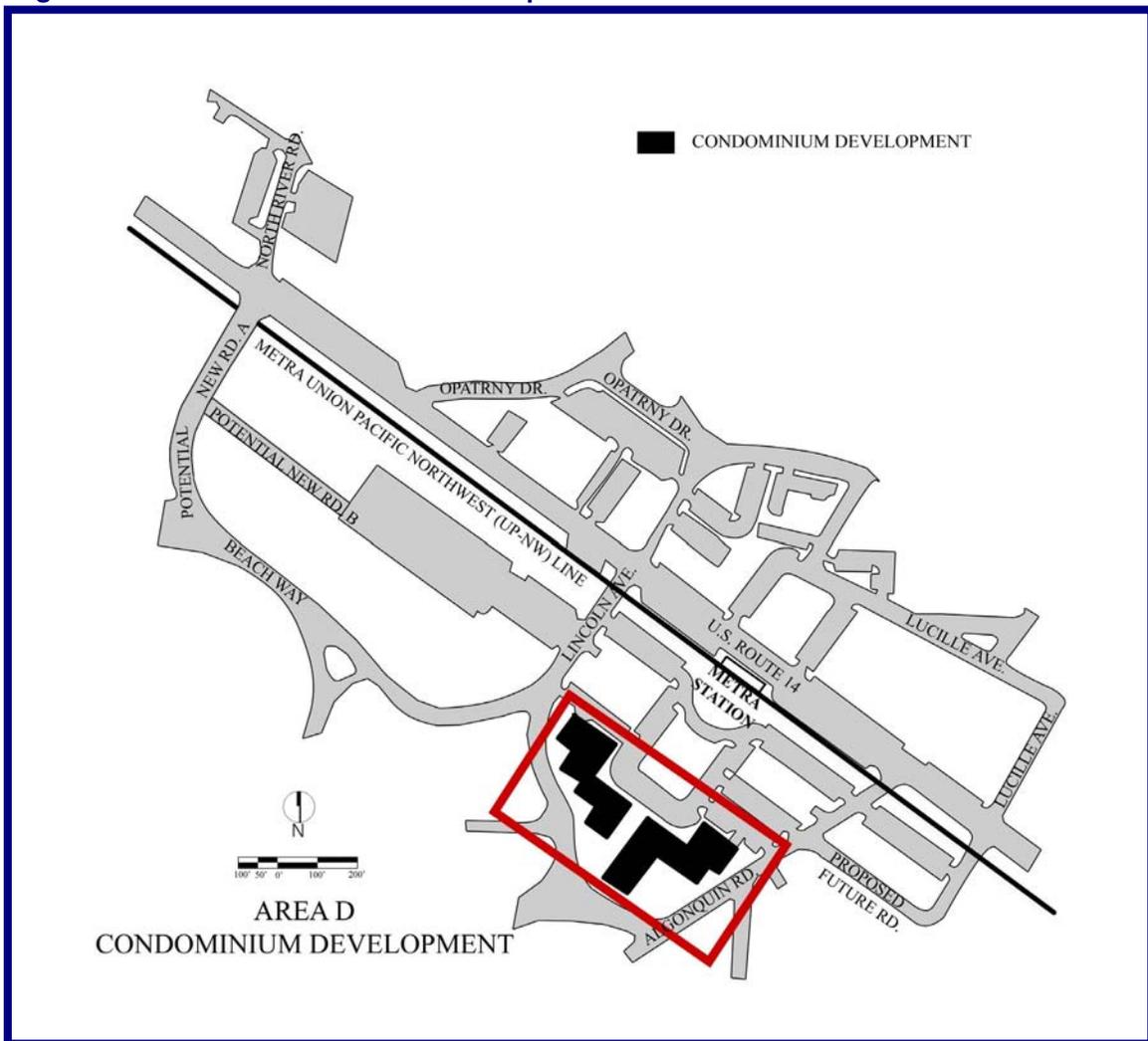
Parking along the south side of U.S. Route 14 could be accessed from the eastbound traffic lane on U.S. Route 14. The parking areas adjacent to the station and further south of the station (south of the Metra UP-NW Line) around the Village Green (and east of the Village Green) could be accessed by motorists from the east and west via Lincoln Avenue or Algonquin Road. The proposed expanded parking lot west of Lincoln Avenue could be accessed from Lincoln Avenue. The parking lot north of U.S. Route 14 could also be accessed from Lincoln Avenue or Opatry Drive. The proposed new 56-space parking lot (28 commuter parking spaces) just north of Building G and south of the Metra UP-NW tracks could be accessed via Algonquin Road and the proposed new Future Road that would connect to Lucille Avenue, north of U.S. Route 14. Proposed access



to/from the proposed future parking structure could be from both Lincoln Avenue (as that is how the existing commuter surface lot is accessed), and off of U.S. Route 14 with Potential New Roads A and B. The Village would need many public and private partners to help fund the proposed new roads. Or, direct pedestrian and bicycle access from the station, parking, and residential areas to the station, Downtown Business District, and the proposed Village Green could be provided to help provide additional improved access in those areas.

Urban Guidelines Area D – Condominium Development

Figure 24 Area D – Condominium Development



General

The purpose of this area is to create new owner-occupied residential property in the Fox River Grove Downtown Business District. It is recommended that condominiums be three stories high with underground parking and adjacent landscape within the required



setbacks. These two buildings contain 99 condominium units that can be assumed to be absorbed into the market (see the Market Study, Appendix A for more information).

Location

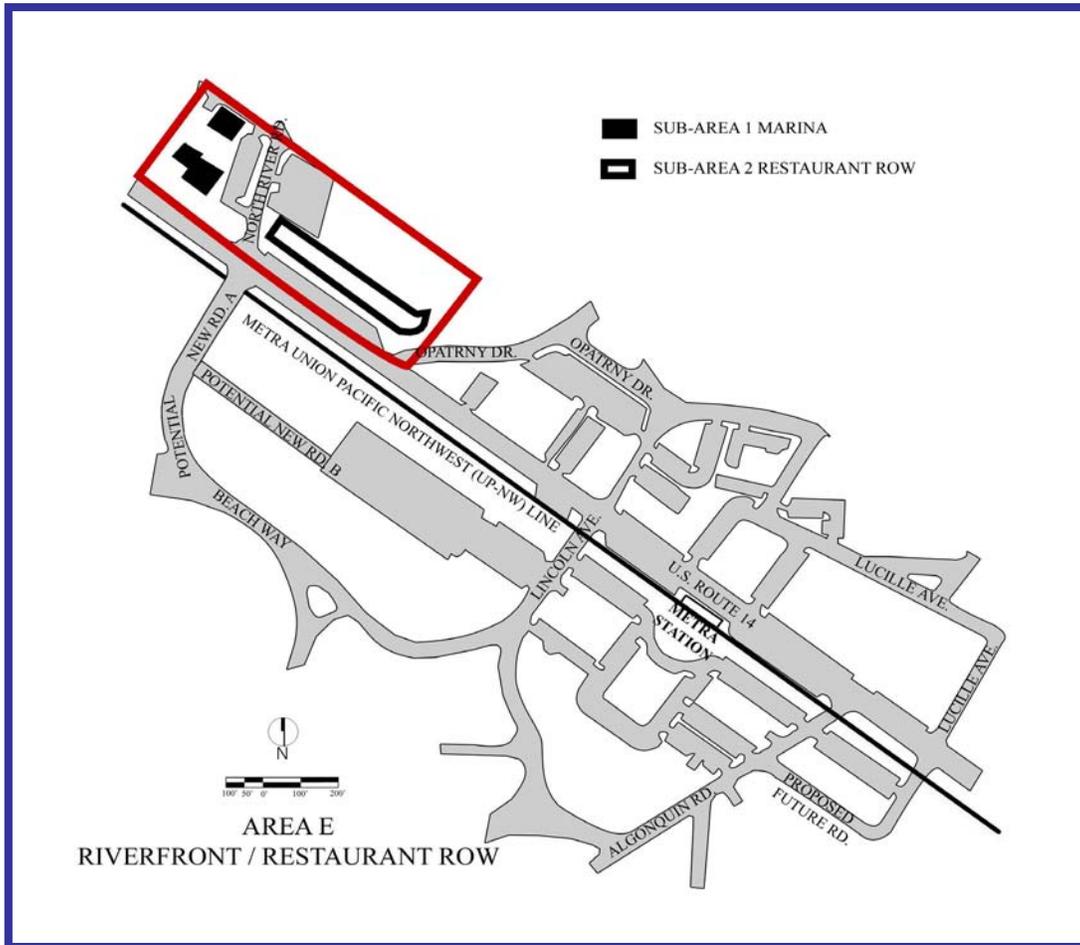
These Condominiums are proposed south of the Fox River Grove Metra Station along Algonquin Road and Lincoln Avenue.

Access

The condominium parking garages would be accessible from the internal drives off of Algonquin Road and Lincoln Avenue. Pedestrian access would be provided between the proposed condominiums from/to the station area developments and from/to the existing residential neighborhood.

Urban Guidelines Area E – Riverfront/Restaurant Row

Figure 25 Area E – Riverfront/Restaurant Row





Sub Area 1 – Marina Development

Riverfront development would be between North River Road and the Fox River north of U.S. Route 14. This would include a marina and restaurant totaling 7,000 square feet. The development in these buildings can be assumed to be absorbed into the market (see Appendix A: Market Study for more information).

It is recommended that buildings along the Fox River face onto the river. The main entrance for all buildings along the Fox River could be from North River Road.

Sub Area 2 – Restaurant Row

Development of this area is proposed along U.S. Route 14 from Opatrny Drive to North River Road. Development is intended to create a restaurant corridor to link the Downtown Business District to the Fox River. The four restaurant buildings total 26,500 square feet. The development in these buildings can be assumed to be absorbed into the market (see the Market Study, Appendix A for more information).

General

The purpose of this area is to create development along the riverfront which is a unique and important asset to the community. Restaurants and other forms of entertainment can aid in anchoring the Marina, particularly non-chain venues or “one of a kind” opportunities.

Access

U.S. Route 14 provides easy access to Area E. The proposed Restaurant Row would be adjacent to Route 14 between Opatrny Drive and North River Road with parking for 43 cars between the restaurants and a landscape buffer. Shared parking (195 spaces between Lincoln Avenue and Opatrny Drive) could also be available from adjacent businesses to the east during evenings and weekends. The proposed Marina Development is located on the west side of North River Road and includes its own 43-space parking lot. On the east side of North River Road is a proposed 56-space lot, which could be used by both the marina and restaurants. In addition, the proposed parking structure for both commuters and commercial and residential uses on the south side of Route 14 could be accessed via both Lincoln Avenue and from U.S. Route 14 with Potential New Roads A and B. The construction of these roads and the proposed parking structure would require both public and private funding sources. Please see Appendix B: Design Guidelines for architectural guidelines for the proposed parking structure.



CHAPTER 8 IMPLEMENTATION STRATEGIES

Findings from the Market Study indicate that the Village of Fox River Grove can absorb additional multi-family residential units, as the Village is geographically constrained and the only way to capture the projected increase in population is to grow vertically. Mid-rise multi-family units are proposed in the Station Area Plan (Figure 20). These proposed buildings are mixed-use, and include space for retail, service and office uses. The Market Study (Appendix A) indicates that a limited amount of convenience, hospitality and support retail is justified. The mixed-use buildings proposed in the concept would surround the Fox River Grove Metra Station. The Village is well positioned to take advantage of the Metra Station as an asset. More information on the Fox River Grove Metra Station can be found later in this chapter under the Identification of Stimulus Projects.

The premise for a successful implementation strategy is imbedded in four points:

- They must be supported by the community
- They must be affordable
- They must be constructible
- They must include immediate, short-term and long-term strategies

The following narrative addresses these points to provide the Village with a roadmap toward implementation.

Community Support

Work has been accomplished during the study period to inform, educate and solicit input from the community. However, more work needs to be done to enhance the level of support needed to address, at times, difficult issues resulting from implementation.

Experience in Des Plaines, Arlington Heights, Palatine and Waukegan indicates that there is a direct correlation between the level of community support and the solidarity of its leadership's support for the redevelopment effort. This is maintained with consistent, ongoing communication within the community.

Redevelopment, by its definition, implies that some segment of the community will be displaced, disrupted and/or disturbed by *any* implementation strategy. Therefore, community support is further enhanced by a recognition that these issues will be mitigated and result in long-term benefits to the Village as a whole.

Affordability

Limitation on capital availability is a national issue. Current economic conditions require creativity in sequencing and implementation phasing for redevelopment to happen. The Village of Fox River Grove is no exception to this national trend.

The Village leadership can help itself by creating internal consensus on its fiscal redevelopment policy, and then clearly communicating it to the community. Community support, in part, will be driven by the perception of fiscal impact the redevelopment



CHAPTER 8 IMPLEMENTATION STRATEGIES

program will have on individuals. It is important for all stakeholders, including the development and investment community, to clearly understand how proactive and aggressive the Village can afford to be, or is willing to be, to encourage the redevelopment process. In other words, the Village needs to come to a consensus on the amount and types of financial support it is willing to offer each individual project in the overall redevelopment plan. Actual sequencing of redevelopment components can then occur based on the public/private roles played in each.

Constructability

Redevelopment, by its definition, carries issues not found in new development initiatives, and it is a given pre-existing condition that redevelopment can be more expensive than new development. Constraints are present through existing conditions that represent both issues and opportunities. Typically, there is a constructability premium associated with any redevelopment that must be recognized. These premiums appear in the form of cost and/or market constraints.

Existing structure or infrastructure represents a premium cost, if it is not conducive to the proposed use. Site location or configuration constraints might represent marketability barriers for potential uses vis a vis other competitive site alternatives in the market area. These barriers could be overcome if for example, the Village, in partnership with the private sector, spearheaded a land assembly effort.

Therefore, constructability, as a critical point to successful implementation, is enhanced by early recognition in planning, a thorough understanding of existing conditions, a methodology of providing relief to perceived barriers and a sequencing of projects that spreads the need for capital over time, therefore reducing the impact of the cost.

The following pages narrate recommendations for specific, phased implementation strategies that could be utilized in the immediate, short and long term to maximize actual implementation of the concepts being considered.

Strategies

The goal of the immediate and short-term strategies is to do as much as possible to set the foundation for the implementation of the Station Area Plan (or a derivation of) developed as a part of this study without additionally burdening the local taxpayers of Fox River Grove. The Village should realize that individual components of the Station Area Plan need not be all new dollars, but rather focus on what funding is currently planned and programmed and being creative to see that those future improvements move forward in concert with the intention laid out in the Station Area Plan.

The tasks outlined in the immediate and short-term strategies serve as tools to assist the Village in a complete understanding of existing conditions, the fiscal policy, and planning. It is understood that broad policy statements or the establishment of task forces does not generate excitement for a plan. Seeing something happen will generate excitement, and this can be ignited through a stimulus project. The identification of a stimulus project is a component of the short-term strategy.



CHAPTER 8 IMPLEMENTATION STRATEGIES

- Immediate Strategies includes four broad areas, with several specific tasks in each: fiscal policy, community support, urban planning and existing conditions analysis.
- Short-term Strategies include analysis and possible reallocation of capital improvement projects, planning and zoning initiatives, formation of public assistance programs and identification of a redevelopment stimulus project.
- Long-term Strategies include sequencing of specific redevelopment projects within the Station Area Plan, managing sources of capital into public improvements and expanding impact outside of the redevelopment district itself.

The work of collecting information, securing financing, announcing intentions, generating public support, attracting developers, etc. is more easily accomplished if done in pieces as part of, and for, each specific project. Therefore, the Village must determine how aggressive it wants to be or can afford to be in spurring redevelopment, and then follow the process laid out below. The particular strategy chosen could also vary depending on the project and/or a specific point in time during the redevelopment process.

IMMEDIATE STRATEGIES

Recommended immediate strategies include four broad areas, with several specific tasks in each: fiscal policy, community support, urban planning and existing conditions analysis.

Fiscal Policy

The Village of Fox River Grove should develop an overall policy direction with respect to its level of direct involvement in the proposed redevelopment initiative. This direction should be articulated to the residents, stakeholders and development community prior to any implementation occurring. Specific tasks or actions would include:

1. An analysis of short-term and long-term Capital Improvement Fund projects already budgeted that would be consistent with the redevelopment effort. This can also include the re-prioritization of projects within the plan to better meet the goal of redevelopment.
2. An analysis of any public finance incentive programs that could be afforded and made available in the form of phased tax abatement or tax-increment financing.
3. A determination as to the most cost-effective use of any public finance incentives programs by the Village.
4. A determination of the level of pro-activity to be taken by the Village to stimulate redevelopment and encourage outside, private sector participation in the redevelopment effort.
5. A clear policy statement by the Village Board to the community as to the points mentioned above should be made.



CHAPTER 8 IMPLEMENTATION STRATEGIES

Community Support

Maintaining community support for this initiative is critical to its' eventual implementation. As described in Chapter 6: Public Involvement, overall response to the plan and the idea of redevelopment has been positive, particularly the idea of a Village Green (described in detail in the Identification of a Stimulus Project section).

The Village of Fox River Grove should immediately proceed with additional public information tasks to enhance the effort, including:

1. A dedicated website component that regularly updates the community on all aspects of the redevelopment effort.
2. A public announcement regarding the Village Board's intentions and direction resulting from the completion of this study.
3. An articulation as to the Village's fiscal policy toward the redevelopment effort.
4. Engagement of public relations consultants to improve perceptions, educate and convey positive messages supporting the economic and community benefit resulting from redevelopment.

Urban Planning

A number of the immediate tasks of any implementation strategy involve "setting the table" for future development. Several of these are embedded in planning, zoning and process related areas that could enhance or detract from the effort. Therefore, it is recommended that in this immediate phase, the following tasks be considered for implementation:

1. The Village should come to a consensus for specific boundaries defining a "redevelopment district". This could include all, part or more of the area studied to date. More guidance can be found in the Identification of a Stimulus Project section of this report.
2. A "Redevelopment Task Force" of stakeholders should be created to champion the effort, liaison the community with the Village Board and support the staff in implementation activity. This is currently underway in Wood Dale, as an Illinois Department of Transportation (IDOT) intersection feasibility study is turning into a catalyst for redevelopment and the creation of a downtown. Like U.S. Route 14 in Fox River Grove, a major roadway, Irving Park Road, divides Wood Dale.
3. A Redevelopment Authority or Redevelopment Commission should be explored with Village counsel to determine the comparative advantages for administration, funding and oversight of future redevelopment activity. In the State of Illinois, state legislation is required to form an authority. An authority has the power to levy taxes and issue bonds.



CHAPTER 8 IMPLEMENTATION STRATEGIES

This vehicle has been used successfully in the redevelopment of former military bases. An authority or commission would have more autonomous jurisdiction than a task force or committee. Waukegan, Illinois and Carmel, Indiana are examples of municipalities with a redevelopment commission.

4. A district-specific zoning ordinance be conceptualized with goals in mind relative to density, character, economics and private sector incentives.
5. Permitting and processing requirements should be reviewed and tailored specifically to the redevelopment district, including special impact fees, assessments or other funding components that could be applied to public improvements.
6. A Transportation Task Force, as described in Chapter 5, should be assembled to further address traffic patterns in the station area.

Existing Conditions

The redevelopment effort will be assisted greatly by investing in a well-organized, thorough database of existing conditions. This is one of the elements that will position the redevelopment area as a comparatively advantageous alternative in the private development community. These are tasks the Village can undertake to minimize costs. Immediate tasks to be considered include:

1. All buildings in the redevelopment district should be inventoried, photographed and catalogued. Narrative descriptions of these buildings should be included and inquiry should be made with Historic Preservation officials regarding specific designation and requisite disposition requirements.
2. Village infrastructure, including utilities and roads should be inventoried and updated materials should be prepared for eventual distribution to the private development community. This should include present and planned capacities.
3. Infrastructure belonging to State and county jurisdictions should be similarly inventoried and updated, including thoroughfare plans.
4. A document should be created that includes all of this existing information along with planning, permitting and zoning information. This document can serve as a clearinghouse of information, so it is clear what exists in the Village. The private development community will be interested in this information. Therefore, this document can be made available to the development community when appropriate. The Village may consider charging the developer a fee for obtaining such information.

Roadblocks to redevelopment can center around fiscal policy and community support. Capital is limited from public sources given existing economic conditions. Therefore,



CHAPTER 8 IMPLEMENTATION STRATEGIES

these immediate implementation tasks set up the redevelopment plan, in the short term, to be driven by the public sector as a way to “clear the way” and “set the table” for the private sector to participate in the redevelopment process.

SHORT-TERM STRATEGIES

Recommended short-term strategies include reallocation of capital improvement projects, planning and zoning initiatives, formation of public assistance programs and identification of a redevelopment stimulus project.

Capital Improvement Projects

A number of infrastructure projects are likely to be already budgeted that can be reallocated in the direction of the Station Area Plan and contribute to enhanced implementation. Specific tasks should include:

1. Road and sidewalk repair or replacement should be redesigned with the Station Area Plan in mind. Location, width, materials and use should be reconsidered.

As an example of the methodology discussed at the beginning of the Immediate / Short-Term Strategy sections, the Station Area Plan (Figure 20) shows sidewalks for the parcel near the Fox River. In analyzing the sidewalk CIP, it may be determined that these sidewalks are slated for repair/replacement in an upcoming fiscal year. It is recommended however, that the work be done in a manner which follows the design guidelines developed as part of this study. Approaching all capital improvement projects in this manner will automatically begin to build pieces of the overall Station Area Plan without the Village expending “new” money.

2. Utility infrastructure improvements should be reconsidered given new capacity requirements and possible realignment.

Assuming adoption of the proposed Station Area Plan, the Village needs to look at the utility location and capacity for serving the development. For example, the concept plan proposes mixed-use development around the station – the goal is to create utility corridors around the right-of-ways, not criss-crossing utility lines, as what may exist today to serve the current land use. As an example, a line item in the CIP may be to fund a re-lining of an existing 10-inch sanitary line running through certain parcels that criss-crosses the proposed development. It is suggested that the money budgeted be used to construct a 16-inch line around the proposed development site. This would allow a more efficient manner to serve the development. In addition, it is recommended that all overhead utilities (power and telephone) be buried to enhance and tie into the Station Area Plan when and where possible.

3. CIP projects should be prioritized relative to economic life and incorporated into the redevelopment plan.



CHAPTER 8 IMPLEMENTATION STRATEGIES

The Village should review the CIP plan and if projects are already planned that would help spur the redevelopment suggested in the proposed Station Area Plan, the Village should reconsider moving that project up in the pipeline. Again, as mentioned previously, this approach will automatically begin to build pieces of the overall Station Area Plan without the Village expending “new” money.

When reviewing the CIP it should be noted that the Station Area Plan does not dictate exactly where and when each type of redevelopment will occur. Existing infrastructure cannot be allowed to deteriorate or major changes cannot be made in locations targeted for certain projects. Therefore, it is a balancing act between looking forward and being practical on what is going to happen. However, a thorough review of the CIP plan is a positive step toward “setting the table” for redevelopment.

Planning and Zoning Initiatives

Beginning with the end in mind, the conceptualization completed in the immediate tasks, combined with this study, should serve as a beginning point for the creation of district-specific planning and zoning guidelines:

1. The Village should adopt a zoning ordinance that encourages development and uses in the direction of the Station Area Plan, i.e. transit-oriented development densities and allowance for mixed-use.

Public comments have expressed concern of the density proposed in the Station Area Plan, and wanting Fox River Grove to remain a small town. As a response, the development levels proposed should be supported by the market study and blended into the community by following the criteria noted in the Design Guidelines (Appendix B). The Village has control over building design, and good design can overcome density concerns.

Another concern voiced about the Station Area Plan is the fear that increased density (increased residents) will place pressure on Village services and increase the taxes of current residents. In reality, mixed-used development will allow for a sharing of taxes. Occupants of the multi-family housing would probably be either young professionals or empty-nesters and would not burden the schools, yet will pay taxes to support such services. In addition, the level of disposable income is likely to increase, and tax revenue is necessary to create a sustainable environment.

2. The Village should incorporate the land uses of the Station Area Plan in a zoning overlay district and utilize the Design Guidelines (Appendix B) to maintain and enhance the identity of the Village.
3. The Village should examine and update, as needed, the permitting and plan review process for each proposed project within the Station Area Plan to encourage redevelopment. The goal is to make it easy for the developer to do the right thing. The Carmel, Indiana review process,



CHAPTER 8 IMPLEMENTATION STRATEGIES

which contains multiple specific committee reviews for landscape, architecture, signage, drainage, etc. can be used as a model, as it is relatively restrictive. This type of restrictive process may be attractive to the Village.

4. The Village should program common public improvements (i.e. parking, parks, roads, landscape, hardscape, etc.) into its master plan with consideration to their installation and maintenance costs being shared by those property owners within the district.

Utilization of Public Assistance Programs

State and federal governments have created alternative funding sources for local municipal transportation improvements. Under current guidelines projects with federal participation can be funded up to a maximum of 80%. The 20% local match typically can be provided through local motor fuel tax revenue, general revenue, and tax-increment financing (TIF) districts, special assessment, impact fees, area legislation, park districts, business contributions and other units of government.

1. Identify and pursue appropriate federal assistance programs that could compliment other capital sources being utilized to fund the redevelopment effort.
 - **Bridge Rehabilitation and Replacement Program (BRPP)**
Federal funding earmarked for bridge rehabilitation or replacement of local routes. Minimum guidelines must be fulfilled, i.e. bridge rating.
 - **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**
Federal money available to local agencies for specific traffic congestion and mitigation, and air quality projects in accordance with federal legislation. Eligible projects include intersection improvements, traffic signal projects and parking/access improvements.
 - **Transportation and Community and System Preservation (TCSP)**
Federally funded program. A Congressman or Senator must make a project specific request, and funding for the project would be earmarked in the federal transportation bill.
2. Identify and pursue appropriate state assistance programs that could compliment other capital sources being utilized to fund the redevelopment effort:
 - **Economic Development Program (EDP)**
State funded program used to retain businesses in Illinois or to attract new businesses. This funding is used for infrastructure improvements.



CHAPTER 8 IMPLEMENTATION STRATEGIES

- **Safety Programs**

Funding for safety construction activities, including elimination of rail-highway crossings. Projects are identified on an annual basis to correct high-accident locations and protect rail grade crossings. These funds are set aside from the federal Surface Transportation Program (STP) and may be used on state or local roads.
- 3. Identify creative, cost-effective changes to local initiatives that could redirect local funds into the redevelopment effort:
 - Tax-Increment Financing (TIF)
 - Designating a portion of the downtown will give the Village more control for land assemblage and the opportunity to leverage resources to encourage redevelopment.
 - § The creation of TIF districts is a very popular economic development tool. The Stone Hill area is a TIF district in Fox River Grove. Other examples of successful TIF districts are in Des Plaines, Arlington Heights, and South Holland, Illinois.
 - Phased Property Tax Abatement
 - Phased property tax abatement can vary from a property owner being charged no taxes in the first year, with the level incrementally increasing to the full tax rate over a specified number of years.
 - § This is a very common economic incentive tool used by the Cities of Indianapolis, Indiana and Chicago, Illinois, and many others to encourage redevelopment.
 - Local Sales Tax
 - If the Village of Fox River Grove encourages the growth of food/beverage/retail type of development as noted in the Market Study, there will be an increase of sales tax revenue to the Village. More disposable income will be spent in Fox River Grove thereby increasing sales tax revenues, and the Village will not need to be as dependent on property tax revenue.
 - § An example is the Broadripple section of Indianapolis where the population greatly increases in the evenings and on the weekends and money is spent in entertainment venues.
 - Development Impact Fees
 - These fees are adopted to pay the cost of capital facilities required to service on-going construction and development and are not levied for general revenue purposes. When the development district is created, all developers who redevelop within that district will be charged an impact fee whether it be on a per unit basis, per square foot basis or per acre basis. The developers will contribute



CHAPTER 8 IMPLEMENTATION STRATEGIES

a pro rata share in the cost of the improvements to the area. The development impact fees are accumulated, and placed in a redevelopment fund. This money is then reinvested in hard/soft landscape and infrastructure of the development district.

§ Examples of where this has worked is in Fishers and Carmel, Indiana; Chicopee, Massachusetts; Charleston, South Carolina; and Naples, Florida.

- Stormwater Utility
 - A stormwater utility is essentially a special assessment district set up to generate funding specifically for stormwater management. Users within the district pay a stormwater fee, and the revenue thus generated directly supports maintenance and upgrade of existing storm drain systems; development of drainage plans, flood control measures, water-quality programs; administrative costs; and sometimes construction of major capital improvements. Unlike a stormwater program that draws on the general tax fund or uses property taxes for revenue, the people who benefit are the only ones who pay.
 - § Examples of where this has worked are Crawfordsville, Indiana and Erie, Pennsylvania. Stormwater management is particularly important for the Village to consider due to its location relative to the Fox River. Currently any stormwater management is paid for through the General Fund and the creation of a stormwater utility would serve as another funding mechanism.
- Business Improvement District (BID)
 - Business Improvement Districts (BIDs) are established to make an area clean, safe and friendly, and to provide a full range of supplemental services as well as promotion for the area, advocacy for the interests of the local businesses, information to enhance economic development, and public improvements. Property owners in the district pay a mandatory assessment that is collected by a municipality and returned in full to the BID. The fees are approximately 0.3% of the assessed value of commercial buildings. Residential owners pay \$1.00 per year. A BID is a 501(c)3 not-for-profit organization, accepts tax-deductible contributions, and is governed by a large, voluntary Board of Directors.

By creating a comprehensive public assistance program, sources of funds for the redevelopment effort will be clarified for both public and private participants. Additionally, expectation levels will be established at the outset of the program so that sequencing will be more realistic.



CHAPTER 8 IMPLEMENTATION STRATEGIES

Identification of Stimulus Projects

As with any other multi-phased, interdependent initiative, the “pump has to be primed”. In order for the private development community to consider the effort to be sincere, the best indicator becomes activity, therefore, it is important that some noticeable activity take place in the Fox River Grove Metra Station area.

Based on community input, the market assessment and an opportunity to leverage outside public dollars, potential stimulus projects have been identified based on the following five core elements of the overall Station Area Plan:

- Making the proposed new Fox River Grove Metra Station a focal point of the Village’s redevelopment efforts,
- Parking,
- Mixed-use development, including mid-rise residential development,
- Tying the riverfront into the development, and
- Access and circulation improvements.

Given the timing of these recommendations vis a vis the Village’s consensus on fiscal policy and level of involvement, four alternatives are recommended for stimulating the redevelopment effort; Village Green Plus, Village Green, Riverfront Plus and Riverfront. As the Station Area Plan envisions the full build-out, the first project will depend on where private-sector development begins and the availability of public financing. Creating a stimulus project as quickly as possible encourages the redevelopment effort proactively.

Before discussing each potential stimulus project, it is important to address four core elements related to the overall redevelopment efforts identified in the Station Area Plan:

- Proposed new Fox River Grove Metra Station
- Proposed new and replacement commuter parking
- Proposed roads
- Pedestrian underpass

Fox River Grove Metra Station

A new station is anticipated in Fox River Grove within the next three to five years, subject to available funds. It is important to note that this would be a base station, and that additional funds may be required should the Village wish to enhance its design. This should be something the Village considers as the station can be used as a focal point of the downtown. The station redevelopment can be tied in with one or more of the mixed-use buildings proposed in the Station Area Plan. Keep in mind that the Station must remain on the inbound platform. It is recommended that the Village continue their relationship with Metra, so both parties can leverage resources for the mutually best outcome.

The Station Area Plan shows the location of the station shifting to the southeast to better line up with the Village Hall. The proposed Village Green, described in the next section of this chapter, would surround the proposed new station and



CHAPTER 8 IMPLEMENTATION STRATEGIES

would link and unify the north and south sides of the Village. This allows for a connection of municipal services.

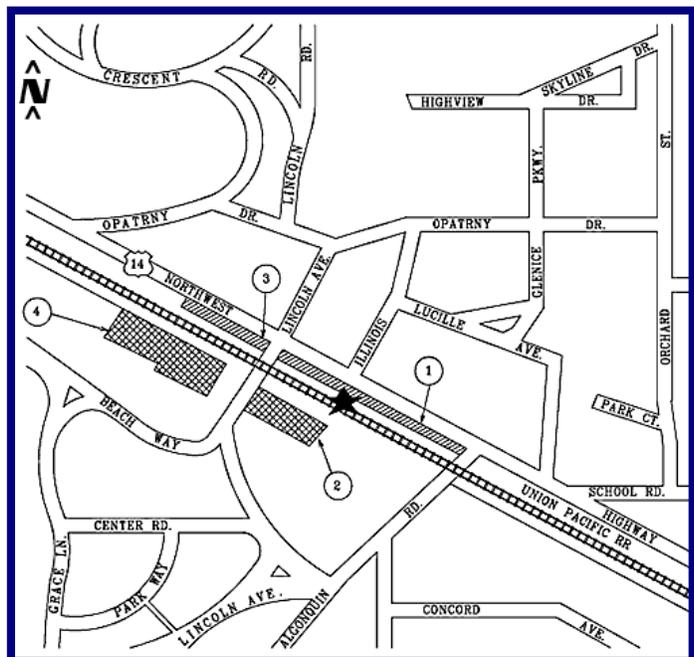
The new proposed Fox River Grove Metra Station can be used as the spur for redevelopment for the Village of Fox River Grove. However, it is not necessary for development to wait until the proposed new station is constructed. In fact, the station could be part of a new mixed-use building where the commuter uses (waiting area) occupy a section of a building or the station could house retail uses within it. This shared space would not impact the station remaining on the inbound platform. One current example of a shared-use station in the Metra system is the Arlington Heights UP-NW Station, which includes a McDonald's restaurant, a bakery and a newspaper stand. An example of a proposed shared-use station in the Metra system is the Willow Springs Heritage Corridor Station which is proposed to be in a restaurant waiting area. These two cases are excellent examples of sharing space within a commuter station.

Commuter Parking and Potential Phasing

As the Station Area Plan is fully realized, many of the existing commuter parking spaces would be relocated and replaced as a result of the proposed redevelopment. Throughout each step of the redevelopment process, the amount of Metra commuter parking at the Fox River Grove Metra Station must, at a minimum, remain at its current level. While the Village of Fox River Grove Station Area Planning Study does not provide detailed incremental steps for the full realization of the Plan, it is important to note that the Village of Fox River Grove and Metra will need to coordinate commuter parking location and relocation efforts throughout the planning process. From a fiscal perspective, Metra has often provided funding for additional new spaces, but does not assist in financing the replacement of historical and/or functional commuter parking spaces.

- Existing Commuter Parking

Figure 26 details the existing commuter parking lot locations at the Fox River Grove Metra Station. The four lots depicted have a total of 314 commuter parking spaces available for the Fox River Grove Metra Station commuters. Lot #1 is located north of the railroad tracks, running parallel to Northwest Highway between Lincoln Avenue and Algonquin Road. Lot #2 is located south of the railroad tracks,





CHAPTER 8 IMPLEMENTATION STRATEGIES

Figure 28 Proposed Metra Commuter Parking Locations

| Location | Number of Existing Spaces | Number of New Spaces | Number of Replacement Spaces | Total Number of Spaces |
|--------------------|---------------------------|----------------------|------------------------------|------------------------|
| Lot #1 | 6 | 21 | 0 | 27 |
| Lot #3 | 10 | 0 | 0 | 10 |
| Lot #4 | 198 | 41 | 0 | 239 |
| North of J/ Lot #2 | 25 | 0 | 0 | 25 |
| North of C | 0 | 66 | 0 | 66 |
| North of G | 0 | 28 | 0 | 28 |
| North of H | 0 | 30 | 0 | 30 |
| Between K and L | 0 | 25 | 75 | 100 |
| North of L | 0 | 59 | 0 | 59 |
| TOTAL | 239 | 270 | 75 | 584 |

*Letters denote buildings shown on plan.

As a possible future phase, the Plan includes a three-story parking structure for commuters and residential and commercial uses to be located west of Lincoln Avenue and just south of the Metra UP-NW Line (Building M on Figure 27). From Metra’s perspective, a combination of surface and deck parking is acceptable but must be cohesive. The proposed structure would be located where the current lot #4 is today. The proposed parking structure would hold 576 cars and would replace the existing commuter surface lot #4, which currently holds 198 cars. The result is an increase of 378 new parking spaces. Given the grade and slope of the land, the parking garage would not have the appearance of a three-story structure. The Design Guidelines (Appendix B) discuss the design and landscaping of the structure so that it more naturally blends into the residential surrounding of the area. It should also be noted that brick paving and lighting in Metra commuter parking areas (as suggested in the Design Guidelines) would be considered upgrades to Metra standards and therefore may need outside funding. The Village would need to involve many public and private partners to help fund the construction of this proposed structure.

- **Shared Parking**
As the Village of Fox River Grove Station Area Plan moves forward, the potential for shared parking also exists. Metra allows for shared parking if uses are compatible and do not conflict with commuters. Approximately 80% of Metra’s market is commuters traveling to downtown Chicago during business hours. Therefore, there is the potential for shared parking opportunities in the evenings and on weekends. Through experience with other municipalities, Metra has found that restaurants, commercial centers, grocery stores, churches, and movie theaters are good options for shared parking arrangements. The Village and Metra should continue to discuss these options as the Plan moves forward.



CHAPTER 8 IMPLEMENTATION STRATEGIES

The Village of Fox River Grove Station Area Plan does not include a step-by-step process for the full implementation of the Plan. While this report does contain several alternatives for where to begin the process, the Village will need to make the final decision on where best to start the process. As these decisions are made, the Village should work with Metra to help maintain the current level of commuter parking spaces throughout the redevelopment process.

Proposed Roads

In another proposed future phase, the Station Area Plan includes a proposed “Future Road” that would connect with Lucille Avenue on the north side of U.S. Route 14 (see Figure 29). Currently there is only one roadway connecting the north and south sides of Fox River Grove, which is Lincoln Avenue. The proposed “Future Road” would allow a continuous circle around the downtown portion of the Village and would help to improve access and circulation.

Railroads generally restrict the creation of a new at-grade crossing without closing an existing at-grade crossing. Therefore, it is recommended that the current at-grade crossing with

Figure 29 Station Area Plan Showing Proposed Future Rd.



Figure 30 Station Area Plan Showing Potential New Roads A and B



Algonquin Road be eliminated and a proposed new road would connect with Lucille Avenue on the north side of U.S. Route 14 be built. The design of the proposed “Future Road” is a spur off Algonquin Road to the east to be able to connect with Lucille Avenue. Under this design, the portion of Algonquin Road where the at-grade crossing is located would not be a major access point. Any at-grade crossing changes or modifications need to be discussed with the Union Pacific Railroad and the Illinois Commerce Commission (ICC).



CHAPTER 8 IMPLEMENTATION STRATEGIES

An additional north/south vehicular connection is proposed from North River Drive, under the tracks, to connect with Beach Way via a road titled “Potential New Road A.” The proposed vehicular underpass would establish another method of crossing U.S. Route 14 and would also link the riverfront amenities. From this road there is a road titled “Potential New Road B” which would provide a connection to the proposed parking garage (see Figure 30). This connection would create a complete circulation route and provide access to and from the north and south ends of the parking structure.

Shifting “Potential New Road A” has also been discussed to connect Opatrny Drive to Beach Way instead of North River Road; thus eliminating the need for the roadway titled “Potential New Road B” from the parking facility to the new roadway “Potential New Road A.” Despite design issues, shifting this road further east could provide a western connection from the proposed parking deck. There is no existing commuter parking in the Com Ed right-of-way west of Lincoln Avenue and south of the Metra UP-NW tracks due to the access road that runs from Lincoln Avenue west to the Com Ed facilities and the need to construct retaining walls. Reconfiguring the proposed new road, as suggested above, could provide a connection to the Com Ed facilities and could eliminate the need for the existing access road, should Com Ed be agreeable.

The proposed future roads discussed will be phased in as demand warrants and redevelopment occurs. There will need to be public/private partnerships developed to pay for such proposed changes to the roadway network. It is recommended that the proposed Transportation Task Force study these infrastructure improvements further.

Pedestrian Underpass

Currently downtown Fox River Grove is separated by the heavy traffic volumes on U.S. Route 14. Vehicular access to the new station area is addressed with a reconfiguration of the existing street network. However, U.S. Route 14 remains an impediment to pedestrian access to and from the Fox River Grove Metra Station area and the rest of the proposed redevelopment. Although an extremely expensive improvement, the Station Area Plan recommends a pedestrian underpass that would connect both sides of the Village Green along an axis between the proposed new Fox River Grove Metra Station and Village Hall. Thus, it would provide commuters with a more desirable alternative to walk or bike to the station from the north of U.S. Route 14 (versus crossing U.S. Route 14). The Village would need both public and private partners to help fund the construction of the proposed pedestrian underpass. Again, the proposed Transportation Task Force should study this recommendation further.

Village Green Plus Stimulus Project

In this first alternative, the Village would combine all of the available funding sources that are appropriate, including a new tax-increment financing bond issue for land assembly, building demolition, utility relocation and access modifications related to the “Village Green” portion of the redevelopment district.



CHAPTER 8 IMPLEMENTATION STRATEGIES

This alternative includes the portion of the Station Area Plan centered around the proposed new Fox River Grove Metra Station and containing buildings labeled H through L. The scope would provide mixed uses of predominantly residential uses with some support retail. This alternative is a direct result of the findings from the Market Study. The Market Study indicates that the Village of Fox River Grove can absorb additional multi-family residential units. Because Fox River Grove is geographically constrained, the only way to capture the projected increase in population is to grow vertically. The Village has stated that it would like to see all new residential development be owner-occupied, rather than rental property. However, a mix of owner-occupied and rental units would maximize absorption based on the analysis in the Market Study. The Village should consider utilizing new development and design guidelines to mitigate concerns with multi-family users. Current multi-family supply is virtually at full occupancy.

The proposed buildings are mixed-use, and include space not only for residential, but also for retail, service and office uses. The Market Study indicates that a limited amount of convenience, hospitality and support retail is justified and supportable. The Station Area Plan shows 95,200 square feet of mixed-use retail and 190,400 square feet for residential and office space. The Plan also calls for 33,500 square feet of restaurant space, 159,000 total square feet for condominiums and an 11,000 square foot community/youth center. The Plan offers maximum flexibility and virtually eliminates risk because the Plan can succeed with the mix of multi-family apartments and condominiums and is not dependent on office tenants.

To initiate this redevelopment, the Village would prepare a Request for Proposals to the private development community to assume responsibility for ongoing development according to the Station Area Plan. The RFP would convey planning and zoning standards, architectural guidelines, financial capability expectations, and qualification expectations that would be used in the selection process.

It is likely that the Village will receive inquiries from developers. At this time the Village would provide the document suggested in the Immediate Strategies, Existing Conditions task. This document is a compilation of planning, permitting and zoning information. Other inquiries could relate to the fiscal policies of the Village. This is why it is important that the Village develop an overall policy with respect to the Village's level of financial involvement. Fiscal Policy is another task in Immediate Strategies.

The Village would then enter into a project agreement with the successful developer and negotiate any public assistance consistent with the Village's fiscal policy which may include impact fees and/or assessments that may be required from the development community.

In measuring probability of success with this recommended scenario, two perspectives must be considered. With respect to long-range implementation, it is believed that this alternative has a high probability of success, for the following reasons:

- The Village Green improvements, centered immediately around the proposed new Fox River Grove Metra Station, may potentially enhance ridership more



CHAPTER 8 IMPLEMENTATION STRATEGIES

quickly and market the redevelopment effort to the general public more visibly. Transit orientation is maximized.

- The Village Green is the core of this Station Area Plan for redevelopment and the focal point for additional development to evolve.
- The Village Green contains the highest density of new residential development, which creates the disposable income and new tax revenues that support other facets of the Station Area Plan.

With respect to immediate initiation, it is believed this alternative has a lower probability of success, primarily due to the following considerations:

- The Village Green Plus alternative requires land assembly of one of the largest parcels within the redevelopment district, which implies a cumbersome, costly land assembly process with a large number of property owners.
- The Village Green Plus alternative would be the most aggressive and, consequently, most disruptive to the community. Therefore, public and political support may take longer to generate.
- The Village Green Plus alternative requires one of the largest public finance components to facilitate land assembly and repositioning to the private development community.

Village Green Stimulus Project

The Village Green alternative would involve any scaled down version of the Village Green Plus alternative which would pursue selected individual projects that might be identified within the redevelopment district by the private development/investment community. This smaller-scale version and aggressive/passive approach might assist with community support and initial capital requirements to initiate redevelopment.

Riverfront Plus Stimulus Project

The Riverfront Plus alternative, labeled item A on the Station Area Plan (Figure 20), includes a marina and a “restaurant row” along U.S. Route 14, and additional parking on the east side of North River Road. This “passive/aggressive” approach holds its own issues of management, coordination, control and timing in the short-term.

Riverfront Stimulus Project

The Riverfront alternative simply includes a marina and new restaurant. This alternative represents a far more conservative approach to stimulus development and, as such, has far different factors impacting or influencing the probability of success. Initiation of this alternative is anticipated to carry a high probability of success for several reasons:

- The Riverfront alternative utilizes one of the most significant assets in the redevelopment effort, the Fox River.



CHAPTER 8 IMPLEMENTATION STRATEGIES

- The Riverfront alternative is a comparatively small parcel and may not even require a formal RFP process to initiate.
- The Riverfront alternative contemplates uses that would draw from a regional base, supporting financial feasibility without requiring complimentary redevelopment pieces, such as mid-density housing.

The probability of this stimulus generating long-term redevelopment of the entire project area is low for the following reasons:

- The Riverfront alternative is more isolated and destination-oriented. As a result, this alternative will not “advertise” the redevelopment effort as globally.
- The Riverfront alternative does not immediately hold the synergy of transit-oriented improvements that encourage additional redevelopment.
- The specific real estate sub-market use (entertainment/retail) is much more limited and does not directly advance any growth in the residential sub-market being targeted by this effort. As found in the Market Study (Appendix A), the multi-family residential sub-market has the strongest support, followed by a limited amount of convenience, hospitality, and support retail.
- The site served as a marina, and it is likely that environmental studies would need to be completed prior to redevelopment. This can potentially be a lengthy and costly process, depending on the results of the study.

Summary of Alternatives/Approach

There are four proactive options open to the Village of Fox River Grove relative to stimulus development that range from aggressive to passive. These four options are listed below:

| | |
|-------------------------------------|--------------------|
| Aggressive Approach: | Village Green Plus |
| Aggressive/Passive Approach: | Village Green |
| Passive/Aggressive Approach: | Riverfront Plus |
| Passive Approach: | Riverfront |

A fifth approach is a reactive approach where the Village would not as actively encourage a stimulus development project.

LONG-TERM STRATEGIES

Recommended long-term strategies include sequencing of specific redevelopment projects within the district, managing sources of capital into public improvements and expanding impact outside of the redevelopment district itself.

The long-term strategies are predicated, in large part, on the course selected in the short-term. However, some recommended tasks would remain consistent:



CHAPTER 8 IMPLEMENTATION STRATEGIES

- The sequencing funding requirements of specific initiatives should allow for private-sector funding of public improvements to the extent possible.
- The Redevelopment Task Force and Village staff should consistently apply all of the zoning and planning guidelines adopted in the Station Area Plan for each specific request that occurs within the district over the long-term.
- The Redevelopment Task Force should be charged with the responsibility of maintaining community awareness and support. The Redevelopment Task Force should be responsible for updating and maintaining the direction of the Station Area Plan, coordinating with all stakeholders, including the RTA and Metra.
- Continue to pursue the infrastructure improvements detailed in the Proposed Roads section of Chapter 8 through a combination of public/private partnerships.

Communication

The immediate, short and long-term strategies all discuss the importance of communication with members of the Fox River Grove community and members of the development community. A marketing brochure (Appendix D) was developed as a part of this Station Area Planning Study. This is a tool that the Village can share with residents and the development community, as it is a user-friendly document that can be communicated to a broad audience base. The brochure summarizes the study process, provides an overview of the demographics and results of the market study, illustrates the Station Area Plan that evolved from the process, and separates the Plan into its various components.

Conclusions

The Market Study indicates that residential development can be supported along with the support service, retail and office uses proposed in the Station Area Plan. The variables to success rest more in the approach selected than in the Plan itself. The more passive approach could provide more immediate activity with community support. A more aggressive approach could yield greater economic benefit and higher probability of success in execution of the entire Station Area Plan. The most significant element is the Village's leadership reaching consensus on a fiscal policy and being committed to building community support for that policy.

The Village of Fox River Grove Station Area Plan does not include a step-by-step process for the full implementation of the Plan. While this report does contain several alternatives for where to begin the process, the Village will need to make the final decision on where best to start the process. The speed and success of redevelopment efforts will depend on developer interest and the ability of the Village to accommodate developer's requests.