



# A Planning Priorities Report for the Village of Richmond



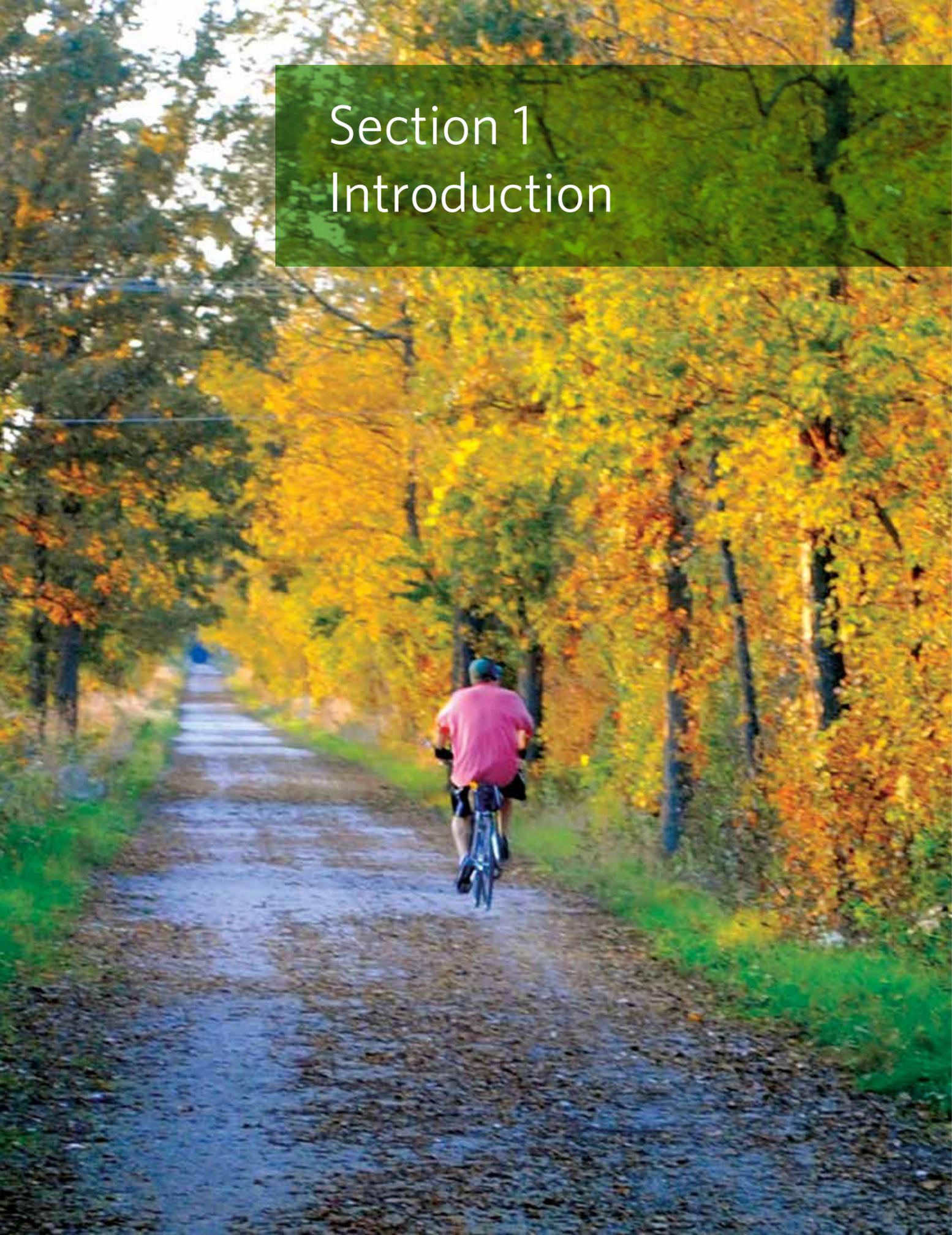


## Table of Contents

|                                              |    |
|----------------------------------------------|----|
| Introduction                                 | 4  |
| Planning Context                             | 8  |
| Previous Plans                               | 32 |
| Stakeholder Interviews                       | 44 |
| Recommendations for Future Planning Projects | 52 |
| Appendix A: Community Data Snapshot          | 58 |

### Funding Acknowledgment

This project was supported through the Chicago Metropolitan Agency for Planning's (CMAP) Local Technical Assistance (LTA) program, which is funded by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Department of Housing and Urban Development (HUD), Illinois Department of Transportation (IDOT), and the Chicago Community Trust. CMAP would like to thank these funders for their support for this project.



# Section 1 Introduction

The Village of Richmond sought technical assistance from the Chicago Metropolitan Agency for Planning (CMAP) for the creation of a comprehensive plan that would speak to a number of local issues, including the future of its downtown, economic development opportunities, preservation of natural resources, traffic and the proposed Richmond Bypass Project, and utilization of public facilities. Given the number of different topics of importance in Richmond, CMAP determined that it would need to work with the Village to decide what type of planning project would be most appropriate given local priorities. CMAP staff and the Village concluded a planning priorities report would help assess the opportunities, assets, and needs in Richmond and determine what type of planning is most important for the Village to undertake next. This report sets the stage for Richmond to pursue future plans and projects.

# The Planning Process

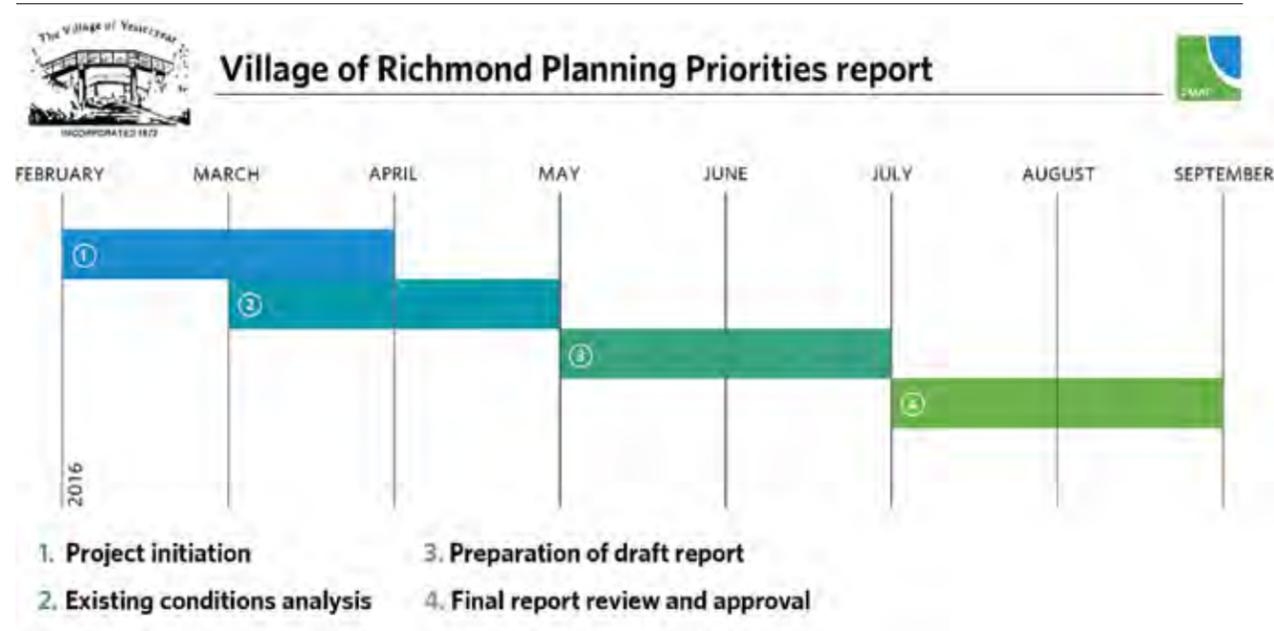
CMAA began working with the Village in early 2016 to complete this planning priorities report. In the initial stages of the project, CMAA staff used a combination of data and stakeholder interviews to better understand the community's key planning issues. The research included a review of past local plans, surveys, maps, and other documents that give context to the assessment and recommendations. CMAA staff also conducted more than 30 in-person, phone, and group interviews with Richmond's elected officials, staff, residents, business owners, and other key community stakeholders. These interviews were highly influential. Stakeholders shared diverse and candid perspectives on Richmond's current conditions and needs, as well as visions for its future.

# Report Structure

This report is a distillation of CMAA's research, findings, and recommendations for Richmond. The report includes four primary sections:

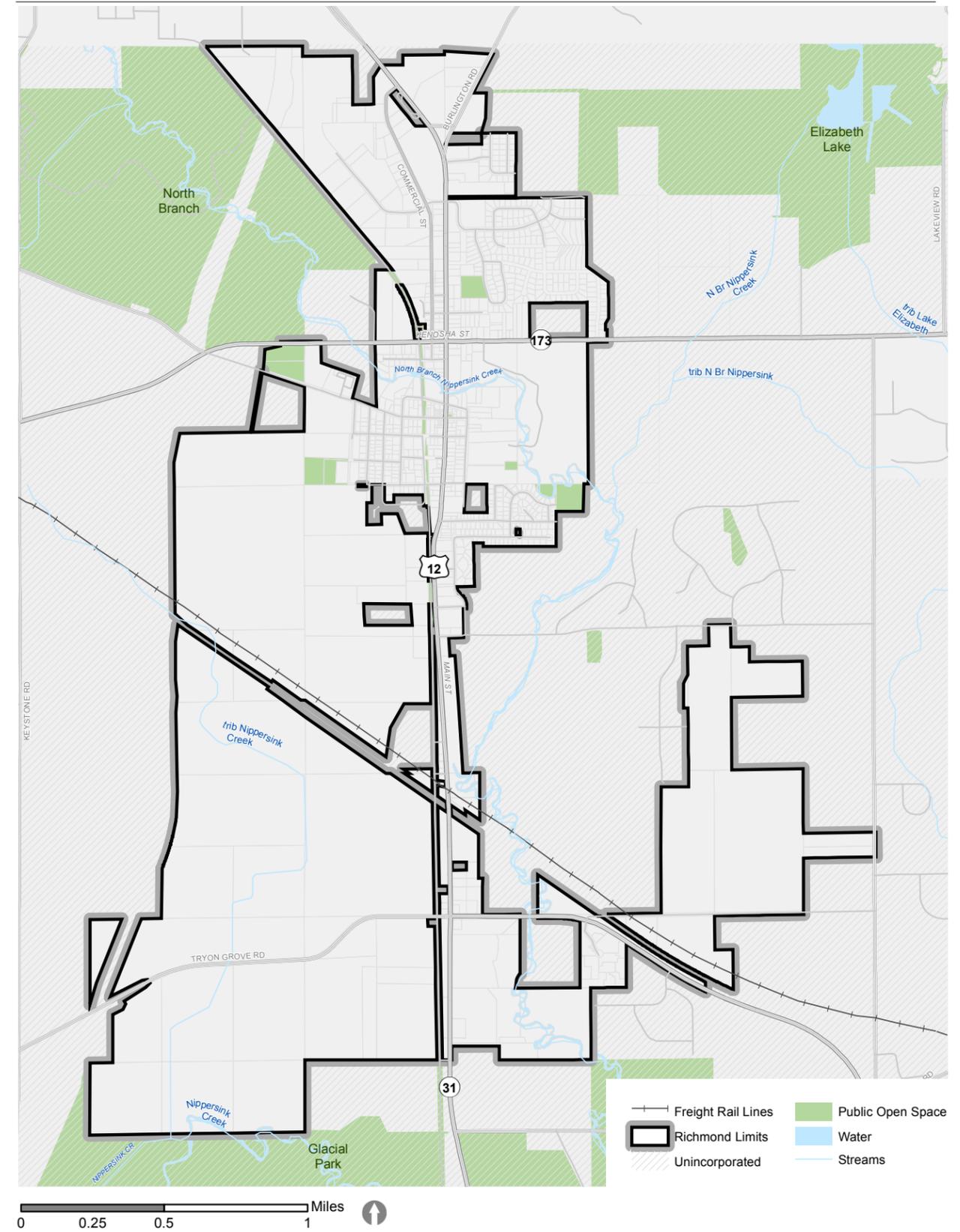
- Planning Context, including data and maps
- Previous Plans, including summaries of existing plans and studies
- Stakeholder Interviews, including main themes from the interviews
- Recommendations for Future Planning Projects

Figure 1.1 Project timeline



Source: Chicago Metropolitan Agency for Planning.

Figure 1.2 Village of Richmond



Source: Chicago Metropolitan Agency for Planning, 2016.

A photograph of a cornfield with a water tower and a cell tower in the background. The water tower is white with 'WATLOW' written on it. The cell tower is blue. The corn is green and yellow. The sky is blue.

## Section 2 Planning Context

Part of assessing Richmond’s planning needs involves considering the local planning context. Having a broader perspective of how Richmond is situated in the region can assist in both the understanding of existing conditions and in identifying regional opportunities or issues that may be impacting the Village.

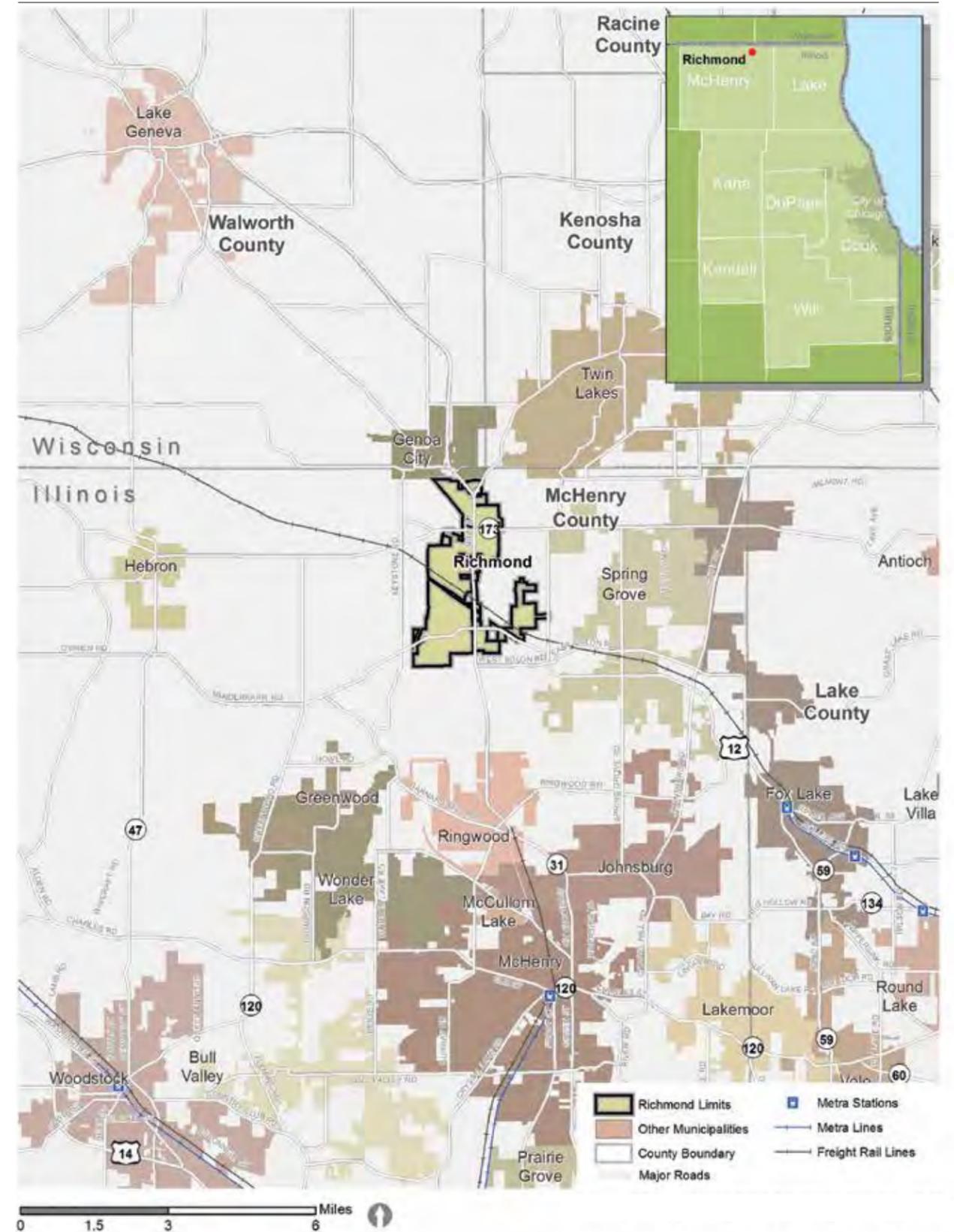
CMAP’s MetroPulse Community Data Snapshots contain regularly updated data provided by various regional, state, and federal organizations. A summary of key data points that describe the current conditions in Richmond follows. (The full data snapshot for Richmond is attached as an appendix.)

## Location

The Village of Richmond is located in McHenry County and along the Illinois-Wisconsin state line, approximately 55 miles northwest of Chicago. Richmond is served by important sub-regional roads such as Kenosha Street (IL-173), Main Street (US-12), and Richmond Road (IL-31), providing connections to Harvard, Woodstock, Crystal Lake, Fox Lake, and Lake Geneva, Wisconsin. From the main intersection (IL-173 and US-12), it is approximately 10 miles (or a 15-minute drive) to the nearest Metra station in Fox Lake. Metra's Milwaukee District/North Line provides service to Chicago, and Pace Bus Route 809 provides weekday service between Richmond and Fox Lake Metra Station.

Spring Grove lies east of Richmond. The two communities have close ties, including shared school and library districts. Directly south is Glacial Park, McHenry County Conservation District's most popular site, encompassing over 3,400 acres of open space and dedicated nature preserve. Genoa City borders the community to the north in Wisconsin. Unincorporated portions of McHenry County also border Richmond to the west.

Figure 2.1 Regional context



Source: Chicago Metropolitan Agency for Planning, 2016.

# Land Use and Ownership

Livable communities depend on a mix of land uses that provide the homes, businesses, civic institutions, and open space that are essential for daily living. An assessment of the existing land use pattern in Richmond provides a foundational understanding of the current use of land in the community and insights into how those land uses could change in the future.

More than half of Richmond (57 percent) is devoted to agricultural use. Much of this agricultural land is concentrated on the west and south sides of the Village, with additional parcels located north of IL-173 near the Wisconsin border. Single-family residential is the second largest occupied use of land in Richmond (eight percent), primarily located around the US-12/IL-173 intersection downtown. Detached single-family homes, which make up almost half of the Village's dwelling units, occupy 92 percent of the residential land in terms of acreage. Multi-family homes make up about one percent of Richmond's land area and are located south of IL-173, heavily concentrated along US-12.

Open space accounts for about six percent of the Village's land use, mostly in the form of a closed golf course. There are also two community parks in the downtown area, which are owned and maintained by the Village. Industrial parcels make up about five percent of the land area, and are primarily located between IL-173 and the Wisconsin border, with larger parcels bordering the North Branch Conservation Area. Institutional uses (three percent) include schools and churches, with Nippersink Middle School and Richmond Burton Community High School being highly valued local schools in the Village. Commercial development makes up only about two percent of Richmond's land area and is scattered along US-12 for nearly the entire length of the Village.

Vacant parcels make up nearly 10 percent of the Village's land area, with a majority being undeveloped areas which are south of downtown and adjacent to agricultural land. Vacancies also exist within the residential and commercial areas north of IL-173.

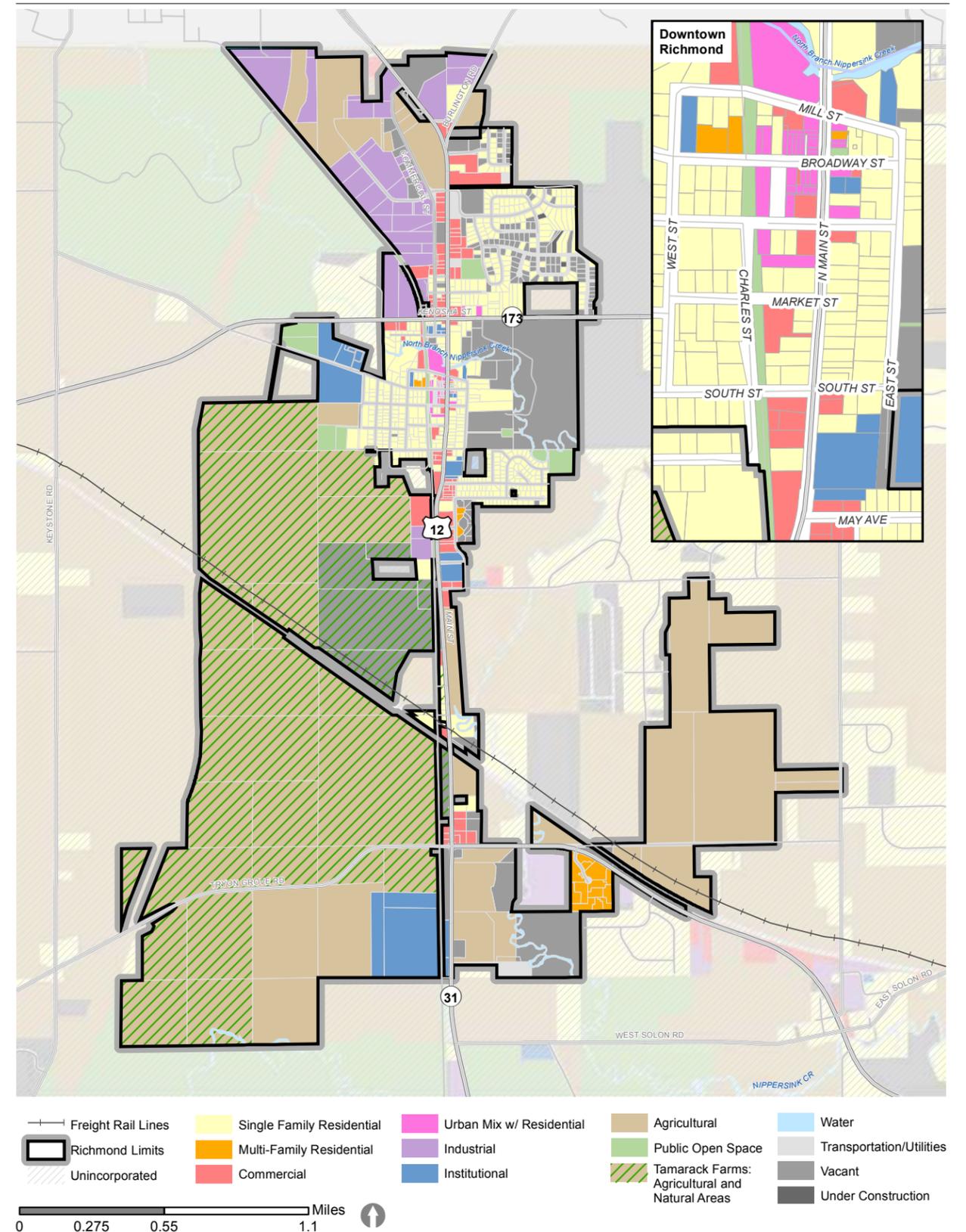
Several private landowners own large, contiguous blocks of land in the Village. The largest property owner, Tamarack Farms LLC, owns more than 1,100 acres (nearly 44 percent of the land in Richmond). This property, located in the southwest corner of the Village, is comprised of agricultural land and ecologically significant areas. Similarly, the next two largest landowners hold mainly undeveloped land, with 220 acres and 140 acres located on the southwest and southeast sides of the Village. NorStates Bank owns 115 acres east of downtown, including the closed golf course, and Fountainhead Commerce owns a 74-acre industrial park on the north side of the Village.

**Table 2.1 General land use, 2010**

|                           | Acres          | Percent       |
|---------------------------|----------------|---------------|
| Single-Family Residential | 225.9          | 8.4%          |
| Multi-Family Residential  | 19.2           | 0.7%          |
| Commercial                | 64.2           | 2.4%          |
| Industrial                | 125.9          | 4.7%          |
| Institutional             | 92.8           | 3.4%          |
| Mixed Use                 | 7.3            | 0.3%          |
| Transportation and Other  | 199.7          | 7.4%          |
| Agricultural              | 1,532.9        | 56.7%         |
| Open Space*               | 168.7          | 6.2%          |
| Vacant                    | 266.7          | 9.9%          |
| <b>Total</b>              | <b>2,703.3</b> | <b>100.0%</b> |

Source: Chicago Metropolitan Agency for Planning Parcel-Based Land Use Inventory. \*Open Space calculation includes non-public open space.

**Figure 2.2 Land use**



Source: Chicago Metropolitan Agency for Planning, 2016.

## Demographics

The demographic analysis helps identify the unique characteristics of a community's population while identifying significant shifts that have occurred over time. Understanding these shifts can help Richmond respond to the needs of its existing residents as well as prepare for potential changes.

Richmond is a community of about 2,000 people. It added significant population between 2000 and 2010, at a much greater rate than the population gain in McHenry County as a whole. Richmond is similar to the County with respect to median age, but has a slightly higher median age compared to the region. The distribution of ages in Richmond differs noticeably from the County when comparing the distribution of the two youngest age groupings, as Richmond has nearly 10 percent fewer residents who are 19 and under, but 10 percent more residents between 20 and 34 years of age. The average household size in Richmond is smaller than in the County and the region. Richmond is approximately 93 percent white, seven percent Hispanic/Latino, and less than one percent Asian.

**Table 2.3 Age cohorts, 2013**

|              | Richmond |         | McHenry County |         | Region    |         |
|--------------|----------|---------|----------------|---------|-----------|---------|
|              | Count    | Percent | Count          | Percent | Count     | Percent |
| 19 and under | 394      | 19.3%   | 90,189         | 29.3%   | 2,318,426 | 27.4%   |
| 20 to 34     | 529      | 25.9%   | 50,349         | 16.3%   | 1,797,403 | 21.2%   |
| 35 to 49     | 377      | 18.5%   | 72,322         | 23.5%   | 1,786,910 | 21.1%   |
| 50 to 64     | 499      | 24.4%   | 62,341         | 20.2%   | 1,571,064 | 18.6%   |
| 65 to 79     | 183      | 9.0%    | 25,165         | 8.2%    | 709,759   | 8.4%    |
| 80 and older | 60       | 2.9%    | 7,694          | 2.5%    | 276,206   | 3.3%    |

Source: 2009-13 American Community Survey, U.S. Census Bureau.

**Table 2.4 Race and ethnicity, 2013**

|                     | Richmond |         | McHenry County |         | Region    |         |
|---------------------|----------|---------|----------------|---------|-----------|---------|
|                     | Count    | Percent | Count          | Percent | Count     | Percent |
| White               | 1,899    | 93.0%   | 256,616        | 83.3%   | 4,475,512 | 52.9%   |
| Hispanic or Latino* | 134      | 6.6%    | 35,899         | 11.7%   | 1,850,343 | 21.9%   |
| Black               | 0        | 0.0%    | 3,210          | 1.0%    | 1,453,894 | 17.2%   |
| Asian               | 9        | 0.4%    | 7,888          | 2.6%    | 533,554   | 6.3%    |
| Other               | 0        | 0.0%    | 4,447          | 1.4%    | 146,465   | 1.7%    |

Source: 2009-13 American Community Survey, U.S. Census Bureau.

\*Includes Hispanic or Latino residents of any race.

**Table 2.2 General population characteristics, 2013**

|                           | Acres          | Percent       |
|---------------------------|----------------|---------------|
| Single-Family Residential | 225.9          | 8.4%          |
| Multi-Family Residential  | 19.2           | 0.7%          |
| Commercial                | 64.2           | 2.4%          |
| Industrial                | 125.9          | 4.7%          |
| Institutional             | 92.8           | 3.4%          |
| Mixed Use                 | 7.3            | 0.3%          |
| Transportation and Other  | 199.7          | 7.4%          |
| Agricultural              | 1,532.9        | 56.7%         |
| Open Space                | 168.7          | 6.2%          |
| Vacant                    | 266.7          | 9.9%          |
| <b>Total</b>              | <b>2,703.3</b> | <b>100.0%</b> |

Source: 2000 and 2010 Census and 2009-13 American Community Survey, U.S. Census Bureau.

## Employment, Income, and Education of Residents

**Table 2.5 Employment status of residents, 2013**

|                               | Richmond |         | McHenry County |         | Region    |         |
|-------------------------------|----------|---------|----------------|---------|-----------|---------|
|                               | Count    | Percent | Count          | Percent | Count     | Percent |
| Population, 16 years and over | 1,735    | 100.0%  | 236,559        | 100.0%  | 6,615,856 | 100.0%  |
| In labor force                | 1,297    | 74.8%   | 171,500        | 72.5%   | 4,512,014 | 68.2%   |
| Employed*                     | 1,211    | 93.4%   | 153,608        | 89.6%   | 4,001,000 | 88.7%   |
| Unemployed                    | 86       | 6.6%    | 17,726         | 10.3%   | 497,606   | 11.0%   |
| Not in labor force            | 438      | 25.2%   | 65,059         | 27.5%   | 2,104,803 | 31.8%   |

Source: 2013 American Community Survey, U.S. Census Bureau.

\*Does not include employed population in Armed Forces.

Approximately 93 percent of Richmond residents are employed, among residents 16 years and older who participate in the labor force (which does not include retired, full-time students, and spouses or others who choose not to work). This is a higher rate than in McHenry County and the region, and may signal a healthy local economy. The median household income in Richmond is less than in the County and the region, with 47 percent of households in the Village earning less than \$50,000 per year. These findings regarding income may be related to local educational attainment, as only 19 percent of residents 25 and older have at least a bachelor's degree, a rate significantly lower than that of the County and the region.

**Table 2.6 Median household income, 2013**

|                | Income   |
|----------------|----------|
| Richmond       | \$51,725 |
| McHenry County | \$76,145 |
| Region         | \$62,447 |

Source: 2009-13 American Community Survey, U.S. Census Bureau.

**Table 2.7 Educational attainment, 2013**

|                                        | Richmond | McHenry County | Region |
|----------------------------------------|----------|----------------|--------|
| Percent high school diploma or higher* | 94.4%    | 92.1%          | 86.4%  |
| Percent bachelor's degree or higher*   | 19.0%    | 32.4%          | 36.1%  |

Source: 2009-13 American Community Survey, U.S. Census Bureau.

\* Share of population 25 and older.

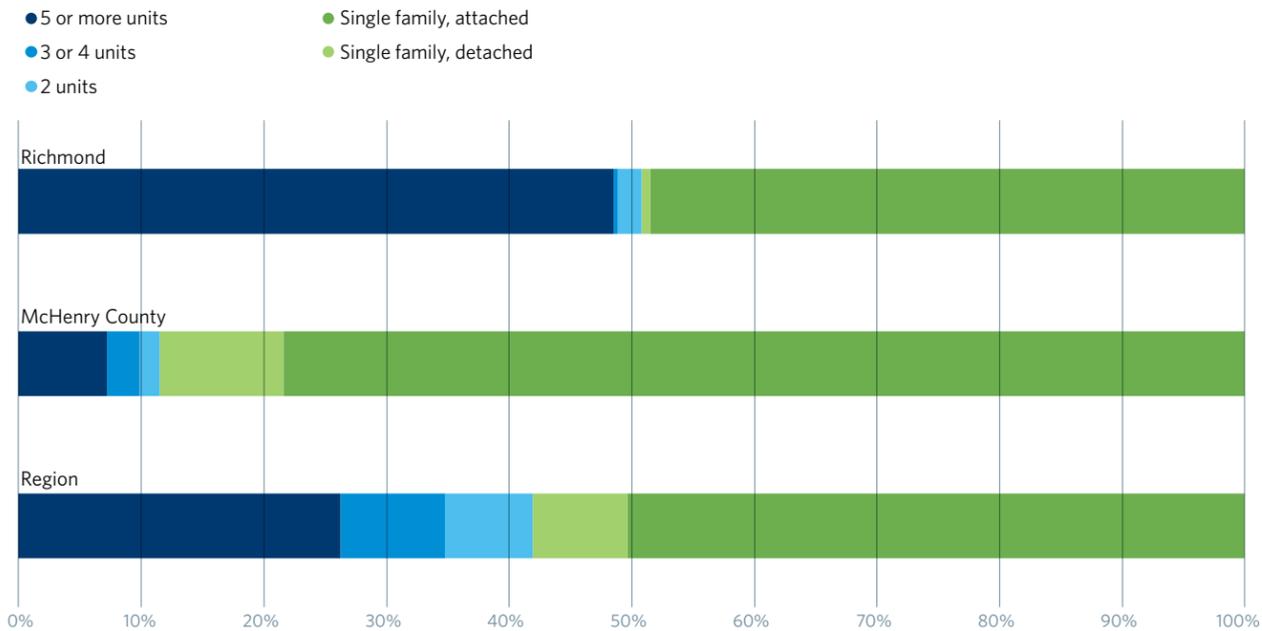
# Housing

Housing plays an integral role in the lives of residents, and a balanced housing supply helps to ensure that a diversity of household types have access to the assets in Richmond and the Chicago region. A mix of housing types is needed to allow residents to age in the community and also attract young professionals and families. Understanding the current supply as well as potential future demand can help Richmond develop a balanced mix of housing that serves current and future populations and enhances livability.

The housing stock in Richmond is split evenly between single-family homes and multifamily housing (two or more units). Occupied housing units are similarly divided between owners and renters, with just over half of all units occupied by renters. The rate of ownership in Richmond is significantly less than that of McHenry County and the region. While the majority of housing in the County and the region has three or more bedrooms, the largest share of Richmond's housing stock has zero to one bedrooms. Findings regarding housing size may be related to age cohorts, as households with fewer children (residents who are 19 and under) may not require housing with multiple bedrooms. Richmond's share of newer housing stock is much larger than in the County and the region, with 48 percent built in 2000 or later.

**Percentage of housing types, 2013**

Source: 2009-13 American Community Survey, U.S. Census Bureau.



**Table 2.8 Housing tenure, 2013**

|                | Share owner | Share renter |
|----------------|-------------|--------------|
| Richmond       | 49.4%       | 50.6%        |
| McHenry County | 82.3%       | 17.7%        |
| Region         | 65.4%       | 34.6%        |

Source: 2009-13 American Community Survey, U.S. Census Bureau.

**Table 2.9 Housing size, 2013**

|                     | Richmond |         | McHenry County |         | Region    |         |
|---------------------|----------|---------|----------------|---------|-----------|---------|
|                     | Count    | Percent | Count          | Percent | Count     | Percent |
| 0 to 1 Bedrooms     | 432      | 40.6%   | 6,517          | 5.6%    | 549,362   | 16.3%   |
| 2 Bedrooms          | 207      | 19.4%   | 25,225         | 21.7%   | 962,966   | 28.6%   |
| 3 Bedrooms          | 261      | 24.5%   | 47,472         | 40.8%   | 1,135,910 | 33.7%   |
| 4 Bedrooms          | 114      | 10.7%   | 31,118         | 26.8%   | 568,956   | 16.9%   |
| 5+ Bedrooms         | 51       | 4.8%    | 5,922          | 5.1%    | 152,247   | 4.5%    |
| Median no. of rooms | 4.4      |         | 6.6            |         | 6.0       |         |

Source: 2009-13 American Community Survey, U.S. Census Bureau.

**Table 2.10 Housing age, 2013**

|                     | Richmond |         | McHenry County |         | Region    |         |
|---------------------|----------|---------|----------------|---------|-----------|---------|
|                     | Count    | Percent | Count          | Percent | Count     | Percent |
| Built 2000 or later | 507      | 47.6%   | 25,770         | 22.2%   | 398,379   | 11.8%   |
| Built 1970 to 1999  | 228      | 21.4%   | 57,943         | 49.8%   | 1,119,962 | 33.2%   |
| Built 1940 to 1969  | 164      | 15.4%   | 22,740         | 19.6%   | 1,067,473 | 31.7%   |
| Built before 1940   | 166      | 15.6%   | 9,801          | 8.4%    | 783,627   | 23.3%   |
| Median year built   | 1997     |         | 1986           |         | 1966      |         |

Source: 2009-13 American Community Survey, U.S. Census Bureau.

# Economic Development

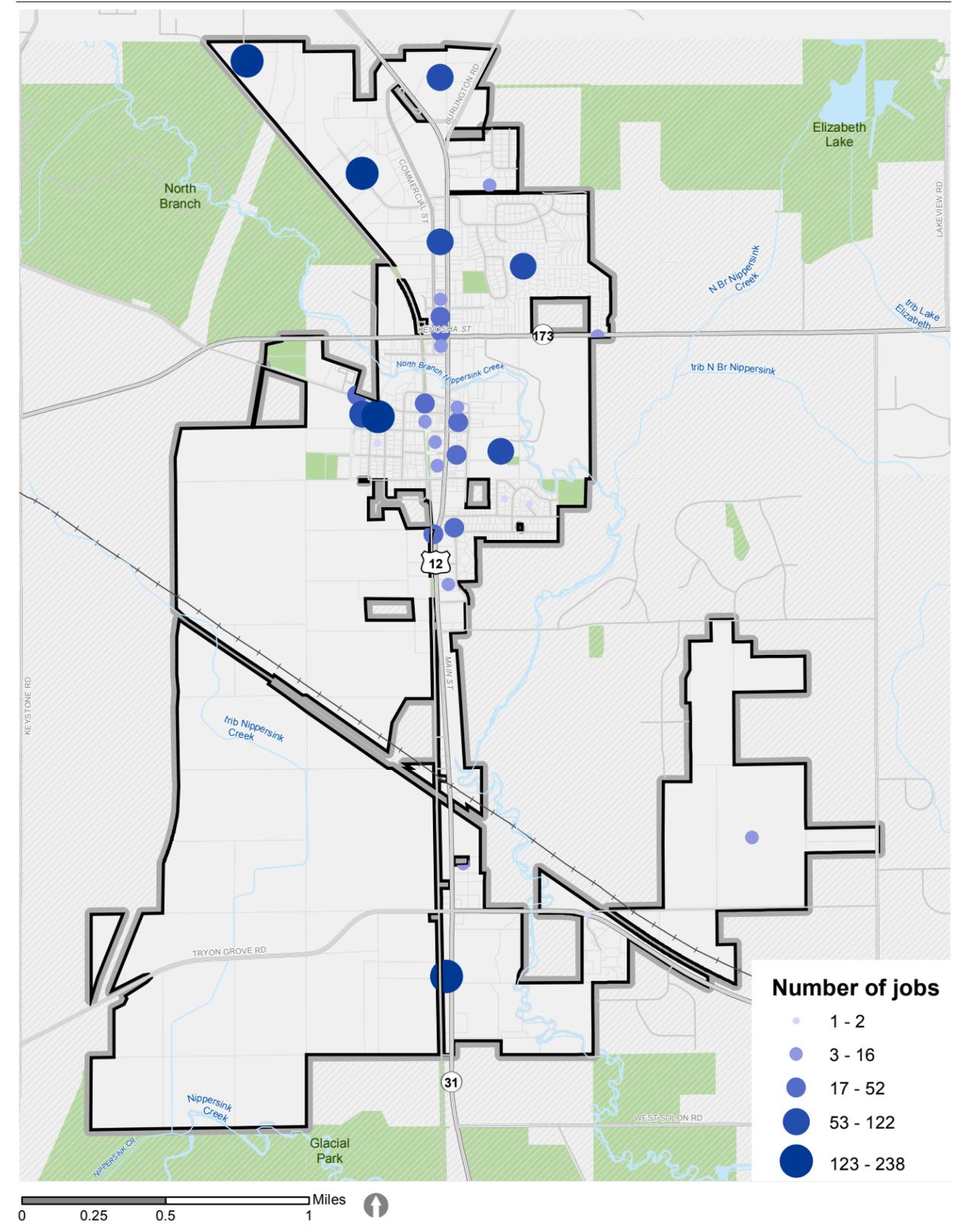
In order to prosper economically and sustain a high quality of life, Richmond and the Chicago region need to maintain a diversity of business types, a skilled workforce, and modern infrastructure. Industrial, retail, and office development in Richmond are influenced by trends within the community, but also the larger sub-regional and regional markets for each sector. Understanding this larger context can help Richmond move forward with a plan that reflects market realities.

## Jobs

Richmond's 1,377 jobs are concentrated in relatively few locations within the Village, with most falling into the following categories: manufacturing, educational services, wholesale trade, and accommodation and food service. Between 2004 and 2014, the overall number of jobs in the Village decreased by about seven percent. Jobs earning \$1,250 per month or less decreased by eight percent, while jobs earning more than \$3,333 per month increased by 14 percent. Meanwhile, jobs earning between \$1,250 and \$3,333 decreased six percent.

The 765 jobs held by Richmond's residents (725 which are located outside the Village) are distributed across a greater variety of industries, with slightly larger proportions found in manufacturing, retail trade, educational services, and health care and social assistance. Compared to 2004, in 2014 fewer residents held jobs earning \$1,250 per month or less (a decrease of seven percent), while residents earning more than \$3,333 per month increased by four percent, and those earning between \$1,250 and \$3,333 increased by three percent. During the same time period, the proportion of Richmond residents under the age of 55 that were working declined from 84 percent to 74 percent, while Village residents 55 or older who were working increased from 16 percent to 26 percent.

Figure 2.4 Location of Richmond's jobs



Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau. Locations are approximate.

**Table 2.11 Comparison of jobs in Richmond, 2014 and 2004**

|                                                            | 2014  |         | 2004  |         |
|------------------------------------------------------------|-------|---------|-------|---------|
|                                                            | Count | Percent | Count | Percent |
| Total Primary Jobs                                         | 765   | 100.0%  | 619   | 100.0%  |
| Jobs by Worker Age                                         |       |         |       |         |
| Age 29 or younger                                          | 155   | 20.3%   | 142   | 22.9%   |
| Age 30 to 54                                               | 412   | 53.9%   | 379   | 61.2%   |
| Age 55 or older                                            | 198   | 25.9%   | 98    | 15.8%   |
| Jobs by NAICS Industry Sector                              |       |         |       |         |
| Agriculture, Forestry, Fishing and Hunting                 | 5     | 0.7%    | 2     | 0.3%    |
| Mining, Quarrying, and Oil and Gas Extraction              | 1     | 0.1%    | 4     | 0.6%    |
| Utilities                                                  | 2     | 0.3%    | 2     | 0.3%    |
| Construction                                               | 46    | 6.0%    | 52    | 8.4%    |
| Manufacturing                                              | 128   | 16.7%   | 113   | 18.3%   |
| Wholesale Trade                                            | 50    | 6.5%    | 46    | 7.4%    |
| Retail Trade                                               | 95    | 12.4%   | 70    | 11.3%   |
| Transportation and Warehousing                             | 23    | 3.0%    | 15    | 2.4%    |
| Information                                                | 11    | 1.4%    | 8     | 1.3%    |
| Finance and Insurance                                      | 35    | 4.6%    | 22    | 3.6%    |
| Real Estate and Rental and Leasing                         | 8     | 1.0%    | 4     | 0.6%    |
| Professional, Scientific, and Technical Services           | 43    | 5.6%    | 28    | 4.5%    |
| Management of Companies and Enterprises                    | 11    | 1.4%    | 4     | 0.6%    |
| Administration & Support, Waste Management and Remediation | 42    | 5.5%    | 34    | 5.5%    |
| Educational Services                                       | 71    | 9.3%    | 72    | 11.6%   |
| Health Care and Social Assistance                          | 69    | 9.0%    | 52    | 8.4%    |
| Arts, Entertainment, and Recreation                        | 15    | 2.0%    | 12    | 1.9%    |
| Accommodation and Food Services                            | 44    | 5.8%    | 36    | 5.8%    |
| Other Services (excluding Public Administration)           | 19    | 2.5%    | 21    | 3.4%    |
| Public Administration                                      | 47    | 6.1%    | 22    | 3.6%    |

Source: Longitudinal Employer-Household Dynamics.

**Table 2.12 Comparison of jobs of Richmond's residents, 2014 and 2004**

|                                                            | 2014  |         | 2004  |         |
|------------------------------------------------------------|-------|---------|-------|---------|
|                                                            | Count | Percent | Count | Percent |
| Total Primary Jobs                                         | 1,377 | 100.0%  | 1,487 | 100.0%  |
| Jobs by Worker Age                                         |       |         |       |         |
| Age 29 or younger                                          | 277   | 20.1%   | 315   | 21.2%   |
| Age 30 to 54                                               | 792   | 57.5%   | 927   | 62.3%   |
| Age 55 or older                                            | 308   | 22.4%   | 245   | 16.5%   |
| Jobs by NAICS Industry Sector                              |       |         |       |         |
| Agriculture, Forestry, Fishing and Hunting                 | 0     | 0.0%    | 0     | 0.0%    |
| Mining, Quarrying, and Oil and Gas Extraction              | 0     | 0.0%    | 0     | 0.0%    |
| Utilities                                                  | 0     | 0.0%    | 0     | 0.0%    |
| Construction                                               | 46    | 3.3%    | 61    | 4.1%    |
| Manufacturing                                              | 508   | 36.9%   | 599   | 40.3%   |
| Wholesale Trade                                            | 208   | 15.1%   | 188   | 12.6%   |
| Retail Trade                                               | 57    | 4.1%    | 95    | 6.4%    |
| Transportation and Warehousing                             | 2     | 0.1%    | 11    | 0.7%    |
| Information                                                | 3     | 0.2%    | 12    | 0.8%    |
| Finance and Insurance                                      | 20    | 1.5%    | 20    | 1.3%    |
| Real Estate and Rental and Leasing                         | 3     | 0.2%    | 0     | 0.0%    |
| Professional, Scientific, and Technical Services           | 39    | 2.8%    | 16    | 1.1%    |
| Management of Companies and Enterprises                    | 0     | 0.0%    | 0     | 0.0%    |
| Administration & Support, Waste Management and Remediation | 7     | 0.5%    | 25    | 1.7%    |
| Educational Services                                       | 298   | 21.6%   | 278   | 18.7%   |
| Health Care and Social Assistance                          | 10    | 0.7%    | 26    | 1.7%    |
| Arts, Entertainment, and Recreation                        | 0     | 0.0%    | 16    | 1.1%    |
| Accommodation and Food Services                            | 136   | 9.9%    | 74    | 5.0%    |
| Other Services (excluding Public Administration)           | 17    | 1.2%    | 17    | 1.1%    |
| Public Administration                                      | 23    | 1.7%    | 49    | 3.3%    |

Source: Longitudinal Employer-Household Dynamics.

## Vacancy and Land Value

Recent data shows that retail and office vacancy in the Village is relatively high, with 14 percent vacant. Richmond's vacancy rate is lower than that of the nearby City of McHenry, but double that of neighboring Spring Grove.

The high vacancy rate might be due to the smaller average square footage of retail and office space in Richmond, which may discourage certain big-box retailers and space-intensive businesses from locating in the Village. In contrast, industrial vacancy in Richmond is much lower (four percent) than in the City of McHenry (ten percent), but higher than in Spring Grove (0.5 percent).

**Table 2.12 Combined retail and office vacancy, 2015**

|              | Number of buildings | Total square footage | Vacant square footage | Percent vacant |
|--------------|---------------------|----------------------|-----------------------|----------------|
| Richmond     | 36                  | 193,164              | 27,880                | 14%            |
| Spring Grove | 26                  | 201,397              | 14,165                | 7%             |
| McHenry      | 254                 | 3,880,796            | 684,997               | 18%            |

Source: CMAP analysis of CoStar data.

**Table 2.13 Industrial vacancy, 2015**

|              | Number of buildings | Total square footage | Vacant square footage | Percent vacant |
|--------------|---------------------|----------------------|-----------------------|----------------|
| Richmond     | 22                  | 872,295              | 31,000                | 4%             |
| Spring Grove | 33                  | 1,111,635            | 5,260                 | .5%            |
| McHenry      | 83                  | 3,785,607            | 390,625               | 10%            |

Source: CMAP analysis of CoStar data.

**Table 2.14 Average size of retail and office spaces, 2015**

|              | Number of buildings | Total square footage | Average square footage |
|--------------|---------------------|----------------------|------------------------|
| Richmond     | 36                  | 193,164              | 5,366                  |
| Spring Grove | 26                  | 201,397              | 7,746                  |
| McHenry      | 254                 | 3,880,796            | 15,279                 |

Source: CMAP analysis of CoStar data.

**Table 2.15 Equalized assessed value by property type, 2012**

| Property type | EAV                 | Percent     | EAV per acre |
|---------------|---------------------|-------------|--------------|
| Residential   | \$25,365,290        | 52%         | \$103,490    |
| Commercial    | \$14,747,283        | 30%         | \$229,708    |
| Industrial    | \$8,268,232         | 17%         | \$65,673     |
| Railroad      | \$0                 | 0%          | \$0          |
| Farm          | \$446,820           | 1%          | \$291        |
| Mineral       | \$0                 | 0%          | \$0          |
| <b>Total</b>  | <b>\$48,827,625</b> | <b>100%</b> |              |

Source: Illinois Department of Revenue.

## Transportation

A modern transportation system is indispensable; residents must be able to travel quickly and easily around Richmond as well as the larger Chicago region to sustain our economy and quality of life. Businesses must be able to count on the timely delivery of their goods. With an aging and congested transportation system, maintenance and modernization are necessary to respond to mobility needs and trends.

Positioned along the main corridor between Chicago and southern Wisconsin, Richmond contains several heavily trafficked roads, including Kenosha Street (IL-173), with over 15,000 vehicles per day, and Main Street (US-12), with about 13,000 vehicle per day. Truck traffic, as well as tourist traffic to Lake Geneva and other nearby destinations, offers opportunities for local businesses to capture additional customers, but also contributes to a difficult pedestrian environment in the downtown area. Without the presence of a Metra station, about 93 percent of Richmond residents drive alone to work, with about four percent walking or biking.

**Table 2.16 Mode of travel to work, 2013**

|                        | Richmond     |               | McHenry County |               | Region           |               |
|------------------------|--------------|---------------|----------------|---------------|------------------|---------------|
|                        | Count        | Percent       | Count          | Percent       | Count            | Percent       |
| Work at home*          | 46           | N/A           | 7,955          | N/A           | 172,818          | N/A           |
| Drive alone            | 1,033        | 92.9%         | 124,261        | 86.9%         | 2,731,295        | 72.7%         |
| Carpool                | 26           | 2.4%          | 11,390         | 8.0%          | 339,800          | 9.0%          |
| Transit                | 0            | 0.0%          | 4,052          | 2.8%          | 488,106          | 13.0%         |
| Walk or bike           | 41           | 3.7%          | 2,149          | 1.5%          | 156,261          | 4.2%          |
| Other                  | 0            | 0.0%          | 1,080          | 0.8%          | 42,664           | 1.1%          |
| <b>Total commuters</b> | <b>1,100</b> | <b>100.0%</b> | <b>142,932</b> | <b>100.0%</b> | <b>3,758,126</b> | <b>100.0%</b> |

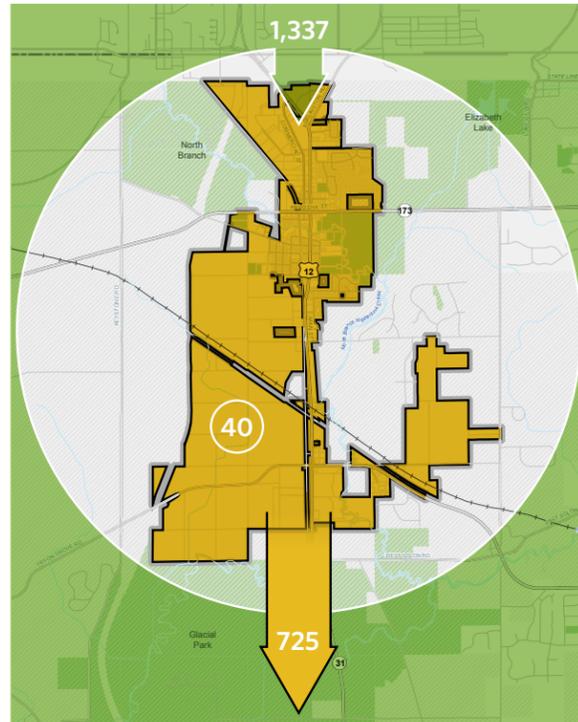
Source: 2009-13 American Community Survey, U.S. Census Bureau.  
\*Not included in "Total commuters."

## Mobility

As of 2014, only about 40 people both lived and worked in the Village. Most residents of Richmond commute elsewhere, and most people who work in Richmond reside in another town. In total, about 1,337 workers commute to Richmond every day, while about 725 commute out of Richmond to places like the City of McHenry, Chicago, Woodstock, and Spring Grove. Given the high percentage of residents commuting by driving, the daily flow of commuters into and out of Richmond can result in traffic congestion, wear and tear on roads, and lengthy commute times. The 1,337 workers commuting to Richmond come from places like Spring Grove, City of McHenry, Twin Lakes (in Wisconsin), Woodstock, Harvard, and Crystal Lake.

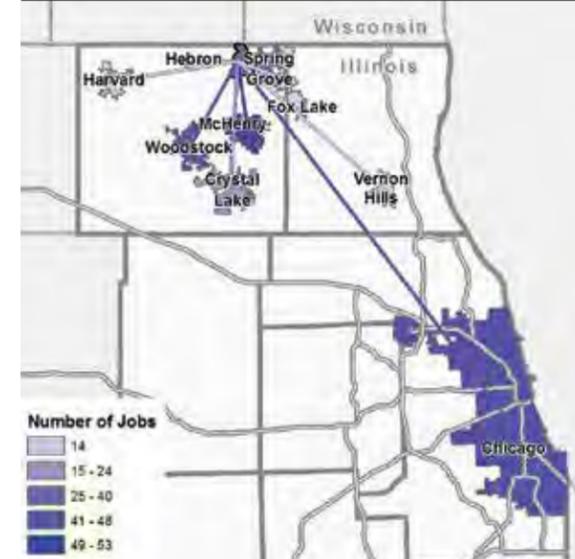
The greatest concentrations of jobs for Richmond residents are to the south and southeast, with approximately 24 percent of jobs located within 10 miles of the Village. Conversely, the majority of Richmond's workers are traveling from the south and southeast, with approximately 43 percent of Richmond's workers living within 10 miles of their job in the Village.

Figure 2.5 Work inflow/outflow analysis, 2014



Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau.  
Note: Arrows do not correspond to direction of travel.

Figure 2.6 Where Richmond residents work, 2014



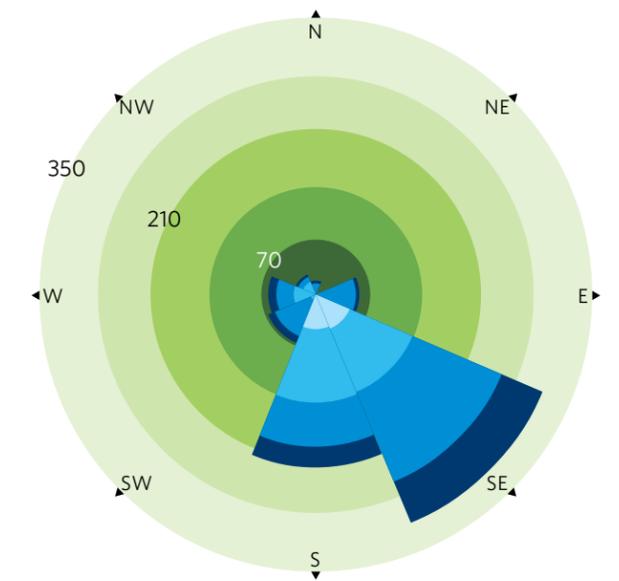
|                                                    | Count | Share  |
|----------------------------------------------------|-------|--------|
| All Places (Cities, census-designated place, etc.) | 765   | 100.0% |
| McHenry                                            | 53    | 6.9%   |
| Chicago                                            | 48    | 6.3%   |
| Woodstock                                          | 45    | 5.9%   |
| Richmond                                           | 40    | 5.2%   |
| Spring Grove                                       | 39    | 5.1%   |
| Crystal Lake                                       | 24    | 3.1%   |
| Hebron                                             | 19    | 2.5%   |
| Fox Lake                                           | 14    | 1.8%   |
| Harvard                                            | 14    | 1.8%   |
| Vernon Hills                                       | 14    | 1.8%   |
| All Other Locations                                | 455   | 59.5%  |

Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau.

Job counts by distance/direction in 2014, all workers

### Total primary jobs

- Less than 10 miles
- 10 to 24 miles
- 25 to 50 miles
- Great than 50 miles



|                       | Count | Share  |
|-----------------------|-------|--------|
| Total Primary Jobs    | 765   | 100.0% |
| Less than 10 miles    | 184   | 24.1%  |
| 10 to 24 miles        | 299   | 39.1%  |
| 25 to 50 miles        | 198   | 25.9%  |
| Greater than 50 miles | 84    | 11.0%  |

# Natural Resources

Richmond is located in the midst of several regionally significant natural resources. These resources provide a number of ecosystem services, such as clean air and water, flood control, and climate regulation, among others. In addition, the natural environment contributes to community character and enhances quality of life. Richmond's natural resources exist within a larger network of water and land resources, and the community's plans, policies, and development decisions should work in concert with these assets to achieve a sustainable and livable future.

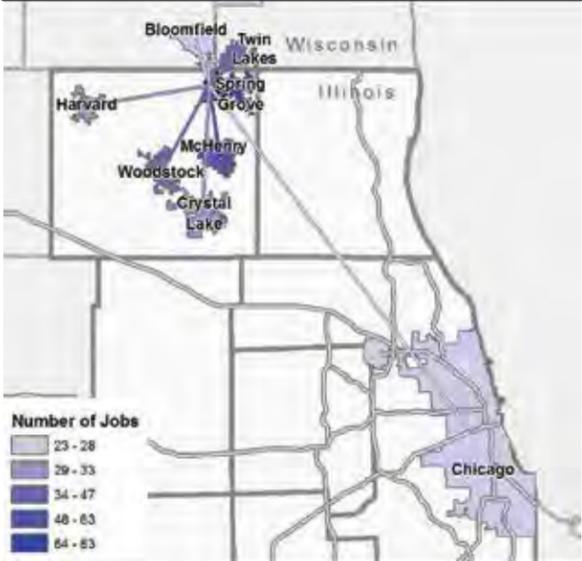
recharge (for provision of drinking water), and climate regulation. Hackmatack National Wildlife Refuge, a newly established preserve along the Illinois-Wisconsin border, is an example of a vital network of these habitats and conservation areas. The refuge, which is described in the next section of this report, provides an opportunity to help safeguard and nurture the green infrastructure in the region, adds linkages to protected lands and existing trails, and provides gateway communities, like Richmond, the opportunity for further development as a hub for nature tourism.

## Green Infrastructure

Green infrastructure is comprised of a network of land and water resources that perform natural ecosystem functions and provide a variety of services and benefits to people and wildlife. These resources are commonly referred to as "green infrastructure" to highlight the importance of these natural resources to society. At the broadest scale, green infrastructure is a network of land parcels, ideally interconnected, that are undeveloped and of a natural-community type (i.e. oak savanna, wetland, etc.). This network plays a key role in the functioning of many ecosystem processes and provides a number of ecosystem services, such as stormwater management, wildlife habitat, soil retention, nutrient recycling, groundwater

Standard review of individual development proposals may overlook the interconnected network of green infrastructure in the area. The regional Green Infrastructure Vision (GIV) and the McHenry County Green Infrastructure Plan (County GI) were developed to help decision-makers see this larger context. The GIV provides a starting point for examining important resources at the local level, but is designed to be viewed regionally, since local municipalities are not isolated in their natural resources but connected to neighboring and nearby communities. Figure 2.3 illustrates green infrastructure that has been identified at both the regional and county levels for Richmond. GIV areas within Richmond include Bennet Park, Cotting Park, and areas surrounding the Nippersink Creek and North Branch Nippersink Creek.

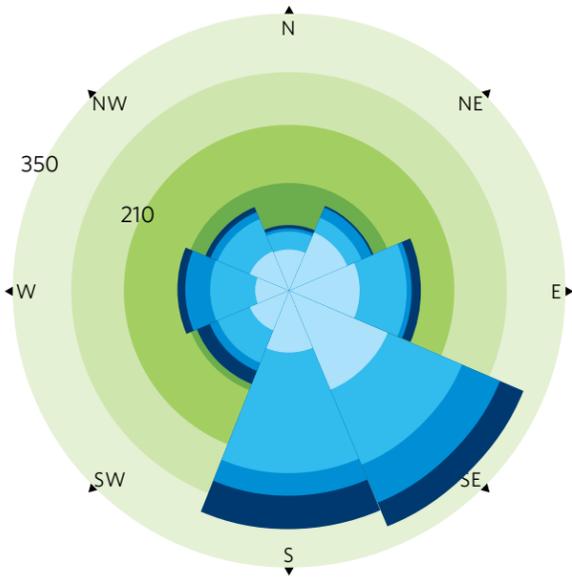
Figure 2.7 Where Richmond workers live, 2014



Job counts by distance/direction in 2014, all workers

**Total primary jobs**

- Less than 10 miles
- 10 to 24 miles
- 25 to 50 miles
- Great than 50 miles

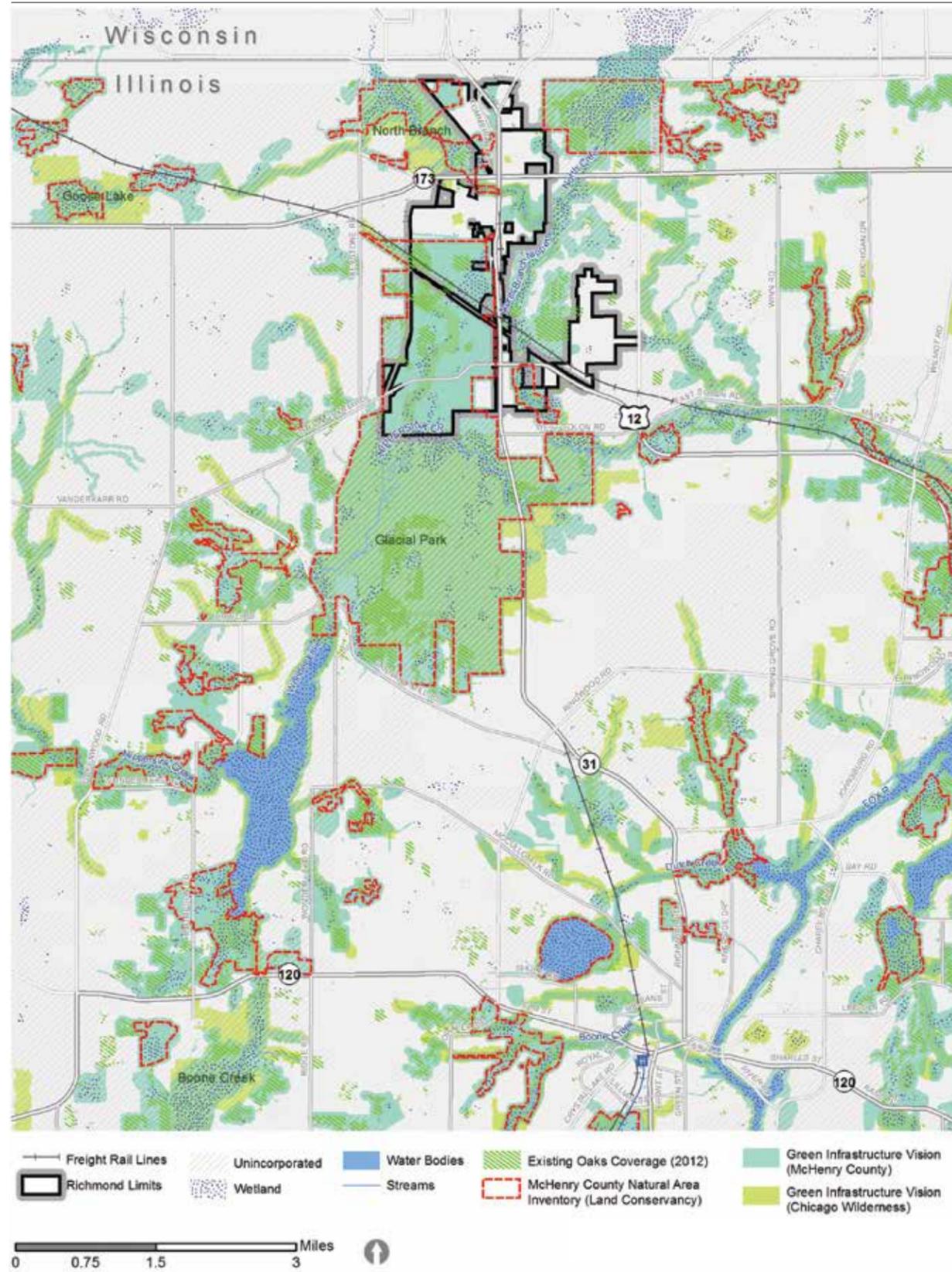


|                                                    | Count | Share  |
|----------------------------------------------------|-------|--------|
| All Places (Cities, census-designated place, etc.) | 1,377 | 100.0% |
| Spring Grove                                       | 83    | 6.0%   |
| McHenry                                            | 63    | 4.6%   |
| Twin Lakes                                         | 47    | 3.4%   |
| Richmond                                           | 40    | 2.9%   |
| Woodstock                                          | 39    | 2.8%   |
| Harvard                                            | 33    | 2.4%   |
| Crystal Lake                                       | 32    | 2.3%   |
| Bloomfield                                         | 28    | 2.0%   |
| Genoa City                                         | 25    | 1.8%   |
| Chicago                                            | 23    | 1.7%   |
| All Other Locations                                | 964   | 70.0%  |

|                       | Count | Share  |
|-----------------------|-------|--------|
| Total Primary Jobs    | 1,377 | 100.0% |
| Less than 10 miles    | 589   | 42.8%  |
| 10 to 24 miles        | 512   | 37.2%  |
| 25 to 50 miles        | 154   | 11.2%  |
| Greater than 50 miles | 122   | 8.9%   |

Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau.

Figure 2.8 Green infrastructure



Source: Chicago Metropolitan Agency for Planning, 2016.

## Local Open Space

According to population and land use data from 2010, Richmond has 90 acres of accessible public open space per 1,000 people. Therefore, Richmond exceeds the CMAP recommended minimum ratio of 10 acres per 1,000 people for less dense areas. However, it should be noted that this calculation includes baseball fields and, most importantly, a portion of McHenry County's Prairie Trail passing through the Village.

Bennet Park and Stevens Park are the primary parks in the Village, both easily accessed from downtown. Bennet Park is used for recreational activities and consists of a playground, three baseball fields, and a concession stand/picnic pavilion. Stevens Park, also known as Gazebo Park, is a smaller public space located in downtown at the intersection of US-12 and Broadway. Stevens Park hosts community events such as the annual American Legion Memorial Day Celebration and the Christmas tree lighting ceremony.

Table 2.17 Park access, 2010

|                | Park acreage per 1,000 residents |
|----------------|----------------------------------|
| Richmond       | 90.0                             |
| McHenry County | 118.3                            |
| Region         | 39.0                             |

Source: CMAP calculations of 2010 Land Use Inventory.

Several significant nature preserves are located just outside of Richmond, with Glacial Park to the south, North Branch Conservation Area to the northwest, and Elizabeth Lake Nature Preserve to the northeast. These sites, owned and managed by the McHenry County Conservation District, encompass biologically rich ecosystems and harbor numerous state endangered and threatened plant and animal species. Two of these locations (Glacial Park and North Branch Conservation Area) can be accessed by McHenry County's Prairie Trail. The Prairie Trail, which stretches 26 miles from Algonquin to the Wisconsin State Line, runs parallel to US-12 through Richmond, connecting the Hebron Trail at North Branch Conservation Area to Glacial Park and the future Prairie Trail Chain-of-Lakes Connector, which will link the Prairie Trail with the Chain O'Lakes Bike Path in Fox Lake.

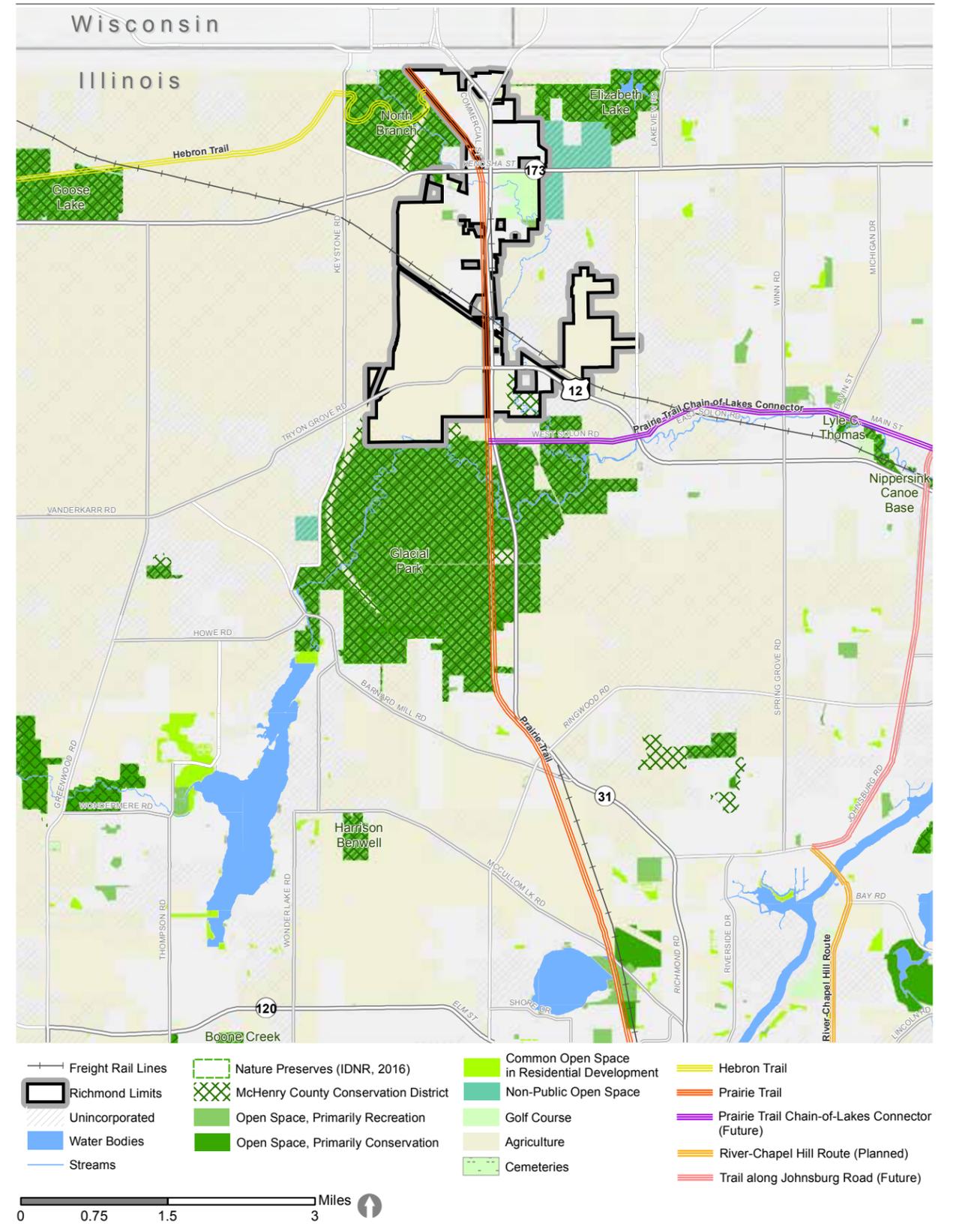
## Watersheds

Watersheds are areas of land that drain surface water to a specific point in the landscape, such as a stream or a lake. Richmond is located in the north-central portion of the Nippersink Creek watershed, primarily in the North Branch Nippersink Creek and Glacial Park/Tamarack Farms subwatersheds, with a sliver of the community in the Lower Nippersink Creek subwatershed. The North Branch Nippersink flows south for about 10 miles from the state line at Genoa City through Richmond, and enters Nippersink Creek south of White Street, about a half mile west of Solon Road. In the Glacial Park/Tamarack Farms subwatershed, Nippersink Creek flows for about eight miles between the Wonder Lake Dam and Pioneer Road, and is almost entirely contained within the McHenry County Conservation District's Glacial Park property. All three subwatersheds are part of the larger Upper Fox River basin, which is a predominantly developed watershed that extends from southeastern Wisconsin to the northern portions of Kane and Cook counties.

## Floodplains

Floodplains are areas adjacent to waterways that are susceptible to inundation by floodwater. The one percent annual chance floodplain, commonly known as the 100-year floodplain, is an area where there is a one percent chance of flooding each year. Because of the greater frequency of flooding, which typically occurs in many parts of the Chicago region, flooding within Richmond's one percent annual chance floodplain may occur more frequently. Overall, approximately 375 acres (or 14 percent) of Richmond's land is located within the one percent annual chance floodplain, the majority of which is along Nippersink Creek and North Branch Nippersink Creek. These areas include sites that are susceptible to inundation during the one percent annual chance flood. While currently undeveloped, they may be developed in the future. However, portions of the former golf course will have to remain as open space as the site is susceptible to inundation during the one percent annual chance flood.

Figure 2.9 Open space



Source: Chicago Metropolitan Agency for Planning, 2016.

## Section 3 Previous Plans

This section of the report provides a summary of the existing Village plans and other relevant plans, projects, and studies that inform and influence the recommendations of this Planning Priorities Report.

## Village of Richmond Comprehensive Plan (1997)

Richmond's Comprehensive Plan was prepared in 1997 to establish a clear vision of the Village that could be maintained into the future. The Village was anticipating rapid growth and perceived new development as a threat to the community's small-town identity. Prior to the Plan, the Village had never defined Richmond's character and had little guidance in dealing with large-scale developers. Through its two main chapters, Community Character and Natural Resources, the Plan offers direction on community character, resource protection, and preserving an agricultural belt around the Village. The document, completed in 1997, was intended to be the beginning of a more extensive comprehensive plan—with additional chapters addressing other issue areas to be completed and added later when needed.

The Plan identifies two distinct existing character types within the Village, defining the North and South planning areas as "Rural" and the Village Center planning area as "Suburban." With an abundance of open land in the North and South planning areas, the Plan focuses its recommendations on how to guide new development, establishing design guidelines aimed at making development compatible with, or complimentary to, the existing community character. The Plan describes in great detail how updated development regulations can guide the desired future character of areas surrounding the Village Center, and preserve Richmond's identity as a unique and "freestanding" community. For example, the Plan recommends preserving a ring of lower-density development and open space in the areas surrounding the Village Center, in order to establish clear gateways, along with a sense of transition and arrival as one enters Richmond's well-defined downtown area.

The Plan's recommendations also seek to balance the need to protect natural resources with the potential impact of that protection on future development and private property rights. The Plan emphasizes the need to better understand development strategies that can minimize environmental impacts on key natural resources, highlighting the importance of major wetlands to the northwest along the North Branch of Nippersink Creek, to the northeast near Twin Lake, and to the south on either side of US-12, as well as bottom lands and hillsides with significant woodland stands. Recommendations to address specific issues, like flooding, include prohibiting development in the floodway, preserving natural drainageways wherever possible, choosing wetlands for on-site stormwater detention, and requiring all developers to prepare a natural resources protection plan.

The following are some of the other key recommendations included within the 1997 Comprehensive Plan:

- Encourage integrated residential development, consisting of a variety of housing types and costs.
- Develop commercial, corporate, and industrial land uses which provide needed retail goods and services, employ local residents, and enhance the tax base.
- Consider more direct incentives to keep development in the Village.
- Increase protections for natural resources.
- Integrate a stormwater management plan with natural resource and open space preservation policies.
- Maintain and secure boundary agreements with adjacent communities and devise a Local Land Resource Management Plan.
- Evaluate the Comprehensive Plan regularly and perform an update every five years.
- Develop a Capital Improvements Program.

To implement these strategies, the Plan recommends that the Village first update its zoning and subdivision regulations. As mentioned earlier, the Plan also emphasizes that the two chapters in the document are intended to be the first part of a more extensive comprehensive plan, and therefore recommends that the Village update the document with additional sections to address other issue areas, like transportation and economic development, as growth pressures mount. A Plan update was scheduled to occur within the following two years, but the Plan was never amended to include additional chapters or topics.

## Village of Richmond Community Survey (2015)

In 2015, the Village of Richmond conducted a community wide online survey to gather information about the attitudes and opinions of residents and business owners, find out how people ranked various issues and opportunities, and give participants a voice in determining goals and priorities. Over 200 people responded to the survey, providing feedback on topic areas such as quality of life, community amenities, the Village's future vision and growth, and the responsiveness of local government. The Village intended to use the survey results to help build a foundation for future community and economic development activities.

According to the community survey, the average survey respondent had lived or run their business in Richmond between six and 20 years, owned (rather than rented) their home or business property, and chose the Village because of its small-town atmosphere. Many people also cited convenience to family and friends as a draw to the town. About two thirds of survey respondents said they would like to see the Village's population grow in the next 10 to 20 years, while just under one third wanted the population to remain the same. When asked to prioritize issues for future Village planning, public safety was ranked as a top priority, followed by development and growth potential, and downtown Richmond.

Respondents overwhelmingly identified the downtown as vital to the Village of Richmond and many went on to say they would like to see the buildings in the downtown reflect the "Village of Yesteryear" image. Downtown was also identified as the most important location for the Village to attract new businesses, with restaurants and retail stores as the preferred options for future business development. Other issues and concerns raised by survey participants include:

- Lack of enforcement of local ordinances
- Need for infrastructure improvement
- Need to improve the appearance of downtown and repair sidewalks
- Need for more activities and community events, especially for youth
- Need to increase parking and provide more public transportation options
- Desire for a more diverse business mix, able to provide goods and services geared towards the needs of residents
- Desire for big box stores in strategic locations outside of downtown
- Concern over the presence of too many tobacco shops, which were seen as a threat to Richmond's small town charm and reputation
- Lack of a strong sense of entrance/gateway to the town
- Need for historic preservation of homes and commercial buildings
- High property taxes and water and sewer rates
- Lack of information about what is going on in Richmond

## Urban Land Institute Chicago Technical Assistance Panel: "Invest in the Past to Plan for the Future" (2002)

In 2002, the Urban Land Institute (ULI) and the Campaign for Sensible Growth conducted a technical assistance panel (TAP) to help the Village of Richmond address strategic questions regarding future growth. The TAP examined how to integrate new development into the Village, while maintaining and improving the economic health of the existing downtown and minimizing adverse effects on the environment. Recommendations from the TAP included prioritizing natural resources to ensure valuable assets were not lost during development, revising the Comprehensive Plan and updating the zoning code to reflect the new goals, and initiating an ongoing planning process that incorporated visioning and community consensus. A major recommendation of the Panel included evaluating transportation alternatives to the proposed highway bypass, in order to determine whether a bypass is needed or if a solution lies in upgrading other local road systems such as Keystone Road.

## Analysis of the Comdisco Annexation Agreement (2003)

The property covered by the annexation agreement has several wetlands on it and is home to some rare plant and animal species. The site contains several headwater streams feeding the Nippersink Creek as well as one of the highest concentrations of mature oak groves remaining in Richmond Township.

The Richmond Village Board approved the annexation of approximately 1,100 acres in 2000, an action that was predicted to spark significant population growth in the Village. Located west of US-12 between Broadway and Tryon Grove Road, the land was proposed to be the site of new development, including 1,600 residential units and 200 acres of commercial, office, research, and industrial uses. The property covered by the annexation agreement has several wetlands on it and is home to some rare plant and animal species. The site contains several headwater streams feeding the Nippersink Creek as well as one of the highest Concentrations of Nature oak groves remaining in Richmond Township. Although the landowners at that time, Comdisco Corporation, did not intend to develop the property for 10 years, the annexation agreement set the stage for future growth.

An “Analysis of the Comdisco Annexation Agreement” was commissioned by a group of Richmond taxpayers who were concerned with the future impacts of the contract. The report, prepared by Joseph Misurelli, former Crystal Lake City Manager, highlighted potential issues with the agreement and proposed alternative strategies for how the Village could approach and negotiate future municipal annexation agreements. The report warned that the agreement allows developers extensive and broad control, citing the two zoning districts applied to the land, Commercial, Office, Research, and Industrial (CORI) and Planned Suburban Residential District (PSRD). The analysis noted that the CORI district would allow all non-residential uses to be mixed together in one district, meaning a heavy truck repair facility could be located adjacent to a children’s daycare facility, and the PSRD district did not require that open space be integrated into residential development, nor did it advance other Smart Growth principles aimed at lessening the environmental impacts of development. Major recommendations of the report include requiring a binding concept plan and plans under Planned Unit Development (PUD) guidelines. The phasing of residential development was also thought to be advisable in a project of this magnitude.

In 2001, the property was purchased by Peter Bell, President of First Realty Corporation, and Tamarack Farms, LLC, following the bankruptcy of the Comdisco Corporation. No development has taken place on the property to date. The Annexation Agreement expires in 2020.

## Village of Richmond Vision Plan (2004)

With assistance from the Northeastern Illinois Planning Commission (which has since become part of CMAP), the Village of Richmond prepared a “vision plan” in 2004. As part of the planning process, residents and other community stakeholders convened for a series of three workshops to discuss Richmond’s future, write goals and create land use maps, and establish a vision statement to guide future development and conservation in the Village. The visioning exercises focused on creating focal points for neighborhoods and integrating transportation and recreation networks. Participants also envisioned how the Village might expand by way of new neighborhood streets, which would move outward from the downtown area and carefully interact with the surrounding landscape.

Two distinct themes emerged from these public engagement activities: 1) preservation of the Village’s small town feel and 2) conservation of open areas and natural lands. A summary vision statement was prepared, which states: “Richmond will be a comfortable place to come home to. It will be a showcase community with strong citizen involvement to preserve and enhance a balance of family, agriculture, business, environment, and cultural diversity, for present and future generations.”

## Nippersink Creek Watershed Plan (2008)

A watershed plan was developed for Nippersink Creek in 2008 and endorsed by the Village of Richmond by way of resolution in 2009. The plan makes several recommendations to protect water resources including land acquisition and easements, conservation design and green infrastructure, and water quality monitoring. As the area within the Nippersink Creek watershed is largely dominated by agricultural uses, the plan focuses more on protection, rather than on restoration of lands already heavily impacted by development. The strategies direct efforts to acquire, permanently protect, and restore the stream corridors, wetlands, and other natural features of the Nippersink Creek watershed.

The site-specific recommendations for each subwatershed located within the Village focus primarily on permanent habitat protection. Recommended projects for the Glacial Park/Tamarack Farms subwatershed include landowner and government outreach for conservation design of a 22-acre parcel near Keystone Road and possible land acquisition for Hackmatack National Wildlife Refuge on the southwest side of the Village. Recommended projects for the North Branch Nippersink subwatershed include encouraging the Village to actively manage a high quality wetland on a 16-acre parcel near Kuhn Road, as well as landowner and government outreach to re-establish a stream buffer, create a conservation easement, and utilize conservation design on future development of a 14-acre parcel on the east side of the Village.

# Richmond US-12 Bypass

US-12 is part of a regional transportation route that connects suburban northeastern Illinois with travel destinations in southern Wisconsin. Few other north-south arterial roads can service the regional traffic demand. Congestion is a problem on US-12 between its intersection with IL-31 and the Wisconsin state line during the week, and is especially problematic during weekends — when traffic is often gridlocked.

In 1999, recognizing roadway capacity deficiencies and regional transportation needs, IDOT initiated a study to widen US-12 to a three-lane roadway (one through lane in each direction separated by a two-way left turn lane) from the intersection of IL-31 to the Wisconsin state line. Due to community objections and physical constraints of the US-12 right-of-way, it was determined that another solution was needed. The strong preference expressed by Village officials and community residents was for a Richmond bypass.

To provide limited congestion relief, improvements to the US-12 intersections at Tryon Grove Road and IL-31 were studied and implemented.

As mentioned previously, in 2002 the Village of Richmond and ULI hosted a two day TAP discussion regarding future land development in the context of a new bypass, which resulted in the ULI TAP report Invest in the Past to Plan for the Future: Richmond, Illinois. The panel acknowledged the need for a bypass to alleviate traffic congestion. Concerns were raised about the long-term economic stability of the downtown area and the potential impacts to farmlands and environmentally sensitive areas associated with the bypass. Residents and local officials supported completion of an engineering study to evaluate a bypass, as well as its potential benefits and impacts. An important goal of the study was to identify alternative alignments that balance the anticipated rapid growth of Richmond against the need to accommodate existing, interim, and future traffic.

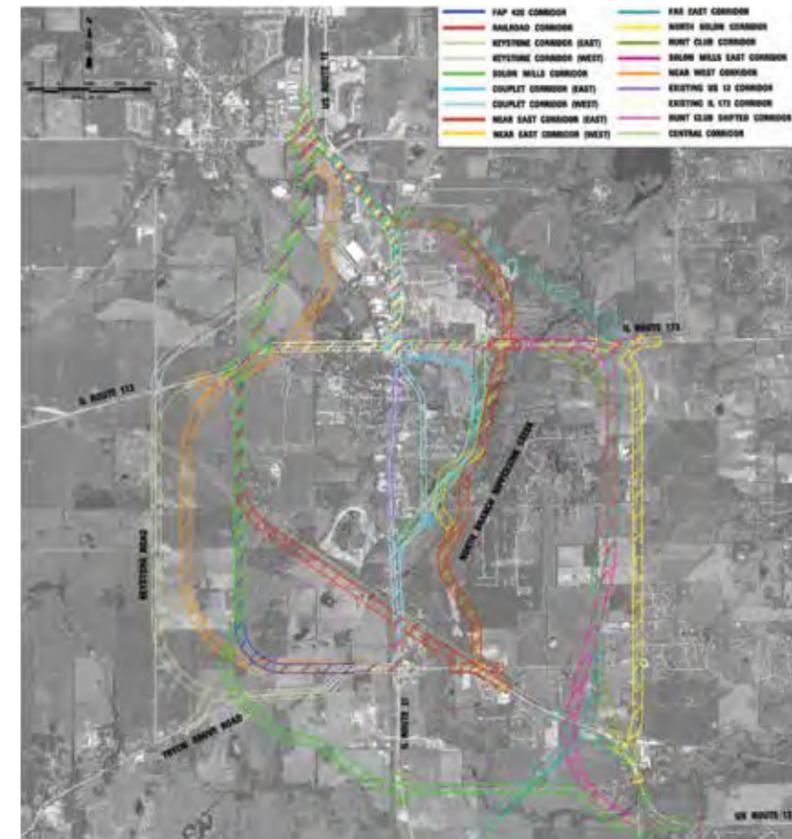
Between 2003 and 2007, the Village of Richmond, together with IDOT and the McHenry County Division of Transportation, conducted a US-12 Bypass Feasibility Study to determine a preferred route. Seven separate corridors were studied and presented to the stakeholders and the public. Based on their feedback and the constraints of competing routes, a right-of-way now known as FAP 420, was selected as the preferred alignment; this route would begin at the intersection of US-12 and IL-31 and travel around the west of Richmond to connect with US-12 north of the Village in Wisconsin, where US-12 is a four-lane divided roadway built to rural interstate standards.

The Village initiated Phase I Engineering in 2008. A Technical Advisory Group of key community stakeholders was formed in 2010, meeting each year between 2010 and 2013, supplemented with public informational meetings held in 2010 and 2013. Over the course of this period (leading up to the public meeting in 2013), the process narrowed the alternatives to be carried forward to a handful of eastern and western routes connecting with IL-173, which would carry traffic back to US-12 in Richmond at an existing intersection located just to the north of the Village’s historic downtown (Figures 3.1 and 3.2).

Feedback to these alternative routes at the 2013 public meeting was mixed, in part because they would all use the US-12/IL-173 intersection, which many saw as a bottleneck central to the existing traffic problem. In addition, US-12 is a two-lane road for 1.5 miles between that intersection and where US-12 turns into a four-lane rural highway just north of the Wisconsin state line. Overall, some wondered whether any of these alternatives would sufficiently address the problem to make the effort—and expense—required worthwhile.

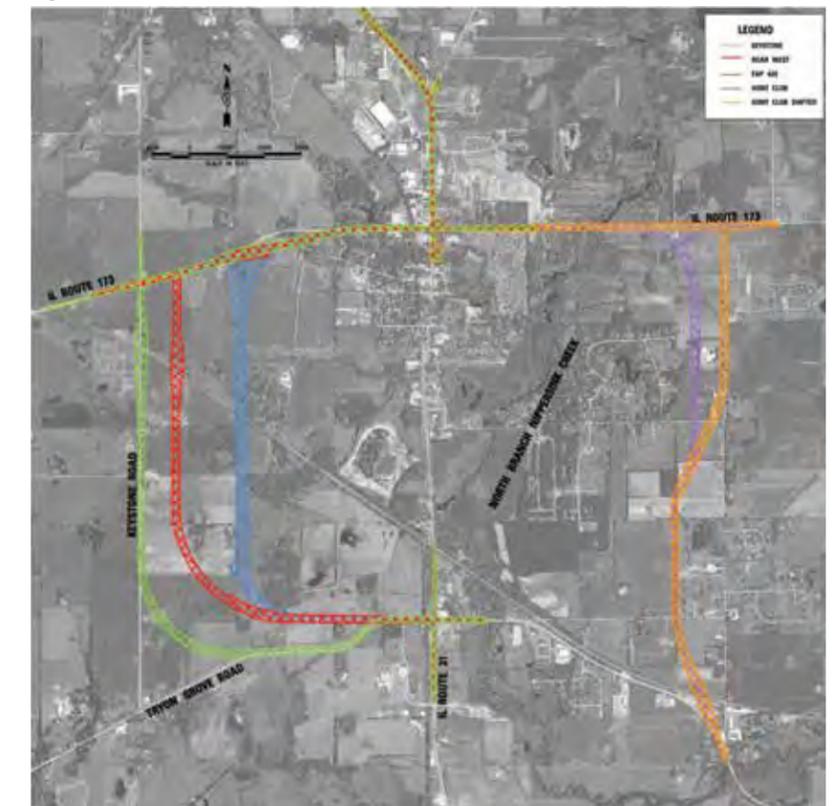
Since then, the Village has looked at options for improving the US-12/IL-173 intersection. Uncertainty about traffic demand projections from partner agencies further complicated and delayed evaluation of alternatives. Expected next steps include consultation with the Federal Highway Administration about the current alternatives, followed by evaluation of funding options for Phase II Engineering and construction.

Figure 3.1 Initial range of alternatives



Source: Village of Richmond.

Figure 3.2 Alternatives to be carried forward



Source: Village of Richmond.

# Hackmatack National Wildlife Refuge

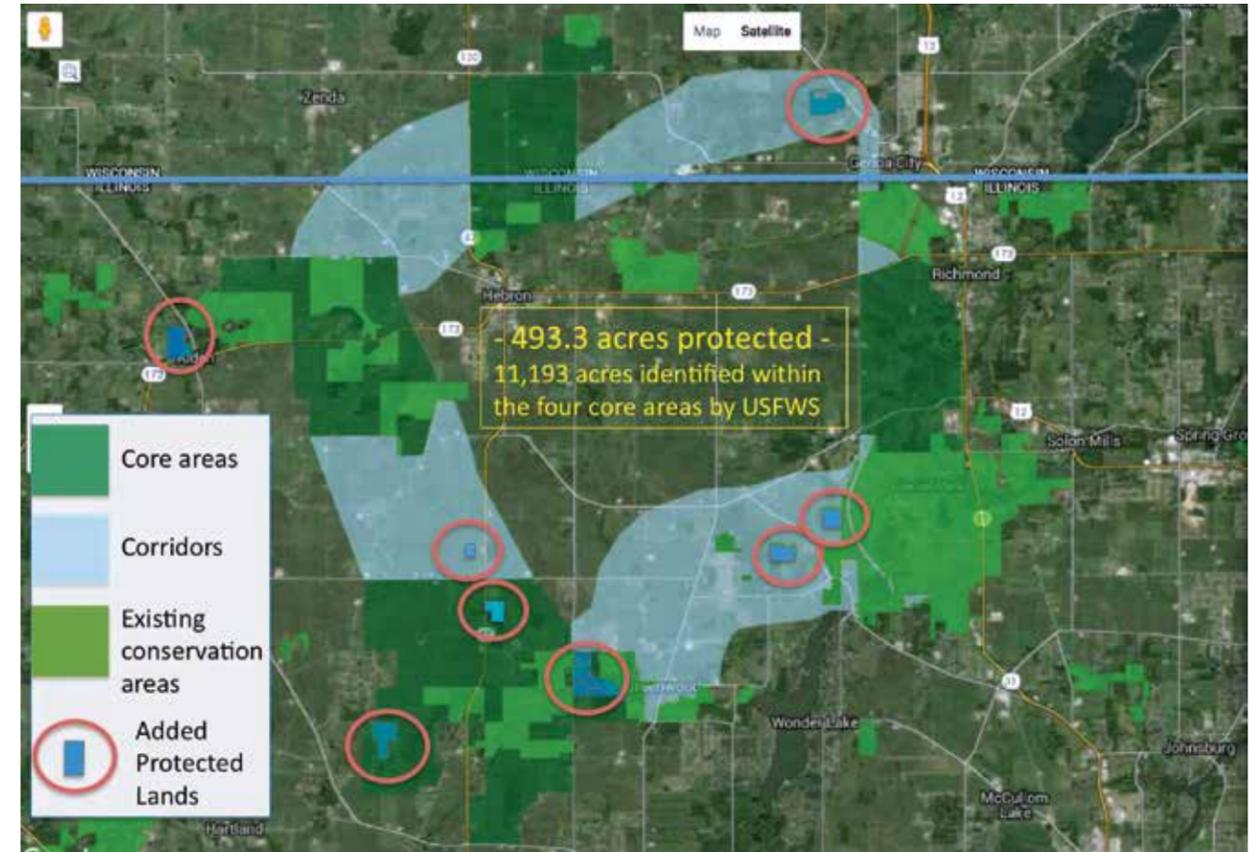
Located in McHenry County, Illinois and Walworth County, Wisconsin, the recently-designated Hackmatack National Wildlife Refuge (NWR) is the only refuge found within 100 miles of Chicago. It is intended to protect 11,193 acres of diverse habitats, remnant prairies and forests, and pristine streams, over time becoming a mosaic of protected lands providing habitat for grassland birds, recreation and education opportunities for people, and economic development for local communities.

The effort has involved an array of national and local conservation organizations, including Friends of Hackmatack, Openlands, Sierra Club-Illinois Chapter, the Trust for Public Land, Illinois Department of Natural Resources, McHenry County Conservation Foundation, Land Conservancy of McHenry County, and Ducks Unlimited. A study prepared by the United States Fish and Wildlife Service (FWS) called for a variety of conservation tools to be used in the final creation of the refuge, including purchase of land from willing sellers, conservation easement agreements with landowners, and private stewardship agreements aimed at creating contiguous natural corridors.

The following goals were developed within the framework of the mission and goals of the National Wildlife Refuge System:

- Protect and enhance habitats for federal trust species and species of management concern, with special emphasis on grassland-dependent migratory birds and protection of wetlands and grasslands.
- Create opportunities for hunting, fishing, wildlife observation and photography, and environmental education and interpretation, while promoting activities that complement the purposes of the Refuge and other protected lands in the region.
- Promote science, education, and research through partnerships to inform land management decisions and encourage continued responsible stewardship of the natural resources of the Hackmatack National Wildlife Refuge.

Figure 3.3 Hackmatack progress, November 2012-March 2016



Source: Friends of Hackmatack National Wildlife Refuge.

The refuge was officially established on November 6, 2012, as the U.S. FWS accepted a conservation easement on 12 acres conveyed by Openlands. Figure 3.3 identifies how existing public conservation areas will connect to the 11,193 acres of Hackmatack and adjoining conservation corridors. It also indicates areas newly protected since 2012 (as of March 2016).

At present, the main priority is to expand the footprint with additional U.S. FWS controlled land acquired through willing landowners. Targets are driven by the mission to protect and provide habitat for the species identified as focus species in the U.S. FWS Hackmatack Environmental Assessment, as well as satisfying U.S. FWS goals for Hackmatack NWR. Essential to this effort, of course, is the task of securing funding.

## Section 4 Stakeholder Interviews

As part of the initial research conducted for this report, CMAP staff held a series of confidential interviews with 20 key stakeholders in the Village of Richmond, including residents, business owners, property owners, Village staff, and elected officials. Nearly all were individual interviews (two were featured pairs of stakeholders interviewed together), lasting between 30 and 45 minutes. One focus group meeting, lasting one and a half hours, was held with 11 community residents and business owners. Stakeholders shared diverse and candid perspectives on Richmond's current conditions and needs, as well as visions for its future. These interviews were highly influential in the development of the planning priorities report.



# Main Themes from Interviews

The main themes that emerged out of the entirety of the interviews are summarized below.

## Richmond’s Identity

Most stakeholders identified the lack of a common vision for the downtown as a key issue. Several people noted that while the Village has reinvented itself in the past—from selling general goods and antiques to offering more dining options—they have noticed a reluctance to embrace change overall. Many felt that the Village needs to acknowledge that change is inevitable, and nearly everyone expressed a desire for the Village to find ways to retain the town’s unique charm as it continues to evolve. Overall, many people seemed frustrated that the Village has not resolved what it wants, what it wants to be, and what image it wants to project—which they felt must be done before the Village can effectively market itself and prosper as a community.

### “Village of Yesteryear” Image

Many people recognized that Richmond’s “Village of Yesteryear” image is appealing to residents and visitors, and described the small-town feel as a contributing factor in their decision to move or locate their business to the Village. In particular, many are attracted to Richmond due to a desire to “leave the rat race.” Some residents expressed interest in seeing the Village’s small-town charm come to life again, suggesting that the Village “just enhance what’s already here and make it known that downtown is the heart of Richmond.” They suggested that the Village develop architectural standards to guide the preservation of historic buildings and focus on improving the experience of walking around downtown by, for example, fixing the sidewalks. Many people stated that the downtown needs curb appeal, especially to appeal to the heavy volume of traffic passing through Richmond on the way to places like Lake Geneva. A few mentioned that the City of Woodstock’s downtown, with its outdoor dining options and attractive streetscape, would be a great model for Richmond to follow.

On the topic of preservation and maintenance of buildings, many people were conflicted about how to address the future of Memorial Hall. Memorial Hall, once a hub around which community life in the Village revolved, is presently viewed as both a community asset and a money pit. People seemed to agree that the building suits a function, hosting local events like the annual “Christmas of Yesteryear,” but were unsure if the Village should support the extensive rehabilitation that the building requires.

## Downtown Business Mix

It was common for stakeholders to comment on the “dead or dying” antique industry and suggest that the Village should support a more diverse mix of businesses. Several people suggested that Paisano’s, a popular Italian restaurant and presently the town’s main draw, could act as the base for a “restaurant row” in downtown. A brewpub was suggested as an ideal addition to Richmond’s charming downtown, as it could be a popular destination business, as well as one which would be an attractive stop for travelers on their way to-or-from Lake Geneva. A few people stated that some type of lodging is needed, such as a bed and breakfast. Others said that the Village needs special events, such as “wine walks” that would highlight downtown businesses and a farmers market. In general, it would make sense for downtown shops to be open on evenings when large numbers of people are visiting downtown to visit popular businesses such as Paisano’s and Black Olive martini bar.

While a new mix of businesses was a welcome idea for many people, most were unhappy with the growing market for video gaming. One person stated that “gambling is coming to town in a big way” and warned that Richmond is at risk of becoming a “Little Vegas.”

## Parking

Parking was mentioned by everyone as one of the fundamental challenges Richmond faces in trying to attract customers and new businesses to the downtown. More parking is said to be “desperately needed,” as the customers of one local business take the lion’s share of available parking in the downtown area. Several interviewees claimed that finding parking is such a hassle that Richmond has lost potential business as a result. Limited parking may also be contributing to a growing animosity between downtown businesses and some residents. Downtown business owners who live above their shops and other nearby residents want to keep their cars close to their homes but find that there is no place to park starting in the early evening.

Several noted the existence of an open lot for sale across from Paisano’s, which could be used to develop a convenient parking lot, but many also observed that the current asking price of the lot was unreasonably high. One stakeholder wondered whether the Village might be able to negotiate a rental agreement or payment plan, rather than an outright purchase of the property. A few stakeholders wondered about other nearby lots that could be developed as a new parking lot, suggesting the Village consider nearby lots with highly deteriorated houses. A downtown parking survey is currently underway.

## Traffic Flow

In addition to parking, traffic flow was consistently brought up as a main issue facing the Village. Traffic is extremely heavy along IL-173 and US-12 at night, on the weekends, and especially during the summer when people are traveling to Lake Geneva or attending nearby events like the Country Thunder music festival and the Tough Mudder endurance race. While the heavy traffic was often described as an irritant, some people also characterized it as an opportunity to harness passersby and boost economic development in Richmond. On the other hand, no one was fond of large semi-trailer trucks passing through the Village, which is said to be common.

Many residents expressed mixed feelings about whether the proposed US-12 bypass could be a solution to the Village’s often gridlocked traffic. They acknowledged that a plan is needed to address this issue, but suggested that other improvements could be made, like widening the road going in and out of the town, without causing the downtown area of Richmond to become “out of the way” to people traveling between Chicago and Wisconsin.

Many people expressed frustration regarding the time span and uncertainty of this project, and believed a clear decision, no matter the choice, would lead to a more stable future for Richmond. They predicted that people would be more willing to invest in the town if the future of the bypass was determined. Still, a few stakeholders were concerned that there had been no study of how the bypass would be executed or how gateway towns such as Richmond would fare.

## Open Space

Richmond’s open space was widely recognized as valuable in attracting and retaining residents and visitors. Richmond has great access to Glacial Park, recreational trails, and outdoor activities, such as birding and paddling. The town also holds major environmental assets, like high-quality wetlands and a bird sanctuary. Some people suggested that these assets could be protected by integrating conservation design into future developments. Others thought that access to recreational opportunities could be enhanced by adding bike rentals.

Despite its benefits, the conservation of open space was viewed by many stakeholders as restrictive to development and future growth in the Village. A few people claimed that the McHenry County Conservation District took too much land off of the Village’s tax rolls. Overall, people seemed to desire a compromise between the Conservation District and “pro-development folks.” Some people described a potential synergy between the two sides, suggesting that Richmond “cash in” on its natural resources and transform its environmental assets into an economic driver. Considering the Hackmatack National Wildlife Refuge, eco-tourism was suggested as a “strategic opportunity” for Richmond, although the Village would need to consider how local businesses could best cater to visitors (i.e. supporting shopping and dining for the day’s activities). In contrast, one person cautioned that while Hackmatack might be a draw for the Conservation District, there’s no guarantee that the designation would impact local businesses in Richmond.

## Village Capacity and Operations

Nearly everyone took issue with some aspect of the Village’s management or activities—usually related to consistency, accountability, or transparency in its policies and procedures. Many stakeholders expressed concern that these issues, especially limited staff capacity and financial concerns, are forcing the Village to be reactive rather than proactive—a position that could negatively impact Richmond’s future.

### Staff Capacity

Many expressed frustration at the Village’s ongoing planning efforts, stating that the ball is often dropped and plans don’t gain any traction. Similarly, a few people mentioned that the Village “task list” is ongoing and without much results or even a timeline for completion. This general lack of follow-through was often attributed to the limited capacity of Village staff. A few stakeholders worried that without someone to take the lead and manage special projects, the Village will lose sight of its goals.

Opinions varied widely on the idea of increasing staff capacity by hiring a Village Administrator. Supporters said that the Village needs someone who can make sure that things are actually done and implemented, observing that this was probably beyond the capacity of any village president. Others said a Village Administrator is “a big waste of money” and that hiring someone to assist the Village Clerk would suffice. Overall, it seemed that the position would be a difficult sell to the community. Nearly everyone agreed that the Village should first evaluate what needs to get done, determine if the tasks require a part-time or full-time staff-person, and show how the position fits into the Village’s finances.

One stakeholder suggested that a common sentiment among residents is that they don’t know what is going on in the Village, what decisions are being made, or what progress is being made on addressing problems or enhancing the Village. At the same time, this stakeholder observed that these complaints—whatever their validity—are often made by residents who never attend the Village’s many public meetings.

### Code Enforcement

Several people argued that the Village doesn’t do a good job enforcing its existing ordinances. Many expressed that code enforcement is not uniform and leads to an inconsistent look throughout the community, as well as animosity between some business owners and the Village. There were complaints regarding maintenance of landscaping and streets in the Village (i.e. not watering flower pots in downtown area, sweeping streets, etc.), with some expressing doubts about the Village’s stated limits on capacity to perform this maintenance or support future enhancements to public spaces in Richmond’s downtown.

Interestingly, the Village was described as both too restrictive and too laid-back when it comes to code enforcement. While many were critical of the Village’s inconsistent application, some people preferred a more flexible attitude toward the regulations. For example, a few stakeholders suggested that a more “lax” approach to sign requirements could help local businesses harness some of the traffic along US-12 and IL-173, especially by allowing informal signs that indicate that a business is open, or having a special sale or promotion.

### Financial Stability

Many people expressed concern about Richmond’s financial stability. Some suggested that the Village is “in massive debt,” referring to the decision to construct a new, high-capacity waste water treatment facility in 2007 and the subsequent need for “some relief” on its loan from the Illinois Environmental Protection Agency. Others were confident that Richmond has a healthy reserve, but cautioned that the Village needs more funding to make repairs and maintain its infrastructure as a preventative measure. In general, many would like a more “transparent” atmosphere. One person suggested that a broken link to Richmond’s budget on the Village website was emblematic of the Village’s lack of commitment to transparency.

## Changing Demographics

Several people noted that while they believe that Richmond has excellent schools, they have noticed a substantial decrease in enrollment and in the number of new families with young children in the Village. Many people suggested that Richmond's lack of local job opportunities and limited transportation options are deterring young families from moving to the Village. It was widely expressed that if you live in Richmond, you work elsewhere. Some people stressed that it's not easy to reach jobs outside of the Village because there are not many highways, and Pace and Metra are not widely used. Several also claimed that high real estate taxes discourage people from moving to Richmond. One person said that the Village's property tax abatement program seems to be helping, but Richmond's demographics are "still trending the wrong way" and the Village "doesn't have the residents it needs."

Many stakeholders also mentioned the growing senior population and the need for more affordable senior housing options in Richmond. Several people observed that there is a strong demand for affordable senior housing, citing the waitlist at Silver Trees Apartments, the forthcoming Creekview Apartments by Full Circle Communities, and additional interest from developers to build affordable senior housing in the Village and neighboring Spring Grove. One person expressed general concern regarding the Village's ability to cater to this growing senior population, asserting that most buyers are empty-nesters on a fixed income looking for a single-story ranch home. Affordability was seen as the most important feature in attracting seniors to the area, but many people also noted that the Village needs to address the high tax rates and improve access to hospitals and medical care.

## Opportunity for Development and Growth

Despite the Village's restrictive borders (Wisconsin to the north, Spring Grove to the east, and the McHenry County Conservation District to the south and west), nearly everyone described opportunities for development and growth. Some people envisioned new development taking place along IL-173 in the next 10 or 20 years, suggesting that the old Hunter Country Club property could include condominiums, a banquet hall, and protected natural areas. Others focused on Keystone Road, proposing that larger housing development would be appropriate along this major corridor. One person thought that the Village could develop more light industrial properties, citing the existing plastic fabrication and plastic injection molding companies in town. Overall, many people expressed a desire for growth, calling for the Village to make a commitment to expanding both residential and commercial development, although opinions varied widely as to which type of development should come first. To encourage well-planned and efficient expansion, a few people suggested that the Village first secure boundary agreements with Ringwood and Spring Grove and streamline its administrative processes.

## Marketing Richmond's Assets

Many expressed frustration that the Village doesn't do more to promote the town or advertise local events to residents or potential visitors. Some information is made available on the Village's website and in the newsletter, but an email blast, for example, could reach more people with more relevant details about what's going on in Richmond. Several people suggested the Village develop a brochure to advertise the town, including the business hours of local shops, and distribute the material to the surrounding communities. Gateway signage was also suggested as a strategy to help market community facilities and local businesses. One person noted that while the Conservation District had great foresight in acquiring properties and restoring natural areas, "it's too bad more people don't know about it." The Village, the Conservation District, and U.S. FWS could do more collaborative marketing to highlight Richmond's natural assets. Overall, many stakeholders thought that marketing Richmond's wide range of assets would help boost the existing economy and attract new development. Some emphasized the Village's charm, great schools, outdoor amenities, and first-rate police and fire departments, while others focused on the town's proximity to Rockford, Milwaukee, and Lake Geneva.

## Other Topics Frequently Mentioned

In addition to discussing the downtown business mix, many people expressed frustration regarding Richmond's assortment of businesses overall. One person criticized that "Richmond is 10 miles from everything and requires a half hour drive to do anything." Many stakeholders have resigned to the fact that they need to drive in order to reach many stores and services, but they still want to see better nearby shopping, including a drug store, and more food services beyond McDonalds. Many focused their comments on the need for a big box store, saying that a development similar to the Jewel-Osco in Spring Grove would satisfy demand and lead to more tax dollars for the Village. People seemed to want this type of commercial development to be located on the west side of the Village, reserving the downtown area for specialty shops.

Several people wanted to see a larger attraction in Richmond, like a water park, to capture summer traffic passing through town on route to Lake Geneva.

In addition, a few people noted that young people (especially teenagers) need more options for activities, and suggested that the Village build a hockey rink and introduce movie nights at Memorial Hall.

## Section 5

# Recommendations for Future Planning Projects



Richmond would benefit from a wide variety of planning projects that could address its future needs and investment priorities for its downtown, residential areas, commercial corridors, infrastructure, transportation system, and parks and open space. A comprehensive plan is one way to address these needs, but may not be the highest priority for Richmond. While the Village has not completed a planning process that comprehensively addresses Richmond's challenges and opportunities, it has been the subject of numerous planning studies that have devoted considerable time, attention, and thought to the Village's community character and natural resources. Another broad plan might simply become an addition to Richmond's existing planning studies assessing the Village's needs. A more narrowly targeted planning project, able to be effectively implemented by the Village and deliver short-term results, would be a more effective next step for Richmond.

## Primary Recommendation

CMAF recommends that the Village of Richmond develop a master plan for its historic downtown. The Village should determine the appropriate boundaries for the plan, but a logical study area could be the area bounded by Walnut Street to the north, East Street to the east, Richmond Grade School to the west, and May Avenue to the south. A highly-focused downtown plan would define the vision of the downtown's future and identify the specific steps needed to achieve that vision. The plan would serve as a practical guide for elected officials, Village staff, property owners, community residents, and potential investors, allowing them to make informed administrative and implementation decisions about future efforts that affect land use, transportation, infrastructure, urban design and identity, historic and architectural preservation, and capital improvements within the downtown.

Richmond's downtown is a point of pride in the community and could be a major asset in the Village's efforts to recruit and retain residents, businesses, and visitors. Many stakeholders are interested in seeing a new plan in place that clearly articulates the desired character of the Village and can be used at all levels of the Village's decision-making process. While Richmond's identity is not tied entirely to its downtown, a downtown plan could help the Village refine its overall community character. Developing a lively, mixed-use downtown that capitalizes on Richmond's location and unique qualities could be a catalytic project for the Village, increasing economic activity and improving overall livability, walkability, and sustainability in the downtown.

As mentioned above, Richmond has undertaken a number of studies and planning initiatives in the past, primarily focused on community character and natural resources. The new downtown plan would build upon these initiatives, bringing them together to help shape a more cohesive plan based on current conditions and incorporating other important topics, like transportation and economic development. Overall, a downtown master plan would:

- Provide strategic recommendations for the preservation, development, and redevelopment of compatible land uses in the downtown;
- Identify opportunities for mixed-use, retail/commercial, residential, and civic/public land uses;
- Develop an efficient multi-modal connectivity plan (vehicular, pedestrian, and bicycle) that will address existing needs, enhance linkages to/from the downtown, adjacent neighborhoods, and nearby recreational trails, and create a pedestrian friendly district;
- Develop a parking plan;
- Help create a vision for Richmond's image, identity, and overall character;
- Determine standards for historic preservation; and
- Provide a well-defined implementation strategy to achieve all of the above.

The plan would require a full inventory of assets within the study area, including existing businesses, ownership and assessed value of all properties, and current conditions of all properties (including Memorial Hall and other historic commercial and residential structures). A thorough understanding of all residents in the downtown area would also be beneficial. Other key components would include:

- A parking and downtown streetscape study will be essential, as the specific types of businesses stakeholders cited as desirable for the downtown (restaurants, specialty retail, and a brewpub) require sufficient parking and safe pedestrian and bicycle connections. The plan will evaluate the locations for a potential parking lot or garage, explore parking management strategies, and improve pedestrian and bicycling conditions.
- An assessment of traffic flow through the downtown and inform recommendations regarding suitable hours of operation for businesses.
- A commercial market analysis study is also needed to examine opportunities for new businesses that will serve both residents and visitors, and also evaluate the viability of potential eco-tourism opportunities related to Richmond's downtown.

The plan might also help the Village incorporate arts and culture into the downtown and become a more attractive and vibrant place to live, work, and visit. Richmond already possesses a unique sense of place that draws people from around the region, and arts and culture can play a role in the definition, preservation, and enhancement of this unique identity. Examining the full range of arts and culture opportunities could also assist with branding and marketing to attract new residents and visitors.

The implementation of the plan and success of Richmond's downtown would be the combined responsibility of the Village leadership and staff, property owners, businesses, community organizations, and residents. In recognition of the different roles organization play within the downtown, the plan should include a prioritized list of near-term steps that should be taken after plan adoption and identify which groups could play a role in specific steps. Given the Village's limited capacity to undertake new projects, the plan could include information about additional resources that support implementation activities, including training for municipal officials and currently available grant programs.

One option for pursuing a focused plan for downtown Richmond is through CMAF's LTA program. The Village could apply for additional technical assistance when CMAF issues another call for projects. For more information and updates on the LTA program, please see <http://www.cmap.illinois.gov/programs-and-resources/lta>.

## Other Recommendations

### Developer Discussion Panel

As mentioned previously, nearly every interviewed stakeholder discussed opportunities for development and growth within Richmond, suggesting a variety of commercial, light industrial, and residential development that they thought would be beneficial for the future of the Village. Many stakeholders saw a need to increase the number of jobs and residents in Richmond in order to expand the Village's tax base. A common complaint was that residents must drive outside of the Village to fulfill most of their shopping and entertainment needs.

Many stakeholders who were interviewed offered their opinions on why more development had not occurred in the Village. Some suggested that the Village hadn't gone far enough to be "business friendly," while others felt that there simply wasn't enough demand, due to factors such as the continuing recovery from the recession. Overall, stakeholder comments—along with a review of previous plans and studies—reveal a gap between past expectations for Richmond's economic growth and its current reality.

To attract development that is in line with the goals of the community, Richmond would benefit from a fresh perspective. Even more, the Village needs feedback and advice that is candid, from development experts who are unbiased. CMAP's Developer Discussion Panels, offered through a partnership with ULI, are designed to do just that. The panels consist of three to five development experts, who meet with Village staff and elected officials for a half day discussion to focus on what the community can do to attract future investment.

Panelists consist of ULI members from the development community. ULI is a membership-based, non-profit global research and education organization focusing on providing leadership for "the responsible use of land and in creating and sustaining thriving communities worldwide." Their membership base allows ULI to have access to the widest range of development expertise in the region and can customize each developer panel to the needs and goals of a specific community.

As unbiased experts, panelists are able to use their industry knowledge and experience to offer honest feedback that typically provides new perspectives and ideas for communities. Given Richmond's challenges and opportunities in attracting new development, the Village should apply through CMAP to be considered for a ULI Developer Discussion Panel in the near future.

### Unified Development Ordinance Update

Amendments to specific provisions of the Village's Unified Development Ordinance (UDO) would help Richmond address a number of the concerns expressed by stakeholders, including support for local businesses, the impact of future development, and preservation of natural resources.

First, many stakeholders felt that the UDO should be revised to make sign regulations more business-friendly. Signage plays an important role in the Village's economic development and the requirements could be updated to create standards that are clear and enforceable. For example, definitions for key sign types, like "Promotional Signs" and "Temporary Promotional Signs," are not included in the existing ordinance, but would help clarify the regulations for users and staff and make it easier for businesses to market their goods and services to the public.

Next, stakeholders expressed that the existing zoning district regulations do not provide adequate standards for future development. Sufficient controls should be in place for those districts that allow a wide range of uses, ensuring such uses remain compatible with neighboring properties. For example, the CORI district in the existing ordinance would allow a heavy truck repair facility to be located next to a children's daycare facility. While the Village is wise to encourage a mix of uses in certain districts to help create compact development patterns, the UDO should include a set of detailed use standards, as well as appropriate buffer requirements, to help manage the impact of new development on neighboring properties.

Finally, the Village's UDO could address open space and natural resource protection through more explicit conservation design requirements. Conservation design is an integrated approach that facilitates development while also taking into account, and conserving, the natural landscape and ecology of the development site. The existing ordinance requires that all development be designed using "the application of conservation design principles and practice," but, beyond an initial site analysis, it does not provide any specific requirements or standards. The lack of specificity could lead to variable interpretation during the review process, resulting in inconsistent or unfavorable development, or even discourage developers from proposing new projects at all. Moreover, all properties are subject to conservation design under the existing ordinance, which could place an unnecessary burden on some property owners. Updating the UDO to modify applicability and include development and design standards for conservation design would establish clear expectations for developers and encourage environmentally responsible development.

# Appendix A: Community Data Snapshot

## MetroPulse Community Data Snapshot | Richmond

### GENERAL POPULATION CHARACTERISTICS, 2013

|                            | Community | McHenry County** | CMAP Region |
|----------------------------|-----------|------------------|-------------|
| Total Population           | 2,042     | 308,060          | 8,459,768   |
| Total Households           | 993       | 108,852          | 3,050,372   |
| Average Household Size     | 2.1       | 2.8              | 2.7         |
| Population Change, 2000-10 | 71.8%     | 18.7%            | 3.5%        |
| Median Age*                | 39.0      | 38.4             | 36.0        |

Source: 2000 and 2010 Census, 2013 American Community Survey five-year estimates.

\*Note that all Regional Medians were calculated based on Grouped Frequency Distributions.

\*\*For municipalities located in more than one county, data provided is for the county containing the largest portion of the municipality.



### RACE AND ETHNICITY, 2013

|                     | Community |         | McHenry County |         | CMAP Region |         |
|---------------------|-----------|---------|----------------|---------|-------------|---------|
|                     | Count     | Percent | Count          | Percent | Count       | Percent |
| White               | 1,899     | 93.0    | 256,616        | 83.3    | 4,475,512   | 52.9    |
| Hispanic or Latino* | 134       | 6.6     | 35,899         | 11.7    | 1,850,343   | 21.9    |
| Black               | 0         | 0.0     | 3,210          | 1.0     | 1,453,894   | 17.2    |
| Asian               | 9         | 0.4     | 7,888          | 2.6     | 533,554     | 6.3     |
| Other               | 0         | 0.0     | 4,447          | 1.4     | 146,465     | 1.7     |

Source: 2013 American Community Survey, five-year estimates.

Universe: Total population.

\*Includes Hispanic or Latino residents of any race

### AGE COHORTS, 2013

|              | Community |         | McHenry County |         | CMAP Region |         |
|--------------|-----------|---------|----------------|---------|-------------|---------|
|              | Count     | Percent | Count          | Percent | Count       | Percent |
| 19 and under | 394       | 19.3    | 90,189         | 29.3    | 2,318,426   | 27.4    |
| 20 to 34     | 529       | 25.9    | 50,349         | 16.3    | 1,797,403   | 21.2    |
| 35 to 49     | 377       | 18.5    | 72,322         | 23.5    | 1,786,910   | 21.1    |
| 50 to 64     | 499       | 24.4    | 62,341         | 20.2    | 1,571,064   | 18.6    |
| 65 to 79     | 183       | 9.0     | 25,165         | 8.2     | 709,759     | 8.4     |
| 80 and Older | 60        | 2.9     | 7,694          | 2.5     | 276,206     | 3.3     |

Source: 2013 American Community Survey five-year estimates.

Universe: Total population.

### HOUSEHOLD INCOME, 2013

|                        | Community |         | McHenry County |         | CMAP Region |         |
|------------------------|-----------|---------|----------------|---------|-------------|---------|
|                        | Count     | Percent | Count          | Percent | Count       | Percent |
| Less than \$25,000     | 174       | 17.5    | 14,204         | 13.0    | 606,898     | 19.9    |
| \$25,000 to \$49,999   | 288       | 29.0    | 19,469         | 17.9    | 641,798     | 21.0    |
| \$50,000 to \$74,999   | 238       | 24.0    | 19,939         | 18.3    | 528,326     | 17.3    |
| \$75,000 to \$99,999   | 102       | 10.3    | 17,710         | 16.3    | 397,228     | 13.0    |
| \$100,000 to \$149,999 | 116       | 11.7    | 22,271         | 20.5    | 465,926     | 15.3    |
| \$150,000 and Over     | 75        | 7.6     | 15,259         | 14.0    | 410,196     | 13.4    |
| Median Income          | \$51,725  |         | \$76,145       |         | \$62,447    |         |

Source: 2013 American Community Survey five-year estimates.

Universe: Total households.

### EDUCATIONAL ATTAINMENT, 2013

|                               | Community |         | McHenry County |         | CMAP Region |         |
|-------------------------------|-----------|---------|----------------|---------|-------------|---------|
|                               | Count     | Percent | Count          | Percent | Count       | Percent |
| High School Diploma or Higher | 1,347     | 94.4    | 185,652        | 92.1    | 4,824,125   | 86.4    |
| Bachelor's Degree or Higher   | 271       | 19.0    | 65,336         | 32.4    | 2,015,618   | 36.1    |

Source: 2013 American Community Survey five-year estimates.

Universe: Population 25 and older.

Community Data Snapshot: Richmond - Page Two

HOUSING AND TENURE, 2013

|                               | Community |         | McHenry County |         | CMAP Region |         |
|-------------------------------|-----------|---------|----------------|---------|-------------|---------|
|                               | Count     | Percent | Count          | Percent | Count       | Percent |
| <b>Occupied Housing Units</b> | 993       | 93.2    | 106,852        | 93.6    | 3,050,372   | 90.5    |
| Owner-Occupied                | 491       | 49.4    | 89,602         | 82.3    | 1,995,385   | 65.4    |
| Renter-Occupied               | 502       | 50.6    | 19,250         | 17.7    | 1,054,987   | 34.6    |
| <b>Vacant Housing Units</b>   | 72        | 6.8     | 7,402          | 6.4     | 319,069     | 9.5     |

Source: 2013 American Community Survey five-year estimates. Universe: Total housing units.

HOUSING TYPE, 2013

|                                | Community |         | McHenry County |         | CMAP Region |         |
|--------------------------------|-----------|---------|----------------|---------|-------------|---------|
|                                | Count     | Percent | Count          | Percent | Count       | Percent |
| <b>Single Family, Detached</b> | 516       | 48.5    | 90,563         | 78.3    | 1,681,097   | 50.3    |
| <b>Single Family, Attached</b> | 7         | 0.7     | 11,705         | 10.1    | 258,105     | 7.7     |
| <b>2 Units</b>                 | 21        | 2.0     | 1,880          | 1.6     | 239,024     | 7.2     |
| <b>3 or 4 Units</b>            | 4         | 0.4     | 3,105          | 2.7     | 285,785     | 8.5     |
| <b>5 or more Units</b>         | 517       | 48.5    | 8,376          | 7.2     | 878,662     | 26.3    |

Source: 2013 American Community Survey five-year estimates. Universe: Total housing units excluding mobile, boat, RV, van, etc.

HOUSING SIZE, 2013

|                                | Community |         | McHenry County |         | CMAP Region |         |
|--------------------------------|-----------|---------|----------------|---------|-------------|---------|
|                                | Count     | Percent | Count          | Percent | Count       | Percent |
| <b>0 to 1 Bedrooms</b>         | 432       | 40.6    | 6,517          | 5.6     | 549,362     | 16.3    |
| <b>2 Bedrooms</b>              | 207       | 19.4    | 25,225         | 21.7    | 962,966     | 28.6    |
| <b>3 Bedrooms</b>              | 261       | 24.5    | 47,472         | 40.8    | 1,135,910   | 33.7    |
| <b>4 Bedrooms</b>              | 114       | 10.7    | 31,118         | 26.8    | 568,956     | 16.9    |
| <b>5+ Bedrooms</b>             | 51        | 4.8     | 5,922          | 5.1     | 152,247     | 4.5     |
| <b>Median Number of Rooms*</b> | 4.4       |         | 6.6            |         | 6.0         |         |

Source: 2013 American Community Survey five-year estimates. Universe: Total housing units. \*Includes all rooms.

HOUSING AGE, 2013

|                            | Community |         | McHenry County |         | CMAP Region |         |
|----------------------------|-----------|---------|----------------|---------|-------------|---------|
|                            | Count     | Percent | Count          | Percent | Count       | Percent |
| <b>Built 2000 or Later</b> | 507       | 47.6    | 25,770         | 22.2    | 398,379     | 11.8    |
| <b>Built 1970 to 1999</b>  | 228       | 21.4    | 57,943         | 49.8    | 1,119,962   | 33.2    |
| <b>Built 1940 to 1969</b>  | 164       | 15.4    | 22,740         | 19.6    | 1,067,473   | 31.7    |
| <b>Built Before 1940</b>   | 166       | 15.6    | 9,801          | 8.4     | 783,627     | 23.3    |
| <b>Median Year Built</b>   | 1997      |         | 1986           |         | 1966        |         |

Source: 2013 American Community Survey five-year estimates. Universe: Total housing units.

HOUSING & TRANSPORTATION (H+T)\* COSTS, PERCENT OF INCOME PER HOUSEHOLD

|                      | Median-Income Family | Low-Income Single-Parent Family | Moderate-Income Retired Couple | Moderate-Income Family |
|----------------------|----------------------|---------------------------------|--------------------------------|------------------------|
| Housing Costs        | 27.5                 | 47.4                            | 35.6                           | 33.9                   |
| Transportation Costs | 24.6                 | 35.6                            | 15.5                           | 24.0                   |
| <b>H + T Costs</b>   | <b>52.1</b>          | <b>83.0</b>                     | <b>51.0</b>                    | <b>57.9</b>            |

Source: Location Affordability Index, U.S. Dept. of Transportation and U.S. Dept. of Housing and Urban Development

\*The purpose of the H+T index is to isolate the effect of location on housing and transportation costs, grouped by common demographic characteristics that form four distinct household types. The values above represent the percent of household income that an average household within each of these types in the region would spend on housing and transportation if they lived in this county. The standard threshold of affordability is equal to 30 percent for housing costs and 45 percent for housing and transportation costs combined. For more information, visit [www.locationaffordability.info/About\\_Data.aspx](http://www.locationaffordability.info/About_Data.aspx).

Community Data Snapshot: Richmond - Page Three

EMPLOYMENT STATUS, 2013

|                           | Community |         | McHenry County |         | CMAP Region |         |
|---------------------------|-----------|---------|----------------|---------|-------------|---------|
|                           | Count     | Percent | Count          | Percent | Count       | Percent |
| <b>In Labor Force</b>     | 1,297     | 74.8    | 171,500        | 72.5    | 4,512,014   | 68.2    |
| Employed*                 | 1,211     | 93.4    | 153,608        | 89.6    | 4,001,000   | 88.7    |
| Unemployed                | 86        | 6.6     | 17,726         | 10.3    | 497,606     | 11.0    |
| <b>Not In Labor Force</b> | 438       | 25.2    | 65,059         | 27.5    | 2,104,803   | 31.8    |

Source: 2013 American Community Survey, five-year estimates. Universe: Population aged 16 and over. \*Does not include employed population in the Armed Forces.

PRIVATE SECTOR EMPLOYMENT, 2013\*

|                                   | Community |         | McHenry County |         | Six-County Region** |         |
|-----------------------------------|-----------|---------|----------------|---------|---------------------|---------|
|                                   | Count     | Percent | Count          | Percent | Count               | Percent |
| <b>Private Employment</b>         | N/A       | N/A     | 75,940         | N/A     | 3,314,262           | N/A     |
| <b>Job Change (2003-13)</b>       | N/A       | N/A     | -427           | -0.6    | 2,333               | 0.1     |
| <b>Private Sector Jobs per HH</b> | N/A       |         | 0.70           |         | 1.09                |         |

Source: Illinois Department of Employment Security (IDES). \*Figures exclude employees not covered by unemployment insurance. \*\*Kendall County is not included in IDES data.

EMPLOYMENT OF COMMUNITY RESIDENTS, 2011

| By Industry Sector     | Count |         | By Industry Sector            | Count |         |
|------------------------|-------|---------|-------------------------------|-------|---------|
|                        | Count | Percent |                               | Count | Percent |
| <b>Manufacturing</b>   | 148   | 17.1    | <b>Manufacturing</b>          | 537   | 40.9    |
| <b>Retail Trade</b>    | 95    | 10.9    | <b>Education</b>              | 290   | 22.1    |
| <b>Health Care</b>     | 86    | 9.9     | <b>Wholesale Trade</b>        | 157   | 12.0    |
| <b>Education</b>       | 78    | 9.0     | <b>Accommodation and Food</b> | 110   | 8.4     |
| <b>Wholesale Trade</b> | 71    | 8.2     | <b>Retail Trade</b>           | 63    | 4.8     |

By Employment Location

| By Employment Location |    | By Residence Location |    |
|------------------------|----|-----------------------|----|
| <b>Chicago</b>         | 68 | <b>Spring Grove</b>   | 82 |
| <b>McHenry</b>         | 60 | <b>Woodstock</b>      | 56 |
| <b>Richmond</b>        | 44 | <b>McHenry</b>        | 55 |
| <b>Woodstock</b>       | 41 | <b>Richmond</b>       | 44 |
| <b>Crystal Lake</b>    | 35 | <b>Hebron</b>         | 29 |

Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

MODE OF TRAVEL TO WORK, 2013

|                        | Community    |              | McHenry County |              | CMAP Region      |              |
|------------------------|--------------|--------------|----------------|--------------|------------------|--------------|
|                        | Count        | Percent      | Count          | Percent      | Count            | Percent      |
| <b>Work at Home*</b>   | 46           | N/A          | 7,955          | N/A          | 172,818          | N/A          |
| <b>Drive Alone</b>     | 1,033        | 93.9         | 124,261        | 86.9         | 2,731,295        | 72.7         |
| <b>Carpool</b>         | 26           | 2.4          | 11,390         | 8.0          | 339,800          | 9.0          |
| <b>Transit</b>         | 0            | 0.0          | 4,052          | 2.8          | 488,106          | 13.0         |
| <b>Walk or Bike</b>    | 41           | 3.7          | 2,149          | 1.5          | 156,261          | 4.2          |
| <b>Other</b>           | 0            | 0.0          | 1,080          | 0.8          | 42,664           | 1.1          |
| <b>TOTAL COMMUTERS</b> | <b>1,100</b> | <b>100.0</b> | <b>142,932</b> | <b>100.0</b> | <b>3,758,126</b> | <b>100.0</b> |

Source: 2013 American Community Survey, five-year estimates. \*Not included in "total commuters."

ANNUAL VEHICLE MILES TRAVELED (VMT) PER HOUSEHOLD, 2013

|                                       | Community | McHenry County | CMAP Region |
|---------------------------------------|-----------|----------------|-------------|
| <b>Average Vehicle Miles Traveled</b> | N/A       | 23,160         | 16,723      |

Source: CMAP analysis of US Census Bureau, HERE, and Illinois Environmental Protection Agency data.

## Community Data Snapshot: Richmond - Page Four

### GENERAL MERCHANDISE RETAIL SALES, 2013

|                        | Community    | McHenry County  | CMAP Region      |
|------------------------|--------------|-----------------|------------------|
| Total Retail Sales*    | \$38,137,508 | \$2,973,015,024 | \$92,667,928,416 |
| Total Sales per Capita | \$18,676.55  | \$9,650.77      | \$10,953.96      |

Source: Illinois Department of Revenue. \*Does not include qualifying food, drugs, and medical appliances.

### EQUALIZED ASSESSED VALUE, 2012

|              |                     | PARK ACCESS AND WALK SCORE              |       |
|--------------|---------------------|-----------------------------------------|-------|
| Residential  | \$25,365,290        | <i>Park Acreage per 1,000 Residents</i> |       |
| Commercial   | \$14,747,283        | Community                               | 90.0  |
| Industrial   | \$8,268,232         | McHenry County                          | 118.3 |
| Railroad     | \$0                 | Region                                  | 39.0  |
| Farm         | \$446,820           | Walk Score*                             | N/A   |
| Mineral      | \$0                 |                                         |       |
| <b>TOTAL</b> | <b>\$48,827,625</b> |                                         |       |

Source: Illinois Department of Revenue.

Source: CMAP calculations of 2010 Land Use Inventory; walkscore.com.  
\*Walk Score is a number between 0 and 100 that measures the average walkability of a municipality.

### GENERAL LAND USE, 2010

|                           | Acres          | Percent      |
|---------------------------|----------------|--------------|
| Single-Family Residential | 225.9          | 8.4          |
| Multi-Family Residential  | 19.2           | 0.7          |
| Commercial                | 64.2           | 2.4          |
| Industrial                | 125.9          | 4.7          |
| Institutional             | 92.8           | 3.4          |
| Mixed Use                 | 7.3            | 0.3          |
| Transportation and Other  | 199.7          | 7.4          |
| Agricultural              | 1,532.9        | 56.7         |
| Open Space                | 168.7          | 6.2          |
| Vacant                    | 266.7          | 9.9          |
| <b>TOTAL</b>              | <b>2,703.3</b> | <b>100.0</b> |

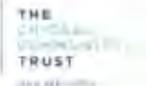
Source: Chicago Metropolitan Agency for Planning Parcel-Based Land Use Inventory.

### For More Information

Please direct inquiries to Jon Hallas, 312-386-8764 or [JHallas@cmmap.illinois.gov](mailto:JHallas@cmmap.illinois.gov). To access other Community Data Snapshots for municipalities and counties in the Chicago Metropolitan Agency for Planning's seven-county northeastern Illinois region, visit [www.cmmap.illinois.gov/data/metropulse/](http://www.cmmap.illinois.gov/data/metropulse/).

## Acronyms

|      |                                              |
|------|----------------------------------------------|
| CPD  | Census-designated Place                      |
| CMAP | Chicago Metropolitan Agency for Planning     |
| CORI | Commercial, Office, Research, and Industrial |
| FWS  | U.S. Fish and Wildlife Service               |
| GIV  | Green Infrastructure Vision                  |
| IDOT | Illinois Department of Transportation        |
| LTA  | Local Technical Assistance                   |
| NWR  | National Wildlife Refuge                     |
| PSRD | Planned Suburban Residential District        |
| TAP  | Technical Assistance Panel                   |
| UDO  | Unified Development Ordinance                |
| ULI  | Urban Land Institute                         |



Last updated June 2015



233 South Wacker Drive, Suite 800  
Chicago, IL 60606

312-454-0400  
[info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)

[www.cmap.illinois.gov](http://www.cmap.illinois.gov)



The Chicago Metropolitan Agency for Planning (CMAP) is our region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.