



CRYSTAL LAKE & PINGREE ROAD STATIONS **STRATEGIC ACTION PLAN**

Adopted - September 7, 2021

ACKNOWLEDGMENTS

THANKS TO THOSE WHO PARTICIPATED

A special thank you goes to everyone who participated in the planning process for the Crystal Lake & Pingree Road Stations Strategic Action Plan. This Plan was made possible by the contributions and insights of the residents, business owners, property owners, developers, representatives from various groups and organizations in the City and local and regional transportation agencies, Steering Committee members, City Council, and Planning & Zoning Commission.

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The Crystal Lake & Pingree Road Stations Strategic Action Plan was funded by the Regional Transportation Authority's Community Planning Program.

For more information about this program, visit <http://rtachicago.org/plans-programs/grants-projects/community-planning>

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With technical assistance from
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CHAPTER 1
INTRODUCTION



The Crystal Lake and Pingree Road Metra stations are important economic drivers for the City of Crystal Lake. The Metra stations can be a catalyst to attract residents and economic investments into the City, and the City needs a roadmap to best utilize the Metra stations' potential. Thus, the City has embarked on a 12-month planning process to establish a Stations Strategic Action Plan. This document creates a long-term vision and policy framework for the City to implement to enhance both areas into successful, vibrant, and unique destinations to live and work. In essence, the Plan identifies where the Metra Station Areas are now, where they want to be in the future, and how should they get there.

PURPOSE OF THE STATIONS STRATEGIC ACTION PLAN

The Crystal Lake and Pingree Road Stations Strategic Action Plan establishes a shared vision for areas surrounding the Crystal Lake and Pingree Road Metra Stations. The Plan identifies strategies to guide future development, promote a multi-modal environment, create welcoming and unique destinations, and maximize the potential of undeveloped and underutilized land. Ultimately, the Plan illustrates how the Crystal Lake and Pingree Road Station Areas should evolve over the next 10 years and provides strategies for achieving that vision.

ORGANIZATION OF THE PLAN

The Plan is composed of the following chapters:

CHAPTER 1: STATION AREAS SNAPSHOT

This chapter introduces the premise of the Plan and provides an overview of the planning process, planning area, community engagement, review of past plans and studies, and takeaways from an analysis on the residential, commercial, office, and industrial markets, existing land use, and current zoning at the time the plan was created.

CHAPTER 2: VISION, GOALS, AND OBJECTIVES

This chapter consists of a forward-looking vision statement for the Crystal Lake and Pingree Road Station Areas that describes the desired outcome to be achieved through implementation of the Plan. The vision statements are supported by goals and objectives that guide implementation of the Plan to achieve the desired outcomes for both Station Areas.

CHAPTER 3: LAND USE AND DEVELOPMENT

This chapter includes land use recommendations for both Station Areas. This chapter also provides a toolbox of urban design best practices and illustrates their applicability to development within both Station Areas.



CHAPTER 4: TRANSPORTATION

This chapter includes a series of strategies that address transportation issues and improvements within and around both Station Areas, including vehicular, transit, and active modes of transportation. These strategies are intended to promote a multi-modal environment in both Station Areas.

CHAPTER 5: REDEVELOPMENT OPPORTUNITY SITES

This chapter presents illustrative concepts that visualize development potential and desired intensity and character of future development for three identified redevelopment opportunity sites. These models demonstrate how Station Area land use and transportation recommendations can be addressed at the site level and communicate desired direction for future development and can be used as a marketing tool to attract development interest to the subject sites.

PLANNING PROCESS

To adequately guide the Crystal Lake and Pingree Road Station Areas for the next 20 years, the Plan is the product of a community-driven planning process that includes engagement with residents, business owners, local officials, City staff, staff from transportation and transit agencies (Metra, Pace, McHenry Department of Transportation, and Regional Transportation Authority (RTA)), and other key stakeholders.

TASK 1: PROJECT INITIATION AND STEERING COMMITTEE PROJECT KICK-OFF

The planning process began with meetings with key RTA and City staff, elected officials, and the Steering Committee, which consists of local realtors, transportation and transit agency staff, bicycle advocates, Crystal Lake Park District staff, and the Downtown Crystal Lake's business association. These meetings enabled staff, officials, and Steering Committee members to identify issues and opportunities and the onset of the process.

TASK 2: ANALYSIS OF EXISTING CONDITIONS AND REVIEW PAST PLANS

This task entailed the preparation of the Existing Conditions Report (ECR) based on existing datasets, field reconnaissance, surveys, past planning efforts and initiatives, market and demographic information, and community engagement. The ECR served as the initial foundation for the development of the Plan.

Impacts of COVID-19

The Crystal Lake and Pingree Road Stations Strategic Action Plan was developed in the midst of the COVID-19 pandemic. Public engagement was conducted primarily online in response to social distancing requirements. While the full impact of the pandemic is not known, the vision and goals contained in this plan provide direction that is responsive to an evolving community.



TASK 3: LAND USE AND ZONING ANALYSIS

This task established an overall “vision” for the Crystal Lake and Pingree Road Station Areas, along with preliminary goals and policies that provide focus and direction for subsequent planning activities. A future land use and transportation framework was developed to illustrate how the vision, goals, and policies manifest themselves within both Station Areas. Preliminary massing models were also developed to illustrate the recommended development program for the redevelopment opportunity sites. This task was undertaken concurrently with Task 4: Transportation and Accessibility Framework and Task 5: Market Analysis to ensure the recommendations were supported by transportation and market findings.

TASK 4: TRANSPORTATION AND ACCESSIBILITY FRAMEWORK

The Transportation and Accessibility Framework identified strategies for enhancing pedestrian and bicycle mobility while ensuring convenient access for motorists and transit-passengers. The recommendations were aimed in promoting a more multi-modal environment for both Stations Areas.

TASK 5: MARKET ANALYSIS

The market analysis utilized data collected in previous tasks to identify how each Station Area function in the context of the larger region. This included an examination of the residential, retail, office, and industrial market trends for both Station Area, the City as a whole, and the larger region. These findings ensured the Plan’s recommendations are grounded in market and economic realities.

TASK 6: IMPLEMENTATION STRATEGY

The implementation strategy and action framework identified actions to be undertaken, determine prioritization, establish the role of the City and various partners and stakeholders in undertaking key actions, and identify specific implementation tasks.

TASK 7: PUBLIC OUTREACH AND PARTICIPATION

Community outreach and citizen participation were an important part of the planning process. Residents, business owners, and other stakeholders participated in the planning process through a variety of tools including a virtual Community Vision Event, map, social, an interactive project website, online questionnaires, key person interviews, and update meetings to the City’s Planning and Zoning Commission and City Council. This task occurred throughout the planning process.

TASK 8: DRAFT STATIONS STRATEGIC ACTION PLAN

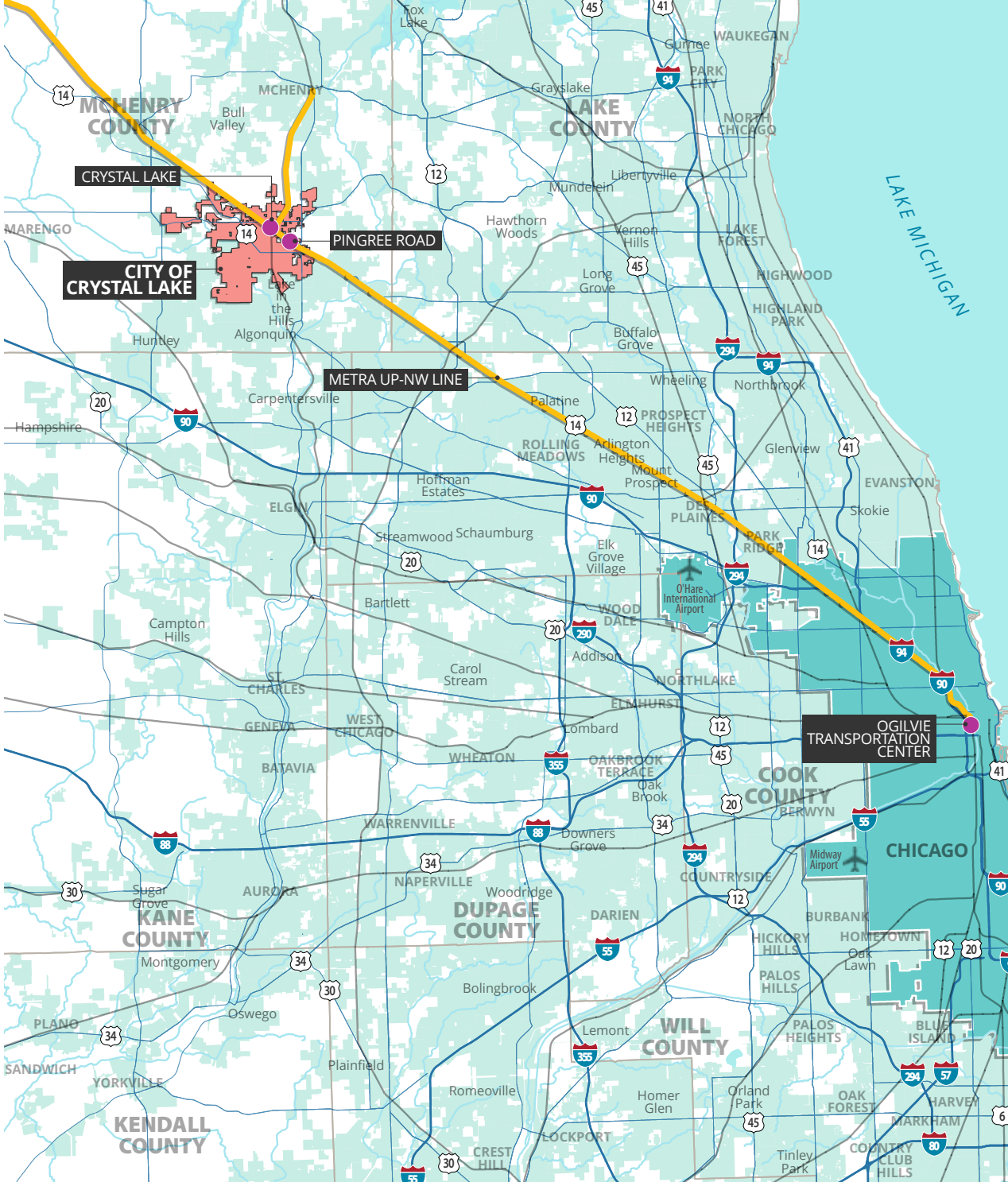
This step included the preparation of the draft of the Crystal Lake and Pingree Road Stations Strategic Action Plan, which was reviewed by City staff, the steering committee, and the community through a Community Open House. The review, discussion, and public feedback would inform revisions to the revised and final draft Plan.

TASK 9: FINAL STATIONS STRATEGIC ACTION PLAN

This final step included the preparation and refinement of a final Plan, along with the City’s adoption process.



CHAPTER 2
**STATION AREAS
SNAPSHOT**



REGIONAL SETTING

The City of Crystal Lake is a community with a population of approximately 39,829 (per 2019 estimates from the U.S. Census). Located in the southeast portion of McHenry County, the City is situated at the northwestern edge of the Chicago metropolitan region. Crystal Lake is the largest community in McHenry County and is generally well-connected with the rest of the region, given that it has access to the regional highways, including the east-west U.S. Highway 14 and IL Route 31, which intersects with Interstate 90 about five miles south of the City. Metra's Union Pacific Northwest (UP-NW) Line also serves the City with two Metra stations, Crystal Lake and Pingree Road, traveling to the Ogilvie Transportation Center in downtown Chicago.

Founded by two communities that were established in the 1800s, the Village of Crystal Lake was situated by Crystal Lake while the Village of Nunda was located at the present Crystal Lake Downtown area that acted as a commercial hub for the first direct rail connection from Chicago into McHenry County. Both communities consolidated into the City of Crystal Lake in 1914. Today, the City of Crystal Lake remains an important hub of commerce in McHenry County.

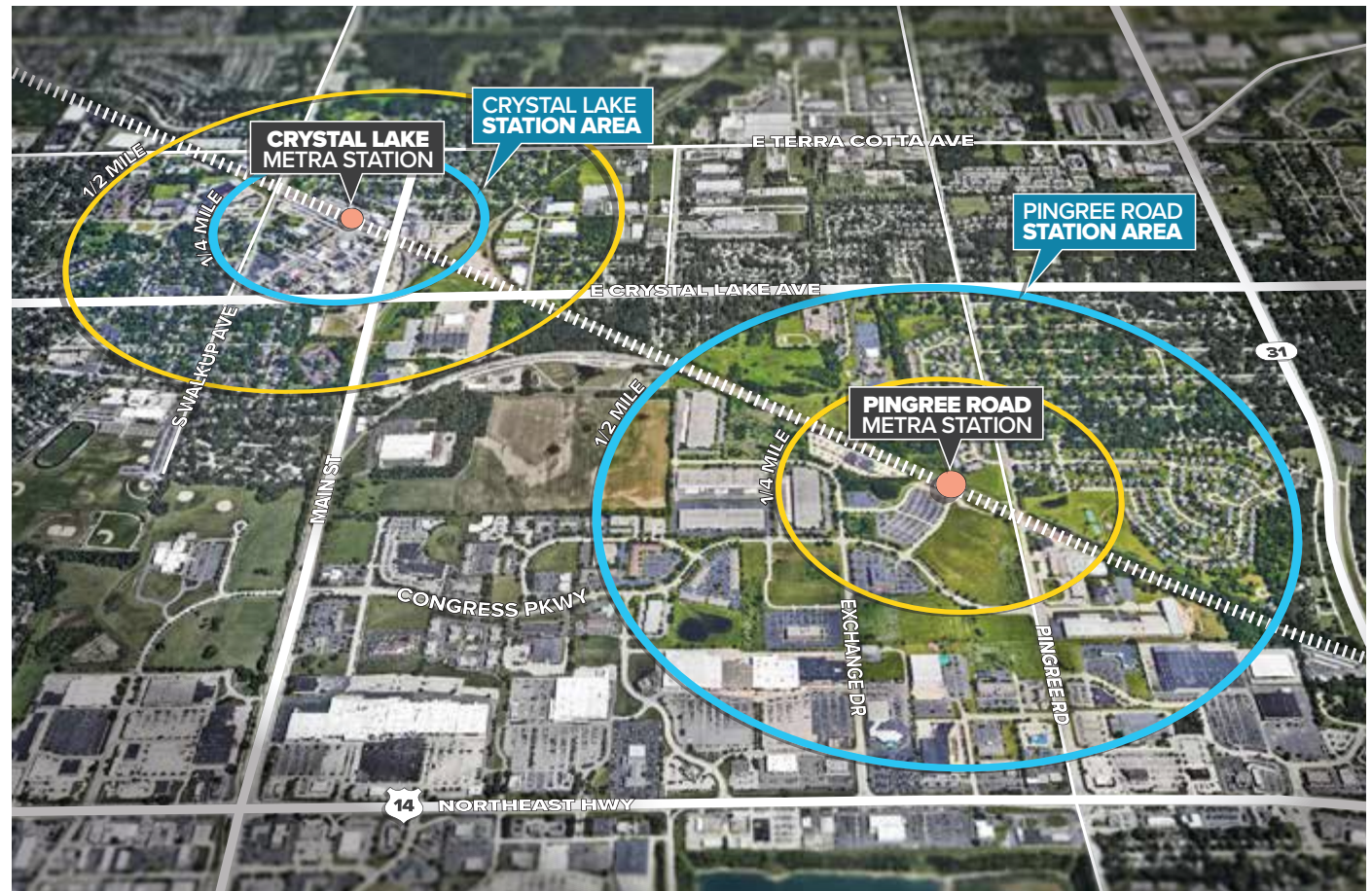
Downtown Crystal Lake is still a vibrant destination and business environment. Commercial uses outside of Downtown are concentrated along U.S. Highway 14 and South Virginia Rd, while light industrial, offices, and medical offices are mostly situated along Congress Parkway and by Pingree Road Metra station. The City's residential neighborhoods surrounding Downtown Crystal Lake are well-developed and more urban in nature, since they are situated within traditional grid network, and they enjoy easy access to some of the City's well-known destinations, including Veterans Acres Park, Downtown Crystal Lake, and Crystal Lake. Residential neighborhoods farther from Downtown Crystal Lake tend to be more suburban as they are usually situated within subdivisions.

STATION AREA

The Plan provides recommendations for two identified Station Areas:

- **Crystal Lake Station**
Area: Quarter-mile radius around the Crystal Lake Metra station.
- **Pingree Road Station Area:** Half-mile radius around the Pingree Road Metra station.

The Crystal Lake Station Area focuses on Downtown Crystal Lake and the surrounding residential neighborhoods. This area is generally built-out except for several parcels and blocks that are identified as potential redevelopment sites in the final section of this report. In contrast, the Pingree Road Station Area functions more as a business park with a park-and-ride commuter facility with residential subdivisions to the north and a concentration of offices, medical offices, and light industrial uses to the south. A series of vacant lots and Metra's excess property by the Pingree Road Metra station are potential development opportunities. The following sections provide greater and more in-depth analysis of both Station Areas.





COMMUNITY ENGAGEMENT

Community outreach efforts were conducted throughout the planning process to facilitate discussion with a diverse range of community stakeholders and gain an understanding of local needs and aspirations. This included the use of virtual events and online tools that allowed community members to effectively participate and share their feedback during the COVID-19 pandemic under related social distancing requirements. Residents, business community members, property owners, developers, service providers, officials, and other groups with a vested interest participated and shared their vision for the Crystal Lake and Pingree Road Station Areas. Together, the feedback helped guide the direction of the Plan and ensured recommendations and policies are responsive to the needs of the community.

The following is a list of community outreach efforts conducted throughout the planning process (all outreach were conducted virtually, except the Update Meetings to the City's Planning & Zoning Commission and City Council):

STEERING COMMITTEE MEETING KICK-OFF MEETING & FOLLOW-UP INTERVIEWS

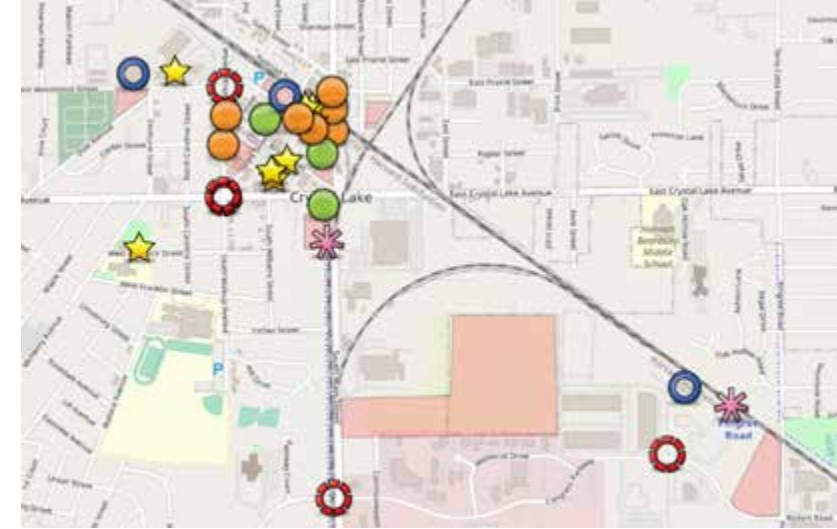
A Steering Committee kick-off meeting was held on July 2020 to introduce Steering Committee members about the planning process and opened discussions about the issues and opportunities in the Crystal Lake and Pingree Road Station Areas. The consultant team also conducted follow-up interviews with each Steering Committee member. These conversations touched on a variety of topics, such as land use, residential neighborhoods, economic development, regional transportation, Metra service, and trail access.

STEERING COMMITTEE MEETING #2

In October 2020, the consultant team met with the Steering Committee members to review and discuss the Existing Conditions Report and selection of the three redevelopment opportunity sites. The discussion set the direction for the consultant team to develop preliminary land use and transportation framework and preliminary massing models to visualize site-specific land use and transportation recommendations.

COMMUNITY VISION MEETING

In October 2020, the consultant team and the City hosted a virtual Community Vision Workshop on Zoom. The presentation introduced the Crystal Lake and Pingree Road Stations Strategic Action Plan, described what a transit-oriented development (TOD) is, explored TOD's key principles, examples, and importance to the Crystal Lake and Pingree Road Station Areas. The presentation also included a demonstration of Map.Social, which is an online platform that people can spatially map out their vision, issues, and opportunities of the Station Areas.



STEERING COMMITTEE MEETING #3

In March 2021, the consultant team met with the Steering Committee to review and discuss the draft vision and goals, preliminary land use and transportation framework and massing models for the selected redevelopment opportunity sites. The resulting discussion and feedback received provided directions for the development of the draft Crystal Lake & Pingree Road Stations Strategic Action Plan.

PLANNING & ZONING COMMISSION AND CITY COUNCIL UPDATE MEETING (IN-PERSON)

In April and May 2021, the consultant team provided an update meeting to the City's Planning & Zoning Commission and the City Council, respectively, to solicit their input regarding the Plan's land use and transportation recommendations, urban design considerations, and the redevelopment opportunity sites' massing models. The feedback received were used to further refine the Plan's recommendations.

PROJECT WEBSITE

A project website was developed to support the planning process and keep the public updated on the project's progress. It included background information about the Plan, project news and announcements, meeting dates, documents, and online engagement tools. The website remained active throughout the development of the Stations Strategic Action Plan and acted as a 'hub' for information and engagement opportunities.

MAP.SOCIAL

Map.social is an online mapping tool that allows participants to pinpoint issues and opportunities within the Station Areas on their own personalized map. It was available to the public throughout the planning process on the project website.

ONLINE COMMUNITY SURVEY

A Community Questionnaire was made available on the project website, designed to gather detailed feedback from residents and business community members in Crystal Lake.



PAST PLANS & STUDIES

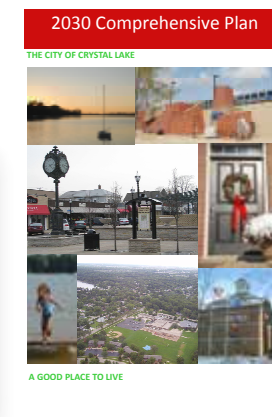
The following are the past research and studies reviewed in preparation of the Crystal Lake and Pingree Road Stations Strategic Action Plan. Plans include those adopted by the City of Crystal Lake as well as those that impact policy, planning, and development within both Station Areas. The Plan recognizes the value of past planning efforts and builds upon them as a component of the community's vision.



**McHenry County
Transit Plan (2019)**



**City of Crystal Lake
Transportation
Plan (2017)**



**Crystal Lake 2030
Comprehensive
Plan (2012)**



**Green Infrastructure
Vision (2011)**

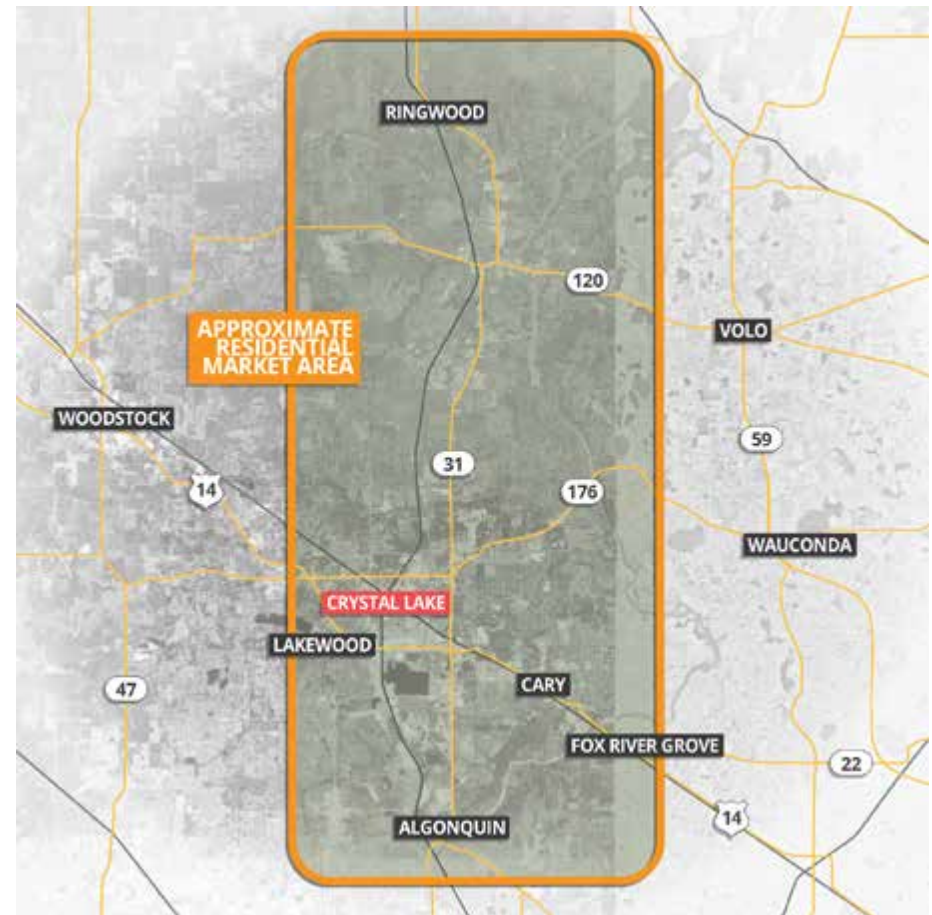


MARKET ANALYSIS

A market analysis was undertaken to examine past, current, and projected trends in the residential, commercial, office, and industrial real estate in Crystal Lake and the larger McHenry County market area. Market analysis findings were used to identify issues and opportunities in each real estate market and help inform the Plan's land use and development recommendations for the Crystal Lake and Pingree Road Station Areas.

RESIDENTIAL

The Crystal Lake Residential Market area covers Crystal Lake and is roughly bounded by Lakewood (west), Fox River Grove (east), Ringwood (north), and Algonquin (south). This area covers where the bulk of new potential residents are likely to move from.





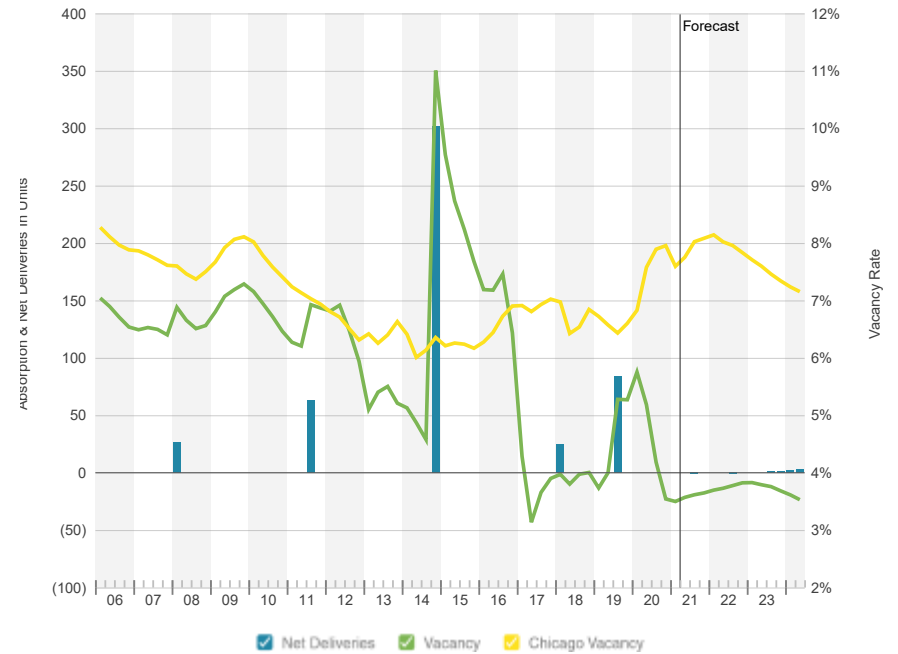
Single-Family Attached Home Sales

Single-Family Attached Home refers to low-rise townhomes. Townhomes valued between \$100,000 and \$199,000 sold well among those attainable for most income levels, with an average of 50 days on the market. This represents the bulk (63% of total inventory) of the home sales in the market area. Townhomes valued lower than this price range spent about 70 days on the market, and townhomes at higher price ranges were in the market between 100 and 180 days. Few properties valued higher than \$350,000 (0.6% of total inventory) were sold within 25 days on the market. 1- and 2-bedroom units are the most popular type of townhomes, representing 64 percent of all townhome sales, and 3-bedrooms have the highest sell rate at 80% at an average price of \$187,000.

Multifamily Sales (2-4 Bedroom Unit Buildings)

Based on available datasets, there were few multifamily buildings (78) relative to attached single-family homes (1,379). Because of this low sample size, there is more significant variation. Multifamily units priced between \$150,000 and \$199,000 were the most popular, representing 46 percent of all sales, and 69 percent of all sales were priced between \$150,000 and \$250,000. A little over half of all sold multifamily units were 3- and 4-bedroom units, with 4-bedroom units enjoying a 25 percent higher sale rate than 3-bedrooms do, making them unusually competitive with for-sale townhomes.

Residential Net Deliveries & Vacancy

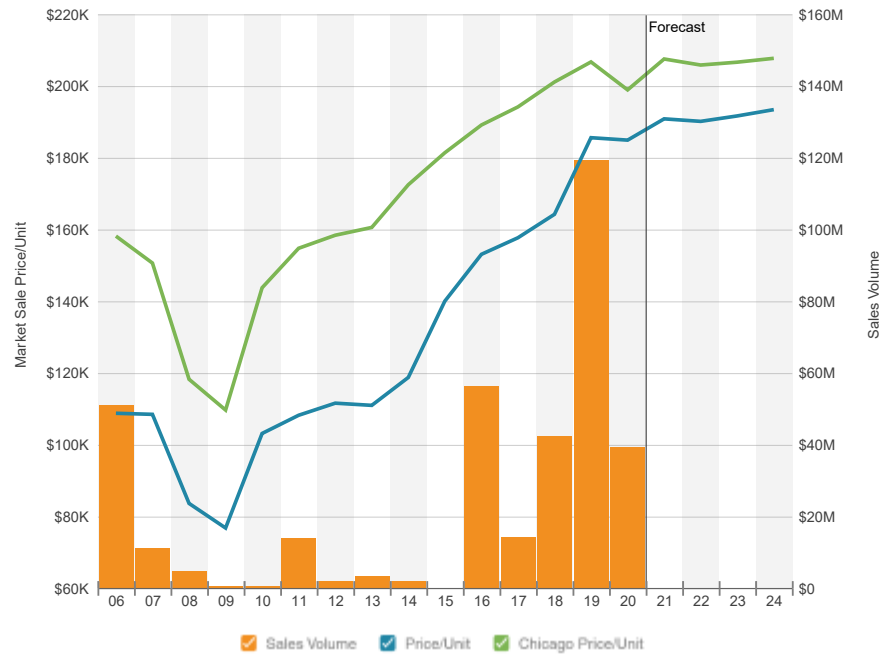


Source: CoStar



Source: Lennar.com

Multifamily Residential Sales Volume & Sale Price Per Unit (Inflation Adjusted)



Source: CoStar

Multifamily Rentals

Recent trends indicated the multifamily rental market had a minor blip in sales and vacancy patterns. At 3.5 percent, multifamily rental's vacancy rate is at near historical lows. This is aided by very little activity in new constructions, with the total number of units almost unchanged since 2015. In addition, 3-bedroom units have experienced a shift from having one of the highest vacancy rates before 2020 to the lowest in the multifamily rental market at 1.6 percent in 2021. Since 2016, rents have been growing in the Crystal Lake-area market, while rents in Chicago have remained steady. These trends signal that the multifamily rental market may be ready to be tested again for new residential developments.

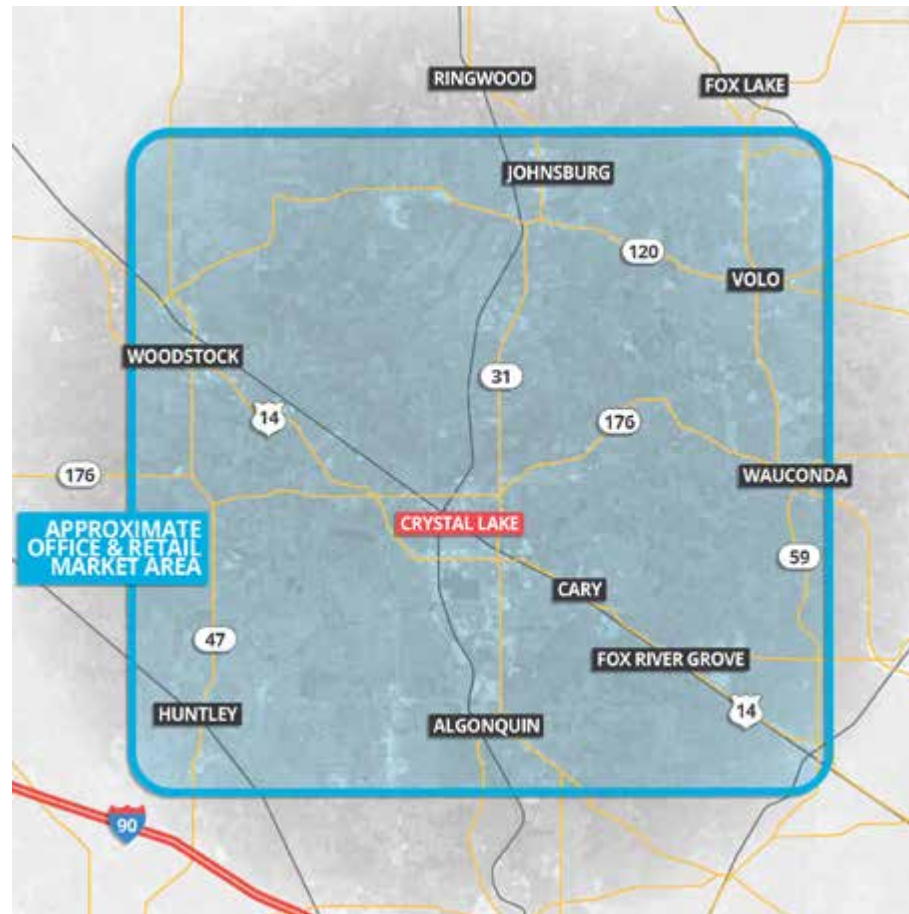
Residential Market Summary

Demand is strongest for single-family for-sale townhouses (1- to 3-bedrooms) and rental apartments (studio to 2-bedrooms). The findings indicate a lower level of local and regional demand for for-sale condominiums. Still, the rental multifamily market may be ready for deliveries of new units after a period of inactivity.



OFFICE

The Office Market shares the same market boundaries as the Retail market, based largely around highways and a travel-time of around 15 minutes from Crystal Lake. It is roughly bounded by Algonquin (south), Johnsburg (north), Woodstock (west), and Wauconda (east).



Office Summary

In the Crystal Lake Office Market, the vacancy rate has increased from 9 percent to 10 percent between 2020 and mid-2021. This is considered a low-end of averages for the past 10 years. The available datasets and recent trends suggest that there are nominal deliveries of office space scheduled for the near future, as developers are evaluating how the increasing popularity of working-from-home would impact demand for office space.



RETAIL

Over the last decade, the retail market and the way consumers shop have undergone a major transformation due to the growth of e-commerce, which has been attracting sales and gaining market share from brick-and-mortar stores. According to the U.S. Department of Commerce, the share of total retail sales that is captured by e-commerce increased from 2.9 percent in 2006 to 10.2 percent in the first quarter of 2019. For some items, such as books and electronics, the penetration of e-commerce sales is very high.

Unlike demand for residential units, demand for retail space is derived from the demand for retail goods and services. It is driven by population and household growth, disposable incomes, and spending patterns. These factors remain the key determinants of the sales potential of a retail development despite the rapid growth of e-commerce.

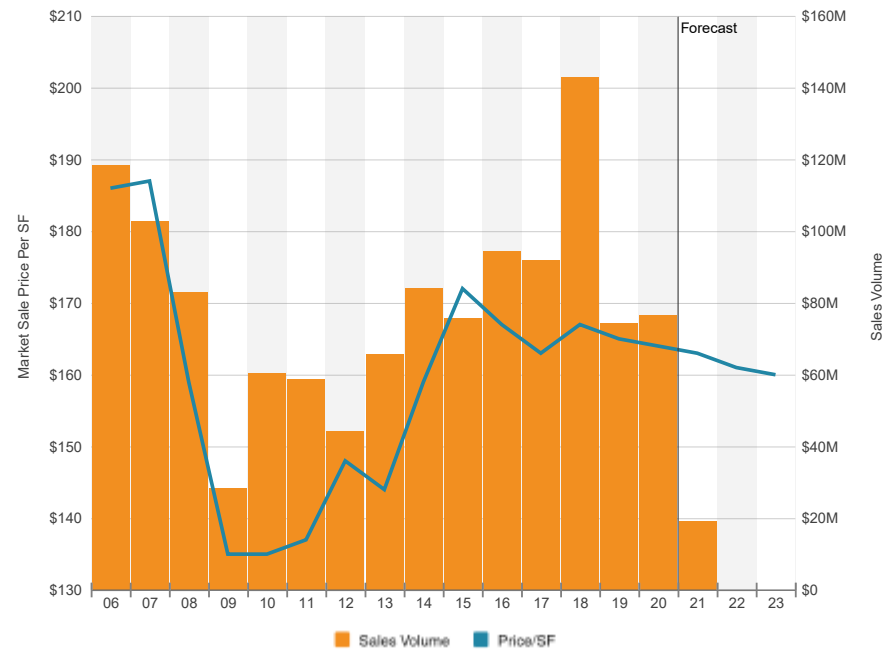
Retail Market Area

The Crystal Lake Retail Market Area has the same market area as the City's Office Market has.

Retail Summary

The Crystal Lake Retail Market remains in good health, characterized by relatively low vacancy rates and modest sales activity. Retail vacancy rates have, however, increased from five to six percent in 2020 while remaining near its 15-year historic lows. Rents per square foot have declined at a similar rate since 2015 but experienced a more severe drop-off since 2006, from which the market has not yet recovered.

Retail Sales Volume & Sale Price Per SF (Inflation Adjusted)

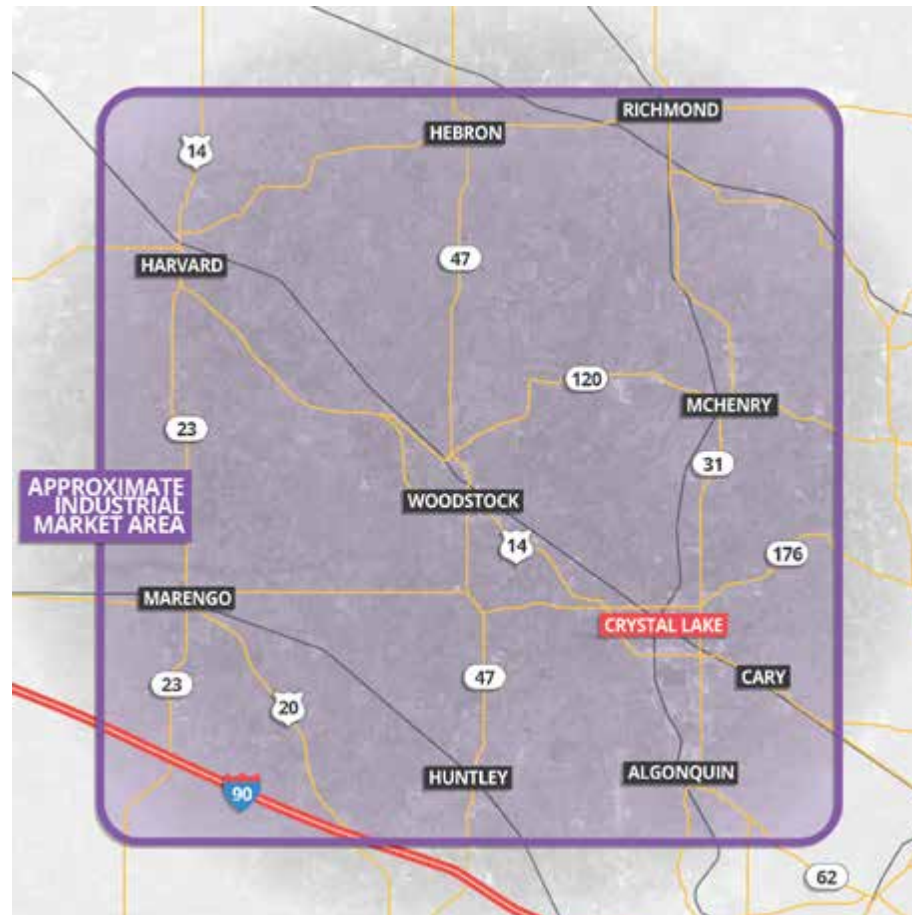


Source: CoStar



INDUSTRIAL

Demand for warehouse and logistics space at the national level has significantly increased in recent years due to the rise of e-commerce. The Crystal Lake Industrial Market is the largest by land area, because its tenants typically are more location-flexible. The Market Area's approximate boundaries are McHenry (east), Marengo (west), Richmond (north), and Huntley (south).



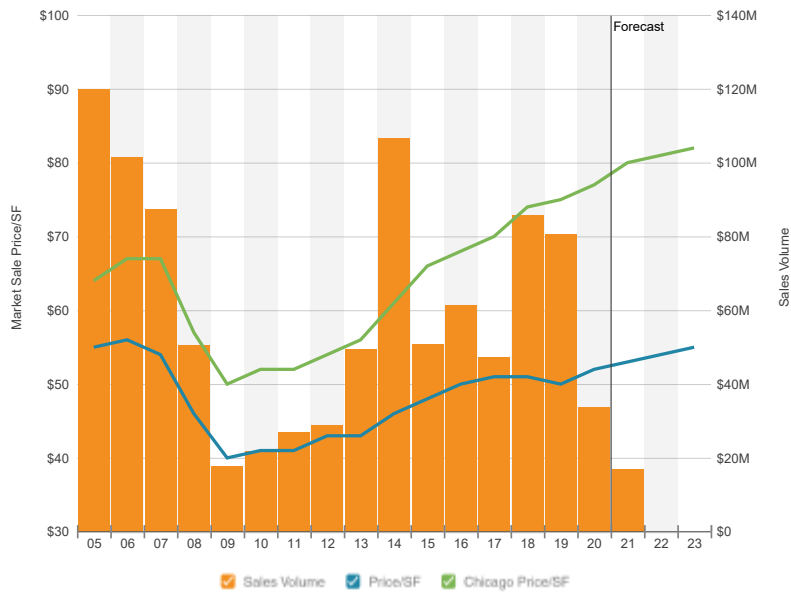
Industrial Summary

The datasets and trends suggest that the Crystal Lake Industrial Market is in healthy condition, with Warehousing & Logistics spaces being the main contributors. Since 2019, and throughout 2020, the Crystal Lake Industrial Market's vacancy rates had consistently matched its lowest levels in 20 years, despite being higher than of Chicago since 2011. Additionally, market rents have been steadily rising since 2011 from \$6.15/ft² foot to \$7.36/ft² when adjusted for inflation. It should be noted that rent per square foot has not been this high, adjusted for inflation, since 2004.

Logistics fared better than Specialized Industrial in terms of vacancies, despite both having similar share of the Industrial Market's total square footage. The vacancy rate for the former is five percent and 14 percent for the latter. Flex makes up 5 percent of the Industrial Market's total square footage, with a vacancy rate of 5 percent.



Industrial Sales Volume & Sale Price Per SF (Inflation Adjusted)



Source: CoStar

EXISTING LAND USE & CURRENT ZONING

The following pages/spreads exhibit the existing land use and current zoning in the Crystal Lake and Pingree Road Station Areas. The former examines how land is utilized in both Station Areas, and the latter explores how the City's Unified Development Ordinance's zoning district influence development patterns in both Station Areas. **Refer to page 22 and 23 for the Existing Land Use maps and page 24 and 25 for the Current Zoning maps.**

EXISTING LAND USE

CRYSTAL LAKE STATION AREA

Existing land use provides an inventory of every parcel in the Crystal Lake and Pingree Road Station Areas to identify how land is utilized within both Station Areas. The Station Areas' existing land uses have been broken into 12 distinct land use classifications, which together create an attractive Downtown environment for the Crystal Lake Station Area and a successful employment hub for the Pingree Road Station Area. This inventory represents data collected in September 2020.



Legend

- Crystal Lake Metra Station
- Crystal Lake Station Area
- Railroad

Existing Land Use

- | | |
|------------------------|--------------------------|
| Single-family Detached | Industrial |
| Single-family Attached | Parks/Open Space |
| Multi-family | Public/Semi-Public |
| Commercial | Transportation/Utilities |
| Office | Parking |
| Mixed-Use | Vacant |



EXISTING LAND USE

PINGREE ROAD STATION AREA

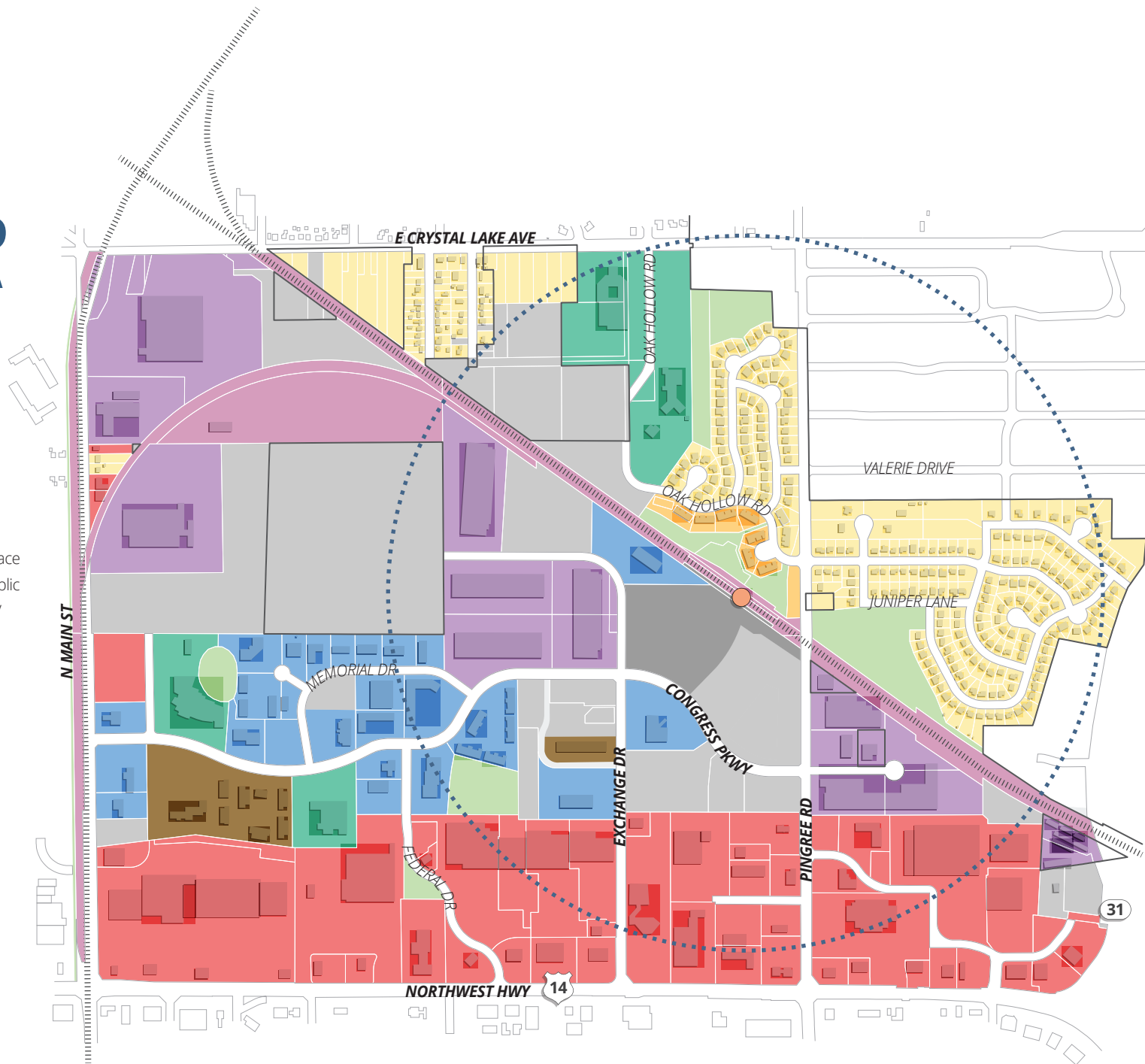


Legend

- Pingree Road Metra Station
- Pingree Road Station Area
- Railroad

Future Land Use

- | | |
|------------------------|--------------------------|
| Single-family Detached | Industrial |
| Single-family Attached | Parks/Open Space |
| Multi-family | Public/Semi-Public |
| Commercial | Transportation/Utilities |
| Office | Vacant |



CURRENT ZONING

CRYSTAL LAKE STATION AREA

Zoning and development controls have the power to shape and reshape communities by determining where specific land uses are permitted and the density of those uses, and by setting standards for setback, parking, landscaping, signs, and other standards that help to shape the visual attractiveness of a community or an area.

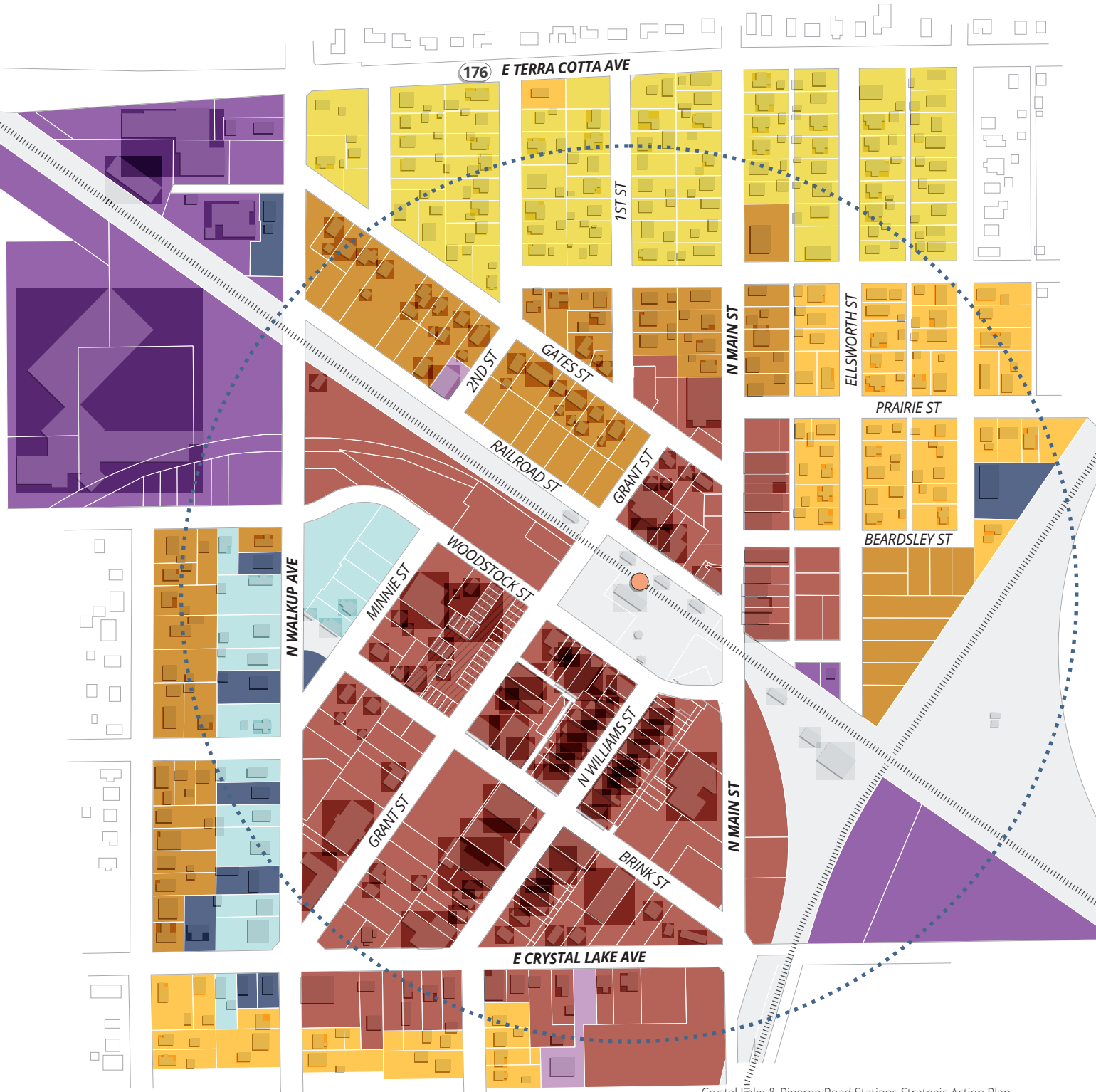


Legend

- Crystal Lake Metra Station
- Crystal Lake Station Area
- Railroad

Current Zoning

- B-2: General Commercial
- B-2: General Commercial PUD
- B-4: Mixed-Use Business
- B-4: Mixed-Use Business PUD
- M: Manufacturing
- M-L: Manufacturing Limited
- O: Office
- O: Office PUD
- R-O: Residential Office
- R-2: Single-Family Residential
- R-3A: Two-Family Residential
- R-3B: Multifamily Residential



CURRENT ZONING

PINGREE ROAD STATION AREA

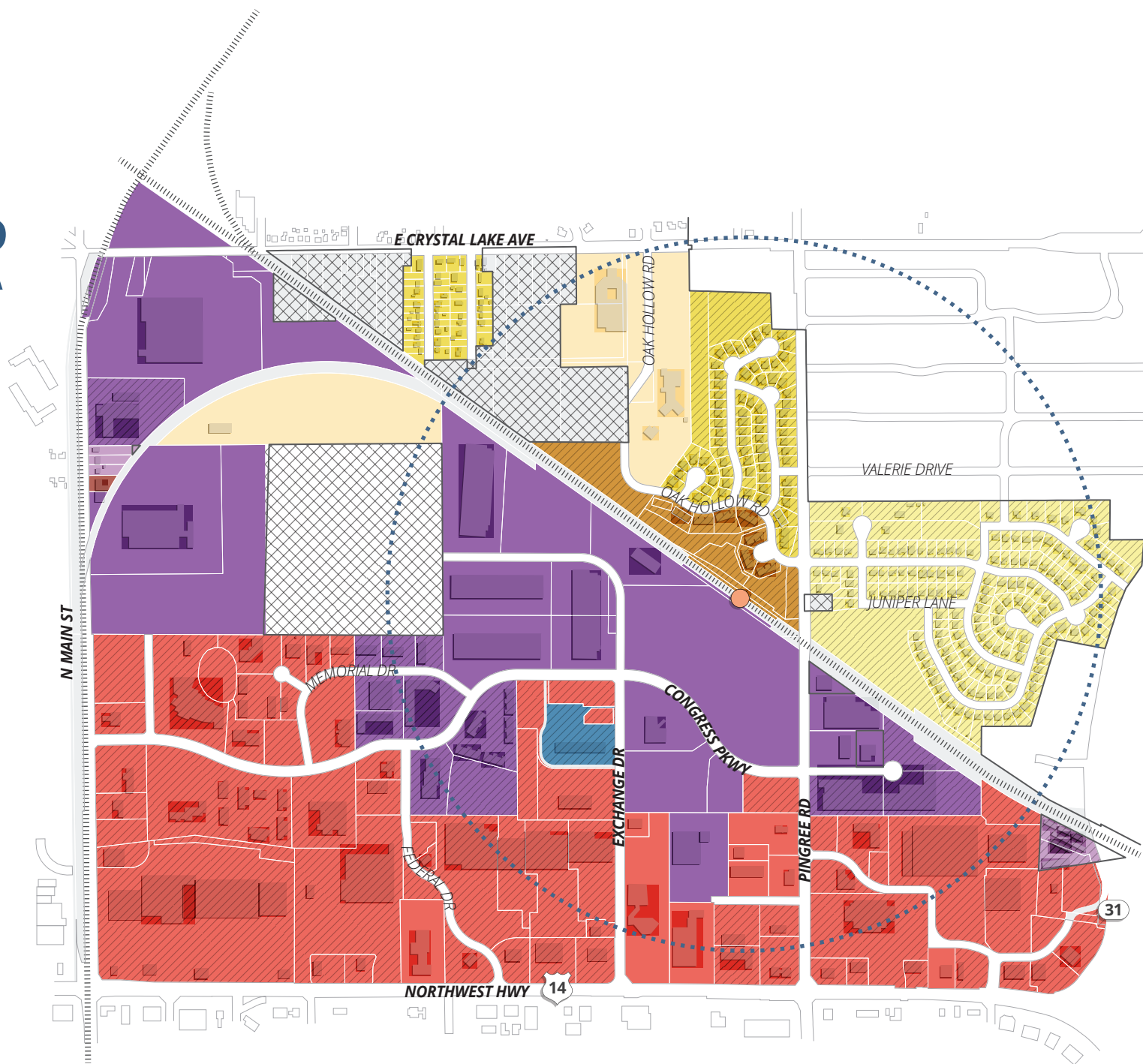


Legend

- Pingree Road Metra Station
- Pingree Road Station Area
- Railroad

Current Zoning

- B-2: General Commercial
- B-2: General Commercial PUD
- B-4: Mixed-Use Business
- County
- E: Estate
- M: Manufacturing
- M: Manufacturing PUD
- M-L: Manufacturing Limited
- M-L: Manufacturing Limited PUD
- O: Office PUD
- R-1: Single-Family Residential PUD
- R-2: Single-Family Residential
- R-2: Single-Family Residential PUD
- R-3B: Multifamily Residential PUD





CHAPTER 3

VISION, GOALS, AND OBJECTIVES



The vision, goals, and objectives set the framework for the Crystal Lake and Pingree Road Stations Strategic Action Plan's recommendations. Together, they provide a guide for decision making and establish direction for new projects and policies. The vision, goals, and objectives are defined as follows:

Vision – Describes the desired outcome to be achieved through the implementation of the Plan. It is forward looking and describes what the community could be like if the goals and recommendations are achieved. Crystal Lake and Pingree Road Station Areas have its own Vision to reflect their distinct character and purpose.

Goals – The goals describe desired results toward which planning efforts should be directed. They are broad and long range. They represent an ambition to be sought and require the culmination of many smaller actions to be fully achieved.

Objectives – The objectives are specific and quantify the goals and set expectations for their achievement.

VISION

CRYSTAL LAKE STATION AREA

The Crystal Lake Metra Station Area is a unique destination known for its thriving small businesses and a visually attractive and historic Downtown. Residential and mixed-use infill developments anchor prominent entrances to the area with local shops and restaurants. These businesses, along with unique cultural and entertainment venues attract visitors from around the region. New development complements the established character of the surrounding neighborhoods and provides quality housing options within walking distance to the Metra station. Being in Downtown provides residents with convenient access to everyday goods and services, which has also attracted more young professionals to Crystal Lake.

PINGREE ROAD STATION AREA

The Pingree Road Metra Station Area has a growing business park that strengthens Crystal Lake's economic vitality. The Main Street Crossing site is incorporated into the City, fostering additional growth in employment and housing options for all ages. Streetscaping improvements give the Station Area a unique identity and complement transportation enhancements to foster a multimodal environment. Safe and direct connections are provided to community assets, such as Feinburg Park and the Prairie Path Trail. With easy access to employment, housing, and the US Route 14 retail and service corridor, the Pingree Road Metra Station Area is an attractive live-work environment for Crystal Lake residents.



GOALS & OBJECTIVES

HOUSING

Provide a greater range of housing options for people at all life stages and background within proximity to the Crystal Lake and Pingree Road Metra stations.

Objectives

1. Update the City's codes to promote residential development within Downtown Crystal Lake and Pingree Road Station Area, through regulatory changes and coordination with developers, while ensuring new housing is compatible with adjacent development and contributes to the area's desired character and greater base of residents.
2. Encourage developers to develop multi-family housing complexes with common space amenities that are attractive to young professionals.

3. The City should play an active role in working with developers, investors, and local businesses to position redevelopment opportunity sites for new development. When resources are limited, City efforts should focus on these sites.
4. Proactively work with developers to ensure future (re)developments feature visually appealing facades, site design with strong relationship to the public street, and sufficient amount of transparency, as well as leveraging opportunities to create additional outdoor dining/pubic open spaces to create additional 'third places'.

ECONOMIC DEVELOPMENT

Goal 1

Strengthen Downtown Crystal Lake as an attractive shopping, dining, and entertainment destination.

Objectives

1. Provide opportunities for outdoor seating and activity areas in Downtown Crystal Lake's public rights-of-way to generate additional social gathering places.
2. Explore opportunities to implement a direct and safe pedestrian walkway between the existing alleyway at N Williams St and the Main St as an amenity within future development.

3. Enhance a section of a street as a festival street, using special streetscape improvements, movable bollards, and lighting that temporarily repurpose the right-of-way to provide a space for community events and public gatherings.
4. Continue to coordinate with Metra to explore redevelopment opportunities in Metra commuter parking lots that align with the Land Use Plan.
5. Utilize the Plan as a tool to market the desired vision and development potential of the Downtown to the development community.



Goal 2

Enhance the Pingree Road Metra Station Area as an economic center and expand the City's employment and tax base.

Objectives

1. Continue to allow for a mix of office and light industrial uses within the Crystal Lake Business Center and the Main Street Crossing site with a focus on maintaining high quality design that contributes to the desired character of the Station Area.
2. As development occurs, incorporate the Main Street Crossing site into the City limits and work with the developer to arrange cost sharing agreements associated with extending and expanding needed infrastructure.
3. Explore opportunities with developers and the Union Pacific Railroad to implement a rail spur connection between the rail line and the northern portion of the Main Street Crossing site to better attract industrial/logistic establishments into the Pingree Road Station Area.

4. Utilize the Plan as a tool to market the desired vision and development potential for the Main Street Crossing site and infill opportunities within the Pingree Road Station Area.
5. Use the Plan to proactively communicate the City's expectations for well-designed development and utilize pre-application conferences with City Staff to minimize uncertainties in the development process.
6. As development occurs, ensure there are sufficient buffers and screening between residential and non-residential uses to improve the marketability of residential products, including senior living facilities.

7. Continue to allow non-traditional tenants, such as gym, wellness clinics, and indoor sports recreation centers within office and industrial buildings to improve resiliency against changing market trends.
8. Continue to coordinate with Metra on commuter parking utilization rates and explore opportunities to convert land reserved for Metra parking into additional development and open space opportunities.
9. Coordinate with Metra to ensure the Pingree Road Metra station's pedestrian underpass is well-maintained throughout the year to maintain safe access for pedestrian and bicyclists.

TRANSPORTATION

Goal 1 - 2030 Comprehensive Plan

Provide a comprehensive transportation system to serve current and future land uses safely and efficiently, considering travel by road, rail, public transportation, bicycle, and foot.

Objectives

1. Provide a balanced transportation system to ensure the safe and efficient movement of vehicles, pedestrians, and cyclists.
2. Enhance mobility and accessibility by providing a comprehensive and connected transportation network.



Goal 2 - 2017 Crystal Lake Transportation Plan

The City of Crystal Lake envisions a transportation system that corresponds to adjacent land uses and increases community safety, reduces congestion, and decreases environmental impact by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation riders and drivers, and people of all ages and abilities.

Objectives

1. Existing components of Crystal Lake's transportation network should be improved in order to better accommodate the different users of the system.
2. Enhance sidewalk network and strengthen pedestrian facility standards to improve walkability.

3. Expand bicycle network and broaden bicycle facility standards to accommodate a range of users.
4. Make public transportation an interconnected part of the transportation network.
5. Promote alternative transportation and transportation safety through education, encouragement, and enforcement.
6. Establish design standards for transportation improvements to better complement and accommodate the surrounding land uses. Use of transportation network design elements can enhance safety and provide for multimodal accessibility through strategies that separate pedestrians and bicyclists from motor vehicle traffic as well as provide opportunities to separate local traffic from truck traffic and provide more travel choices through improved connectivity.

Goal 3 - Complete Streets Policy

In November 2019, the City of Crystal Lake adopted a Complete Streets Policy "to create a comprehensive, integrated, and connected transportation network that accommodates all users: bicyclists, pedestrians, transit users, and drivers of automobiles and freight vehicles." Specifically, the Complete Streets Policy is to address the needs of all users in the planning, design, approval, and implementation for all transportation network improvements, with a focus on providing safe and accessible accommodations for pedestrians, bicyclists, and transit riders.

Objectives

1. Expand, enhance, and connect the active transportation network and infrastructure.
2. Establish design guidelines addressing access, intersections, driveways, and transit stops to foster multimodal options.
3. Promote transit supportive design for future planning and when development opportunities are considered.



URBAN DESIGN

Goal

Strengthen the Crystal Lake and Pingree Road Metra Station Areas as unique, safe, and attractive destinations by establishing welcoming “third places,” enhancing pedestrian and bicycle facilities, and updating streetscape elements.

Objectives

1. Expand Downtown Crystal Lake’s existing streetscape palette to future (re)developments within the Crystal Lake Station Area.
2. Prioritize streetscaping elements at Pingree Road Station Area’s key intersections, including planned roundabouts, to make them safer for all modes of transportation and be welcoming gateways.
3. Prioritize development of additional publicly accessible open space elements as development occurs within the Station Areas in alignment with the Plan’s urban design framework.
4. Utilize the City’s Capital Improvement Program to proactively address gaps in the City’s sidewalk and trail network and incorporate such enhancements into planned roadway improvements where possible.
5. Ensure the design and scale of future development in both Station Areas complements adjacent development.
6. Continue to enforce the City’s Landscaping requirements to ensure parking lots and utilities are sufficiently screened from public rights-of-way.
7. Work with Downtown Crystal Lake Main Street and local artists in establishing a program to install permanent and temporary public art installations to welcome residents and visitors to Downtown Crystal Lake. In the Pingree Road Station Area, the City can leverage opportunities to implement public art at the Station Area’s key intersections.
8. Create a design guidelines document that provides clear expectations of what constitutes quality development and desired design features for new development in Downtown Crystal Lake.
9. Proactively work with the Crystal Lake Elementary District 47 Schools to ensure the District’s future development on its newly acquired land will minimize land use conflicts with the surrounding neighborhoods.



CHAPTER 4

LAND USE & DEVELOPMENT



LAND USE PLAN

The Land Use Plan provides a roadmap for Crystal Lake and Pingree Road Station Area's growth and development and outlines the type and location of appropriate uses within both Station Areas. The Plan aims to increase activity within Downtown Crystal Lake by increasing the number of businesses and residents near the Crystal Lake Metra station and promoting a complementary mix of development surrounding the historic core of Downtown Crystal Lake. In the Pingree Road Station Area, the Plan strives to continue to strengthen the Pingree Road Station Area's position as a local and regional employment center and bring in additional residential development within proximity to the Pingree Road Metra station.

SINGLE-FAMILY DETACHED

Single-family detached consists of single-family homes occupying individual lots. In Crystal Lake Station Area, the single-family detached neighborhoods surrounding Downtown Crystal Lake is likely to remain. Portion of single-family detached houses in Downtown Crystal Lake, primarily along North Walkup Avenue and East Crystal Lake Avenue are considered as single-family conversions, because the buildings have been repurposed to accommodate commercial/office use.

Recommendations:

- The Land Use plan envisions the single-family conversions at the southeast corner of North Walkup Avenue and Woodstock Street would transition into single-family attached townhomes and multifamily buildings. Other single-family conversions could remain to serve as a buffer between Downtown Crystal Lake and the adjacent residential neighborhoods.
- The existing single-family detached subdivisions north of the railroad tracks in the Pingree Road Station Area would remain.
- Additional residential land uses in the Pingree Road Station Area would primarily consist of single-family attached townhomes and multifamily buildings.

SINGLE-FAMILY ATTACHED

Single-family attached includes residential structures where dwelling units share a common exterior wall with at least one adjacent unit and each dwelling unit has its own dedicated entrance. Examples of this land use include townhomes, rowhomes, and duplexes. Single-family attached units provide opportunities for the City to expand housing options at increased residential densities while complementing the scale and character of surrounding single-family detached neighborhoods.



Recommendations:

- The City should encourage additional single-family attached development in the eastern side of Walkup Avenue between Woodstock Street and Grant Street and in the southern end of East Crystal Lake Avenue and North Main Street in the Crystal Lake Station Area. Single-family attached should also be prioritized as one of the residential land uses within the Main Street Crossing Site in the Pingree Road Station Area.
- The City can consider creating a new 'Transition Urban' (TU) zoning district, which should accommodate transitional land uses, such as single-family conversions, single-family attached, multi-family, and offices, to create a transition between Downtown Crystal Lake and the surrounding neighborhoods. The TU zoning district should be located be at the Walkup Avenue/Minnie Street/Woodstock Street redevelopment opportunity site, and along blocks where a transition between Downtown Crystal Lake and adjacent neighborhoods is desired.

MULTIFAMILY

Multifamily uses include buildings containing multiple dwelling units that are vertically stacked with shared common areas and entrances. This also includes single-family conversions, wherein single-family homes have been converted to house multiple tenants/families. Multifamily development can be either renter- or owner-occupied and plays a critical role in increasing housing options and addressing demand from young professionals and “empty nesters” looking to downsize and remain in Crystal Lake. Currently, single-family attached and multifamily land uses in Downtown Crystal Lake need special use that requires a Planned Unit Development (PUD) to be approved for development.

Recommendations:

- Multifamily should be concentrated within Downtown Crystal Lake, along the eastern edge of Walkup Avenue between Crystal Lake Avenue and Woodstock Street, and the Main Street Crossing site.
- Between Walkup Avenue, Grant Street, and Woodstock Street, the City can consider requiring special use with conditions, such as performance-based zoning, for single-family attached and multifamily uses create some flexibility in the development approval process while retaining City's ability to review the developments' proposed site design and program.

- Single-family attached and multifamily uses in other areas of Downtown Crystal Lake should continue to require special use with PUDs.



COMMERCIAL

Commercial uses include retail and service businesses, such as shops, restaurants, salons, and auto service stations. This is the predominant non-residential land use in Crystal Lake Station Area, as they mostly front North Williams Street and North Main Street. Commercial uses in the Pingree Road Station Area are primarily located along US-14.



Recommendations:

- Future commercial uses in the Crystal Lake Station Area should be situated within mixed-use buildings near the intersection of North Main Street, East Crystal Lake Avenue, and Brink Street.
- In the Pingree Road Station Area, existing commercial uses along US-14 would most likely to remain and there are opportunities for commercial uses along North Main Street within the Main Street Crossing site.



MIXED-USE

Mixed-Use development consists of different land uses coexisting within the same building or complex. Mixed-use developments, with upper-story multifamily housing above ground floor commercial, can help improve housing options and increase local retail and office opportunities. They can also contain unique entertainment venues and hospitality businesses to create destinations.



Recommendations:

- Mixed-use development is recommended only for the Downtown Crystal Lake Station Area. Higher-density mixed-use projects should be concentrated around the intersection of North Main Street, East Crystal Avenue, and Brink Street in the Crystal Lake Station Area. They should also complement Downtown Crystal Lake's existing architectural character.
- Mixed-use development is not recommended in the Pingree Road Station Area.



OFFICE

Office uses include professional services, such as banks, medical offices and clinics, and law offices. In the Crystal Lake Station Area, office uses mostly reside in both standalone buildings and single-family detached homes at the southwest portion of the Station Area. In the Pingree Road Station Area, office uses, including medical offices, are situated in standalone buildings and are concentrated along Congress Parkway.

Recommendations:

- Given uncertainties facing the office market and the strength of the industrial, the Plan only shows the office use designation for existing office locations desired to remain.
- Available sites where future office development could be accommodated could also accommodate high-quality business park uses and are shown as Flex in the Land Use Plan.

FLEX

The Flex land use is recommended for several sites in the Pingree Road Station Area so as to promote a mix of uses that are compatible with the business park character of the Pingree Road Station Area. Flex is a class of space realtors use to define buildings that feature higher-ceilings that may accommodate office, research and development, light industrial, logistics, or a combination of similar uses. The intent is to preserve land use flexibility, so the City can better respond to future changes in the office and industrial real-estate markets while still supporting the vision for the Pingree Road Station Areas.

Recommendations:

- Flex uses are primarily designated for vacant sites within Pingree Road Station Area including the central and northern portions of the Main Street Crossing site.

INDUSTRIAL/LOGISTICS

Industrial uses, including warehousing, distribution, and manufacturing, can be found in the Pingree Road Station Area. They are mostly located between Congress Parkway and Exchange Drive and east of Pingree Road.

Recommendations:

- Some industrial buildings have non-traditional tenants, such as fitness centers and indoor sports facilities, and the City should continue to provide such flexibility to improve industrial land use's resiliency against changing market trend. It is important these uses should be situated away from areas with heavy volumes of industrial/freight traffic.
- There are opportunities for industrial/logistics uses in the northern portion of the Main Street Crossing site with a potential rail spur connection to the existing freight railroad to the north.



PUBLIC/SEMI-PUBLIC

Public and semi-public uses include municipal facilities, community service providers, schools, and religious institutions. Examples include City Hall west of the Crystal Lake Station Area, Crystal Lake Park District office at the southeast corner of North Walkup Avenue and East Crystal Lake Avenue, and Beardsley Middle School north of Pingree Road Metra Station. Crystal Lake Elementary District 47 has purchased the vacant parcels southwest of the Beardsley Middle School and this area is shown as an public/semi-public land use within the Land Use Plan.

Recommendations:

- The City should proactively work with the school district to minimize potential land use conflicts between the planned public/semi-public development and nearby residential land uses.

TRANSPORTATION/UTILITIES

Transportation/Utilities uses support local infrastructure, provide right-of-way for the transmission of gas, electricity, water, and sewer, and movement of goods and people via rail. Metra currently has a coach yard by the Crystal Lake and Pingree Road Metra Stations. A coach yard is a type of facility Metra uses to store its trains overnight. It's possible that some of them may be relocated to other communities within the Chicago region in the future.

PARKING

Parking consists of public parking lots owned by the City and Metra in the Crystal Lake Station Area. They can be one of the following parking lot types: daily commuter pay lot, 4-hour free parking, multi-day, and employee permit parking. Most parking lots by the Crystal Lake Metra Station and the ones located at Ellsworth and Beardsley Street at daily commuter pay lots. Metra also owns a 2.5-acre site near the Pingree Road Metra station which has been identified as excess property and is currently for sale.

Metra Parking Lots

Several of the Metra parking lots around the Crystal Lake Metra station are currently bound by existing parking agreements between the City and Metra. These agreements are intended to provide sufficient parking capacities for the Crystal Lake Metra station. One of the parking agreements covers the Metra parking lot at Ellsworth and Beardsley Street and set to expire in 2045.

Recommendations:

- As the parking agreements approach their expiration year, the City should coordinate with Metra to analyze that Station Area's parking utilization rates and explore opportunities in redeveloping underutilized parking lots.



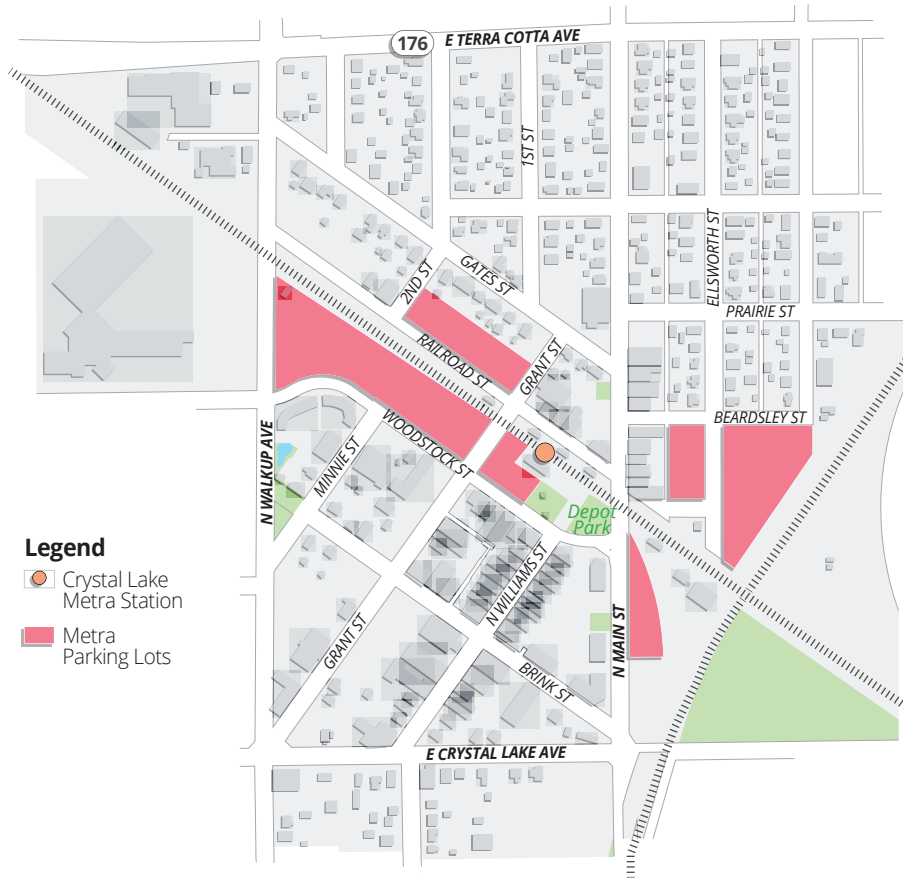
REDEVELOPMENT OPPORTUNITIES

The Plan identified multiple potential redevelopment opportunity sites for within the Crystal Lake and Pingree Road Station Areas. These sites were informed by the findings from field reconnaissance and analysis from market and demographic, existing land use and development, and transportation. They also present opportunities for (re) developments that would help advance both Station Areas' vision and goals. As resources are limited, the City should work with relevant stakeholders to prioritize resources in these sites.

Among these sites, three sites were selected among the redevelopment opportunity sites to target areas in the City that are most susceptible to redevelopment and have the potential to greatly impact the character of the community. These plans address the desired mix of land uses, access and mobility, as well as image and character. The selected sites are the following:

- Walkup Avenue/Minnie Street/ Woodstock Street (Crystal Lake Station Area)
- Main Street/Brink Street (Crystal Lake Station Area)
- Main Street Crossing (Pingree Road Station Area)

These sites and their respective visualizations can be found in **Chapter 6: Illustrative Redevelopment Concept.**



LAND USE PLAN

CRYSTAL LAKE STATION AREA



Legend

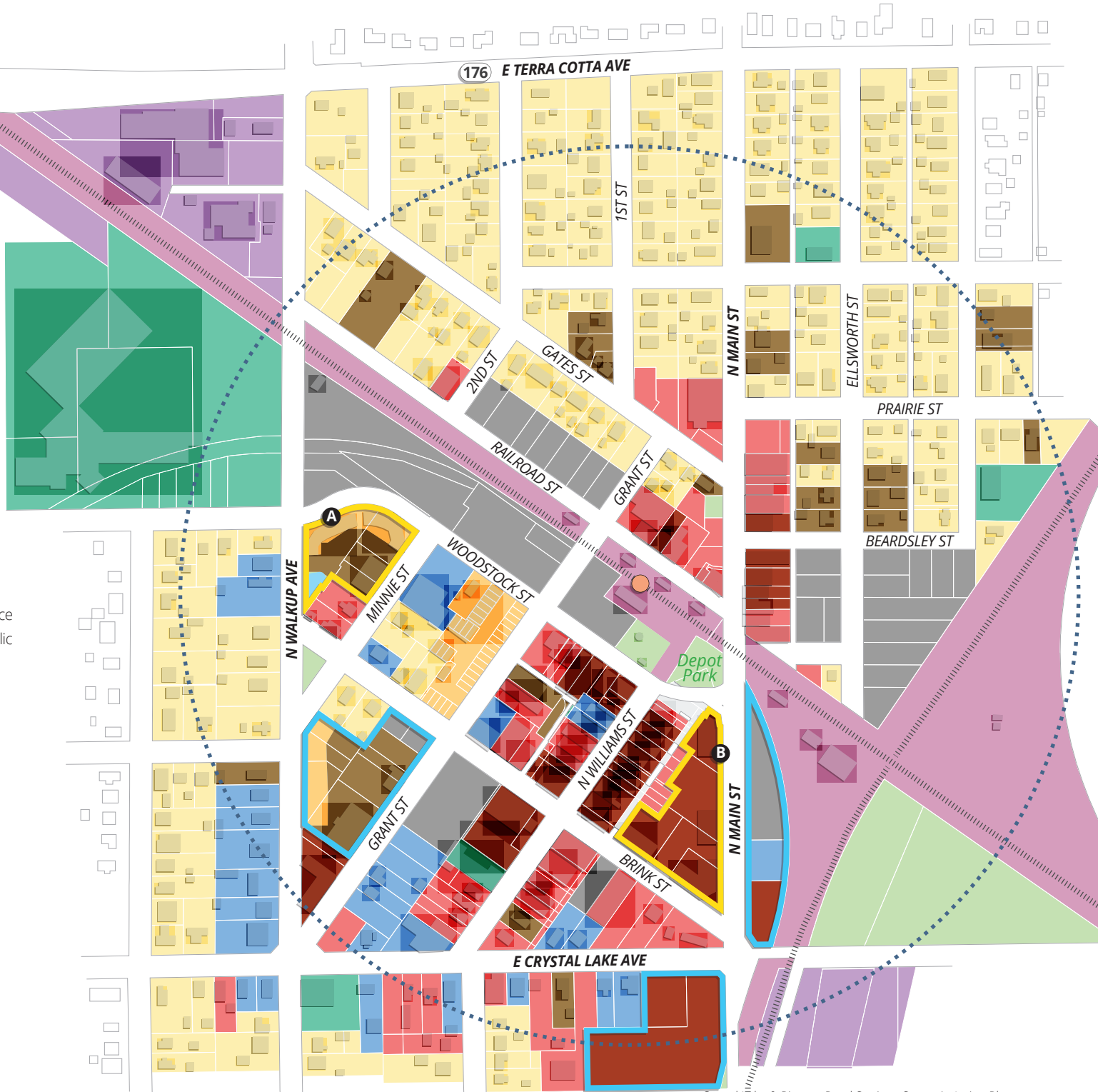
- Crystal Lake Metra Station
- Crystal Lake Station Area
- Railroad

Future Land Use

- | | |
|------------------------|--------------------------|
| Single-family Detached | Mixed-Use |
| Single-family Attached | Industrial |
| Multi-family | Parks/Open Space |
| Commercial | Public/Semi-Public |
| Office | Transportation/Utilities |
| | Parking |

Redevelopment Opportunities

- Walkup Avenue/ Minnie Street/ Woodstock Street
- Main Street/Brink Street
- Other Redevelopment Opportunity Site



LAND USE PLAN

PINGREE ROAD STATION AREA



Legend

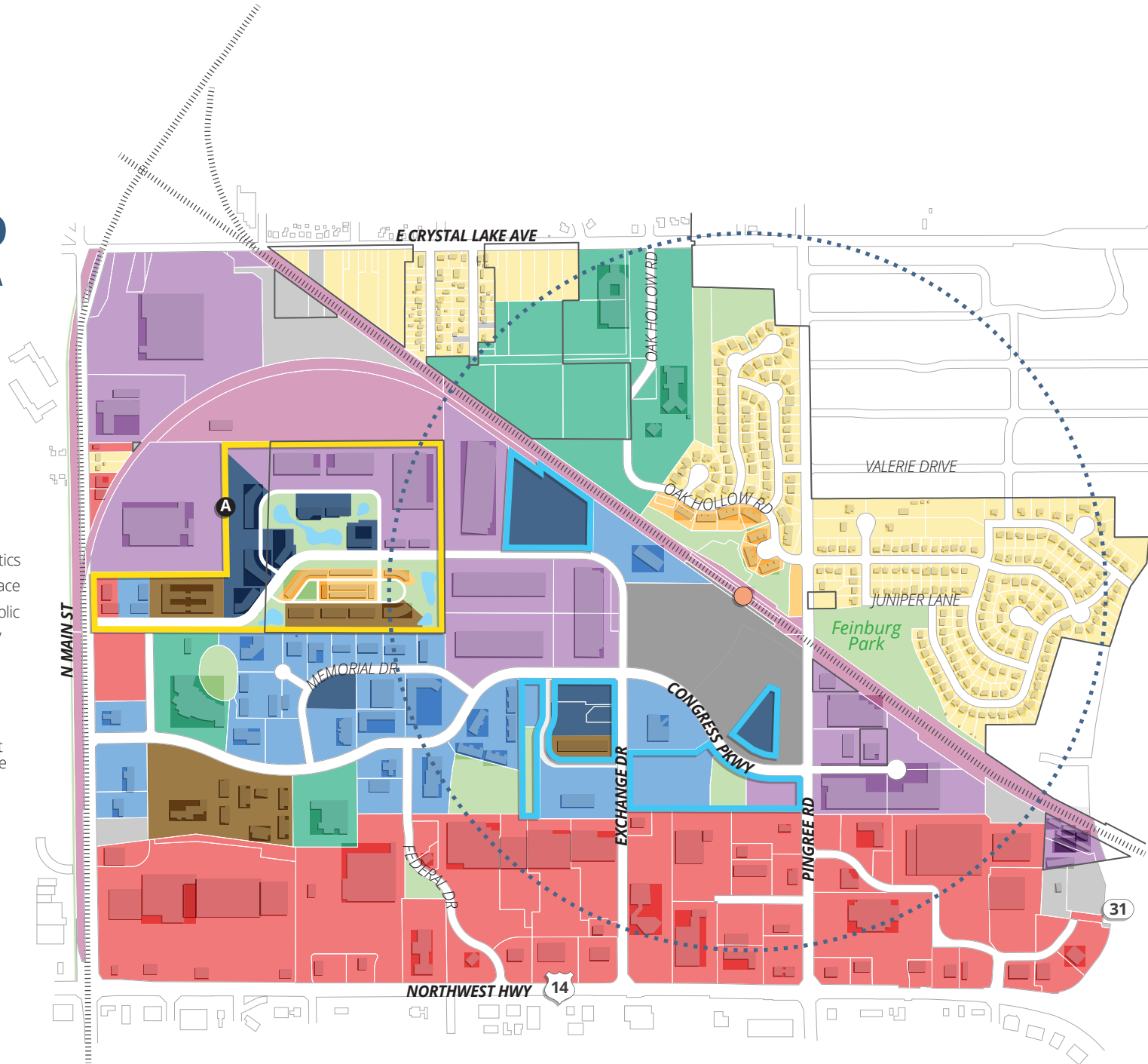
- Pingree Road Metra Station
- Pingree Road Station Area
- Railroad

Future Land Use

- Single-family Detached
- Single-family Attached
- Multi-family
- Commercial
- Office
- Flex
- Industrial/Logistics
- Parks/Open Space
- Public/Semi-Public
- Transportation/Utilities

Redevelopment Opportunities

- Main Street Crossing
- Other Redevelopment Opportunity Site





URBAN DESIGN FRAMEWORK

The Urban Design Framework chapter consists of a toolbox of urban design best practices that can be implemented throughout the Crystal Lake and Pingree Road Station Areas. Some of the tool focus on the public realm while other tools will guide improvements to private property. While recommendations can generally be applied to both Station Areas, where possible the Plan identifies specific applicability within each Station Area.

PROMOTE VISUALLY ATTRACTIVE FACADES

A building's façade influences the overall visual appeal of the surrounding area and helps define how the building contributes to a sense of activity or streetlife. It is important for future (re)development in both Station Areas to have visually attractive facades with minimal blank walls. Some of the key characteristics to achieving visually appealing facades include, but are not limited to:

- Articulations, such as building wall off-set, on the façade wall at a regular interval and avoid blank walls
- Articulations on the building rooflines, such as adding ornamental features and having varying roofline heights and/or off-sets at regular intervals
- An appropriate amount of transparency, such as windows and doors with glass panels, in the ground- and upper-floors
- Varying façade material between the ground- and upper-floors
- Elements, such as cornices, bulk heads, masonry piers, transom, window hoods, and other similar details, to create horizontal and vertical articulation
- Awnings and building canopies to add visual interest and a degree of weather protection

The City should coordinate and communicate its expectations for visually appealing facades with developers to ensure future (re)developments would foster a sense of activity, such as pedestrians interacting with activities inside the buildings, while complementing with the surrounding areas' character and building scale.

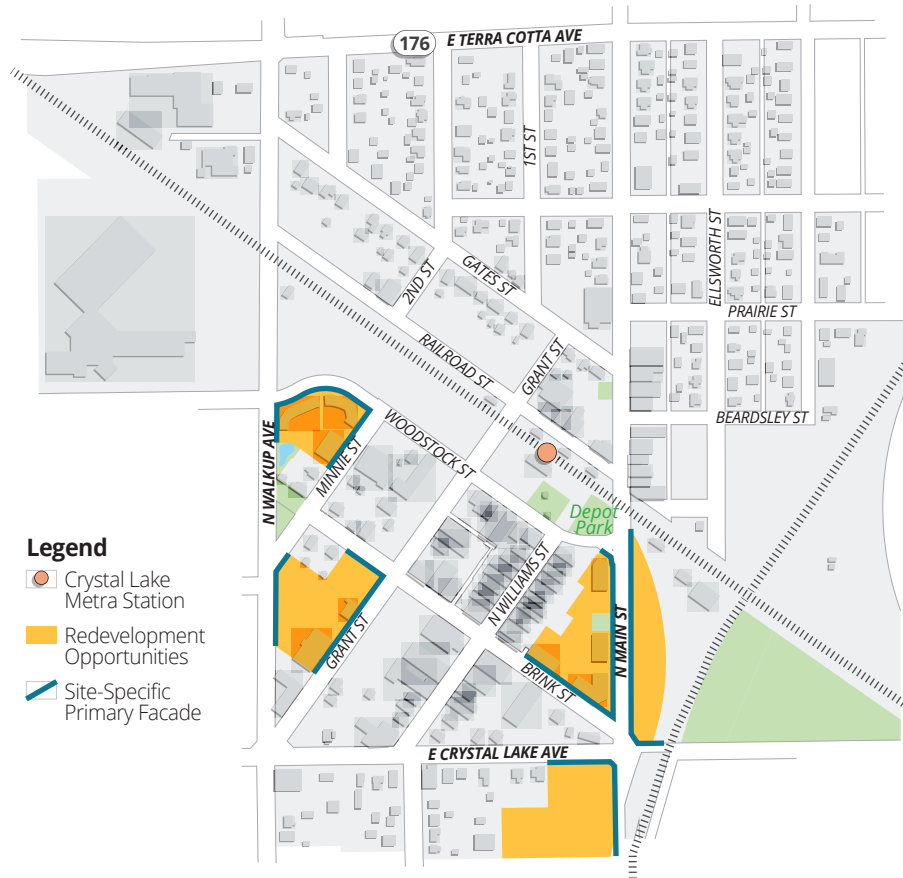
Crystal Lake Station Area

- **Mixed-Use and Multi-Family Building.** Façade articulation and design is particularly critical for larger-scale projects such as multifamily and mixed-use developments visible from the street. Façade articulation should help make the buildings' primary and secondary entrances visible. Since many properties in the Downtown are visible from multiple sides, quality articulation and design should also be encouraged on secondary façades such as those accessible from a side street or rear alley. In addition to building scale and mass, should complement with Downtown Crystal Lake's historic character.
- **Single-Family Attached Townhome.** Townhomes should achieve the "brownstone" character. This may incorporate bricks, sandstone, or limestone as the primary façade material and consistent use of building design elements including wide front stairways leading to a front porch or stoop, bay windows, and upper story balconies. They should have consistent height and scale within the same development and should be clustered together to form a solid streetwall while offering occasional gaps for pedestrian access to the rear of the site.



Pingree Road Station Area

- Prioritize Façade Design at Prominent Corners and Entrances.** The Pingree Road Station Areas features several flex and industrial buildings that are of significant size. Blank façades should be minimized when visible from public rights-of-way and façade articulation and design should be prioritized at building entrances and prominent corners. Less prominent facades should, at a minimum, have a consistent rhythm in façade design and articulation.





STRENGTHEN THE RELATIONSHIP BETWEEN THE BUILDING AND THE STREET

A strong relationship between the building and the street is crucial in generating a positive experience and a cohesive environment in both Station Areas. In general, buildings should orient towards the street with primary entrances located along major streets. Secondary entrances should provide access to adjacent amenities, such as open space and outdoor dining space, and service areas including parking lots and rear alleys. Buildings should also feature a high level of transparency on the ground floor to generate visual interest between the pedestrian and activities within the building.

Crystal Lake Station Area

- **Minimal or No Front and Side Setback.** Buildings should be located as close to the sidewalk as possible to maximize opportunities for pedestrian and cyclists to interact with adjacent buildings and businesses. Where appropriate, buildings should abut each other to form a solid streetwall and foster a sense of enclosure that fosters a safe and comfortable pedestrian experience. New development should allow for wider sidewalks and enhanced streetscaping.
- **Locate Parking at the Rear.** Although parking lots are a necessary development component, they can be unsightly and creates voids in pedestrian activity that adversely impacts the overall experience of the Crystal Lake Station Area. Off-street parking lots should be located at the rear of the buildings. Those that are visible to the public right-of-way should be sufficiently screened with a combination of low-lying landscaping and short decorative fencing or a masonry knee wall.

- **Access management.** Although driveways are needed to provide vehicular and freight truck access into non-residential buildings, they may contribute to a disjointed pedestrian and bicycle environment. As future (re)developments occur within Crystal Lake, driveways should be consolidated to minimize the number of traffic conflict points. As part of the development review and approval process, the City should be proactive in identifying opportunities for future cross access alignments between adjacent developments.
- **Building Scale.** In addition to façade design, building scale is an important contributor to a positive Downtown experience. While it is desired to achieve greater density of housing options within proximity to the Crystal Lake Metra station, the scale of future single-family attached and multifamily (re)development should complement existing desirable development in Downtown Crystal Lake. For example, developments in Crystal Lake Station Area should have consistent none or minimal and consistent front setback requirements. Future mixed-use developments in the Main/Brink site, which has a significant grade change, may possess additional number of stories while avoiding a significant building height difference than that of existing buildings in Downtown Crystal Lake. Developments in Pingree Road Station Area should have consistent development bulk standards, so they collectively contribute to a cohesive sense of place.



Pingree Road Station Area

- Building Setback.** Residential land uses should have appropriate front setback that provides adequate front yard for landscaping. Given the suburban character of the Pingree Road Station Area, non-residential land uses such as flex, commercial, and industrial, may be located further away from public streets. The setbacks should be consistent with that of adjacent and existing non-residential land uses. If a proposed development is located between two building with different front setbacks, its front setback should be average of the adjacent buildings' front setback. Developments should have sufficient landscaping to improve the building and streets' visual appeal.
- Pedestrian Access.** Where possible, parking should be located at the rear or side of a building. Off-street parking should include direct and safe pedestrian pathways between the public right-of-way and the building's primary entrance. Parking lots that are visible to the public right-of-way should be sufficiently screened with a combination of low-lying landscaping and short decorative fencing or a masonry knee wall.



Examples of providing safe and direct pedestrian access through surface parking lots to developments' primary entrance.





CREATE "THIRD PLACES"

Third places are places that provide opportunities for social interaction outside of the home (first place) and workplace (second place) and anchor civic life in a downtown. Examples include restaurants and coffee shops, farmer's markets, and public parks and plazas. Third Places are important in building a strong sense of place and a vibrant pedestrian environment, because they provide destinations for people to meet and socialize with one another. When located within a downtown or commercial district, third place amenities such as outdoor patios, seating areas, and plazas can also benefit the business community. Future development should provide opportunities for enhanced placemaking, public art, community identity, and development of third places.

Crystal Lake Station Area

- **Public Open Space.** Downtown Crystal Lake currently has limited open space. Future development in the Crystal Lake Station Area should incorporate open space components that are visible and accessible from the public right-of-way. They should be well-shaded to improve comfort for users during warmer weathers. Depending on the size and intended use, these spaces can be designed to accommodate outdoor events, such as farmer's markets and neighborhood block parties.
- **Outdoor Dining Space.** Outdoor dining helps activate the surrounding space and public sidewalk and attracts more visitors and potential customers to Downtown Crystal Lake. Future developments should incorporate outdoor dining spaces into their site design. Ideally, they should be located where they would be visible and accessible from the public right-of-way. Existing businesses can also apply for an outdoor seating permit from the City, and the City should educate and inform businesses that such option is available.
- **Mixed-Use Development.** Mix of land uses in the Crystal Lake Station Area will be an important ingredient in bringing more people into Downtown Crystal Lake. Throughout the outreach process, there has been a strong desire for additional residential units being situated within and/or near Downtown Crystal Lake. These units, in terms of unit layout and building design, should orient towards young professionals, empty-nesters, and other tenants who are not buying a home.
- **Festival/Shared Streets.** Festival Street involves temporarily closing a section of a street to host community events. Shared Streets takes a step further by removing the grade difference between the driveways and sidewalks and install streetscaping elements to prioritize the streets for pedestrians and bicyclists over motorists. Both help activate the place and provide social gathering opportunities. The 'Install a Festival/Shared Street' section in the Urban Design and Development Considerations explores this concept further.



Pingree Road Station Area

- **Outdoor Dining Space.** Like Crystal Lake Station Area, future developments should leverage opportunities to provide outdoor dining spaces for users to congregate and socialize.
- **Trail Network.** Pingree Road Station Area presents opportunities to form a cohesive off-street shared-use path network. Given this area is significantly larger than Crystal Lake Station Area is, the trail network would function as a third place, where people can socialize while taking walks.
- **Orientation to a Central Feature.** The Main Street Crossing site features a central stormwater detention system. In addition to mitigating stormwater runoff, this also functions as a public open space where adjacent buildings should orient towards to. This combination of this feature and building orientation fosters a cohesive employment/business park environment.



Example images of stormwater detention facilities serve a dual-purpose of mitigating stormwater runoff and as a central open space where buildings and activities orient toward to.



IMPLEMENTING THIRD PLACES IN THE STATION AREAS

The previous section described high-level opportunities the City and relevant partners can leverage to create additional third places in both Station Areas. This section provides more detailed discussion on how third places can be expanded through three strategies:

- Tactical Urbanism
- Streetscaping Projects
- Future Development

Tactical Urbanism

Tactical Urbanism typically involves temporary, low-cost installations in the public realm to test new urban design and transportation concepts and see if the community has the appetite for a more permanent solution. The following are examples of potential tactical urbanism interventions that could be used to generate more destinations and increase opportunities for people to stay longer and socialize in the Station Areas. It should be noted that these strategies are more applicable to the Crystal Lake Station Area since it is smaller and more pedestrian-oriented than the larger Pingree Road Station Area.

Public Art: As previously described, public art installations, such as sculptures and murals, are instrumental in creating a sense of place and can attract visitors to a specific area in Downtown Crystal Lake. Public art is well-suited to provide visual interest in areas with few activities, such as a block fronted by a surface parking lot or long blank wall, and fill gaps between activated spaces. Wall murals can be situated on buildings with blank facades to improve to buildings' visual interest. Alleyways, such as the existing one at the south side of North Williams Street, are great opportunity areas for mural installations that would give the alleyways unique identities and make them as destinations and 'hidden gems' of Downtown Crystal Lake rather than as purely service thoroughways.



Public art can take place in various forms, such as sculptures (top-left and right) and murals on blank facades (bottom-left).

Parklets: A parklet is a temporary or permanent conversion of one or more on-street parking spaces into small-sized public park or enclosed seating area. These areas typically feature a variety of streetscaping elements, such as decorative fences and planters, a seating area, enclosures for shading, bicycle parking, and public art installations. Parklets should be designed to be accessible to the public and not associated with a particular business. Parklets have been effective in generating additional pedestrian activities and sales for nearby businesses by breaking the traffic flow and giving people a reason to stop and socialize. Parklets work best when they are located in a street that has an active level of pedestrian activity and features a mix of businesses.



Parklets can be useful in creating additional public gathering spaces (top-left: Flickr, Arlington Department of Environmental Services; bottom-left: Flickr, Mission Bicycle Company). Festival street involves temporary closure of a section of a street to host community events (right).

Weekly/Annual Street Closure: As previously described related to festival streets, the City may consider closing off a section of a street to host community events as a means of bringing people together and creating opportunities for businesses to exhibit their goods and services. As highlighted in the adjacent case study, communities can be creative in creating events that are popular while using proceeds generated to fund public projects.

Case Study: Paint the Port, Freeport, IL

Every year, the City of Freeport, in collaboration with the Freeport Art Museum, hosts the Paint to Port in Downtown Freeport. The City closes several sections of Downtown Freeport's streets and spray-paints over 400 4-foot square canvases on the roadways for the community to paint on. Participants pay a fee to register for this event and receive a bucket of art materials to paint on their designated street canvas. Local businesses and organizations can also donate a portion of their event-day proceeds to be one of the event sponsors. Attendees visit nearby businesses after painting their canvas, contributing to greater activity base in the Downtown. The event's net proceeds are used to fund Downtown Freeport's Façade Improvement Program and other City's priority capital projects, such as the completion of the Arts Plaza in Downtown Freeport. This event has quickly gained popularity in Freeport as a fun and family-friendly event.



Streetscaping Projects

Streetscaping projects are another opportunity the City can leverage to build additional third places in the Crystal Lake and Pingree Road Station Areas. In the Crystal Lake Station Area, the City has a well-established streetscape palette that should be expanded to the identified redevelopment opportunity sites. To maximize opportunities to create additional third places, streetscaping projects should achieve the following principles:

Wide sidewalks/pedestrian zones. This creates sufficient room for outdoor dining spaces while maintaining enough room for pedestrian traffic.

Curb Extensions & Mid-Block Crossings. Refer to the transportation plan for where recommendation location for curb extensions and mid-block crossings are located. Both improvements involve the extension of the sidewalks into the drive lanes and/or parking lanes, and this provides opportunities to install various streetscaping elements, such as street trees, benches, planters, wayfinding signage, and public art installations. A well-designed curb extension and mid-block crossing create additional opportunities for people to stop, relax, and socialize.

Public Art Installations. The design and implementation process of streetscaping projects should examine where gaps of activities exist in both Station Areas. Once identified, the streetscaping project should provide sufficient space at these locations for public art installations, which would create interest and give a reason for people to visit the area, hence expanding the extent that pedestrians are willing to walk in both Station Areas.

Building Upon Tactical Urbanism Strategies. Streetscaping projects, which are considered permanent interventions, can build upon the tactical urbanism interventions that have proven to be well accepted by the community. For example, if a City's pilot project of designating a section of a street as a festival street is popular among businesses and residents, the City may consider a streetscaping project to further enhance amenities such as seating areas, pedestrian lighting, and landscaping, and evaluate potential reconstruction of that section as a shared street.



Example images of streetscaping that incorporate wider sidewalk, public art, and curb extensions.

Future Development

In the private realm, the City, through its development and Planned Unit Development (PUD) review process, can work with developers to seek and leverage opportunities to incorporate third place elements into the site design and programming of future proposed developments. Desirable elements might include designated outdoor seating and plaza spaces, public open space, wide sidewalks to provide for flexible uses such as seating or public art. It is important that the City ensures that these elements are visible and accessible from the public right-of-way. Creating and adopting a design guideline document can be an effective tool in setting expectations of what constitutes a well-functioning and attractive third place element upfront to developers, hence reducing uncertainties and possible delays in the development review process.





UTILIZE STREETSCAPING TO ENHANCE/CREATE IDENTITY

Streetscaping includes improvements to the design of public rights-of-way to enhance the user experience. Streetscaping is an effective public-realm strategy in creating and reinforcing the unique identity for a particular district or corridor. Investments in the design, construction, maintenance, and programming of public space in the Station Areas is needed to foster social interaction and a productive business environment. In both Station Areas, streetscaping should also play a role in promoting a safer and more accessible physical environment for all modes of transportation.

Crystal Lake Station Area

- **Continuing Downtown Crystal Lake's Streetscape Palette.** Downtown Crystal Lake's existing streetscape palette has been instrumental in promoting a 'historic' and pedestrian-friendly environment. Downtown's streetscape includes a variety of complementary elements, such as decorative pavers, curb bump outs, ornamental pedestrian-scale street lights, limestone planters, street furniture, and wayfinding signage. Current streetscaping focuses on Williams Street with some elements present on secondary streets like Brink Street or Woodstock Street. It is critical that the Downtown Crystal Lake's streetscaping improvements be expanded to include key redevelopment opportunity sites and the western edge of Downtown Crystal Lake.



Downtown Crystal Lake's existing streetscaping elements.

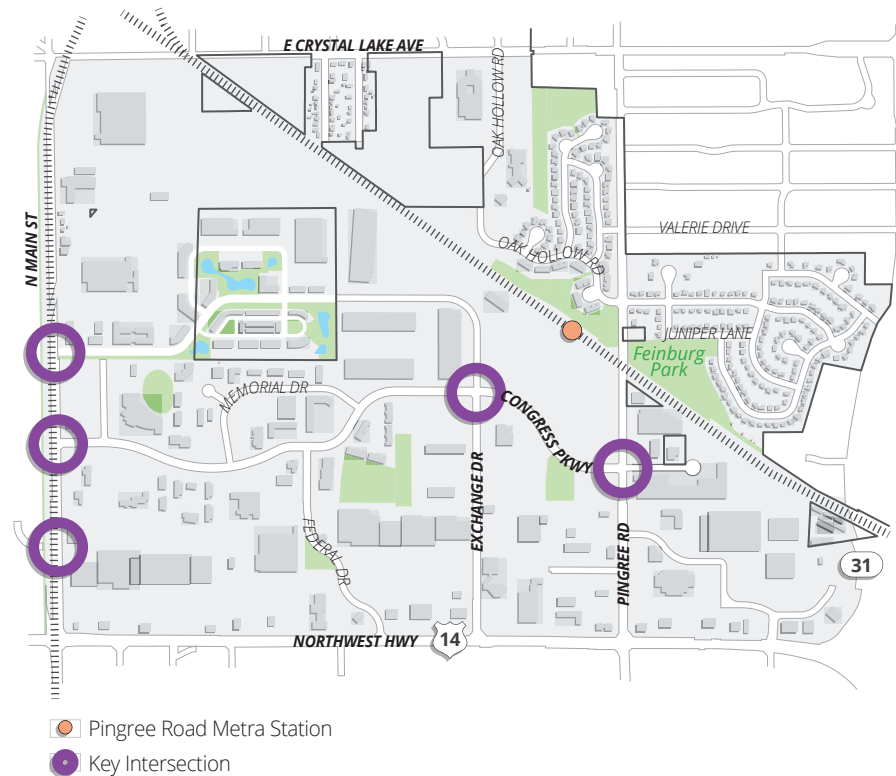


Pingree Road Station Area

- Promote Dual-Scale Lighting Fixtures.** The City should replace its auto-oriented street lighting fixtures along Congress Parkway and Memorial Drive with dual-scale fixtures to provide sufficient lighting on both roadways and adjacent sidewalks and trails. The proposed extension of Exchange Drive and the existing segment south to Station Drive should also be improved as development occurs at the Main Street Crossing site.
- Prioritize Streetscaping at Key Intersections.** Pingree Road Station Area should have its own streetscaping palette to promote a multi-modal environment. It may borrow certain fixtures and models from the Downtown Crystal Lake's streetscape design to improve cost-effectiveness. Pingree Road's streetscaping improvements should be prioritized at key intersections, such as the intersection of Congress Parkway and Exchange Drive. These elements may include marked crosswalks, planters, gateway signage, and decorative pavers. Strategically implementing these elements within the Pingree Road Station Area will help improve safety in key intersections and transform them into welcoming gateways into the Pingree Road Station Area.



Examples of dual-scale lighting fixtures. Alternating pedestrian- and auto-scale fixtures can be an appropriate alternative.



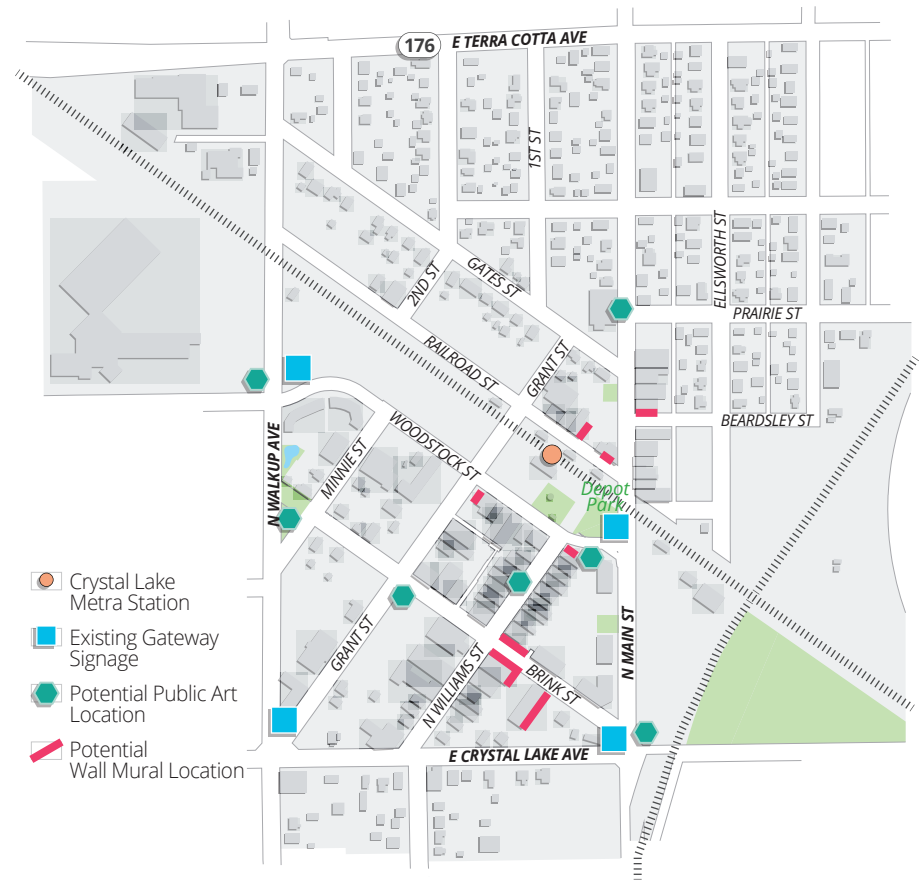


CREATE WELCOMING GATEWAYS

Gateway signs demarcate the edges of a district and are an important element in creating a sense of place. They should be installed at key locations and transitions into Downtown Crystal Lake and the Pingree Road Station Area so as to announce one's entry into these areas. These improvements should include identification signage, architectural elements that complement local character, landscaping, lighting, and hardscape features. Given the importance of gateways in creating a first impression, they should be constructed of quality materials and reflect the unique identity of the City. Gateways can also take the form of visually appealing buildings located in gateway locations, as the building's form and scale influence people's impression as they enter an area.

Crystal Lake Station Area

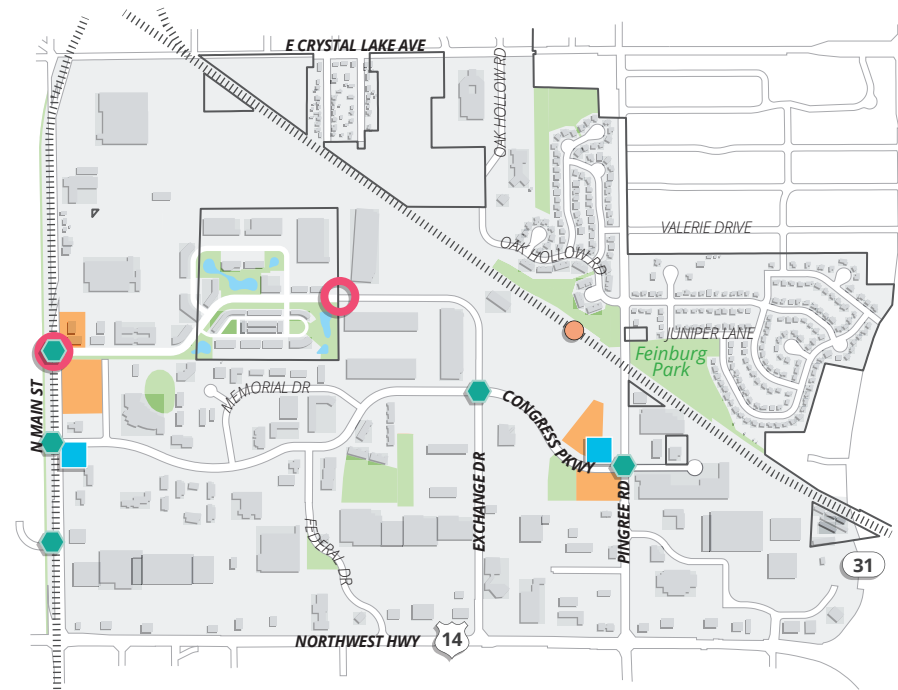
- Maintain and Evaluate Existing Gateway Signage.** The City already has existing gateway signage welcoming residents and visitors in Downtown Crystal Lake, and the City should continue to maintain them. As time progresses, the City should evaluate whether its existing gateway signs design reflect the community's character and aspirations.
- Public Art.** Public art can welcome individuals to the community, help facilitate social interaction, and develop a sense of community pride. Murals, sculptures, and art installations provide an opportunity to feature local artists, tell local stories, and create interactive public spaces. The City, in coordination with Downtown Crystal Lake's Main Street Program, should consider establishing a program that the City can help fund and work with local artists to implement temporary public art installations. These pieces would be on display on a street or in a park for up to a few years, or through permanent installation of art that serves multiple functions.





Pingree Road Station Area

- Gateway Signage at Main Street Crossing.** As future development occurs at the Main Street Crossing, the City should work with developers to implement gateway signage at roadway connections between Pingree Road Station Area and Main Street Crossing to announce entry into this area. Pingree Road Station Area already has existing gateway signage at the intersection of Congress Pkwy at North Main Street, and Congress Parkway at North Pingree Road. The City should continue to coordinate with Metra and relevant parties to ensure they are well-maintained.
- Visually Appealing Developments at Gateway Locations.** Pingree Road Station Area currently has vacant sites that are open for development at gateway locations entering the Pingree Road Station Area. They consist of Metra's Excess Property and the vacant land to the south at the intersection of Congress Parkway and North Pingree Road, in addition to Main Street Crossing fronting North Main Street. It is important that future developments in these locations prioritize façade design and articulation at the developments' primary entrance and facades that are visible to the major roadways.
- Public Art.** The City should prioritize public art installations, such as sculptures or specially-designed gateway signages, in Pingree Road Station Area's key intersections. They would complement the recommended streetscaping improvements in these locations and generate positive impressions among people who enter into the Station Area.





INSTALL A FESTIVAL STREET OR SHARED STREET

A festival street is a specific portion of a street that is intended to host frequent community events and can be closed to vehicular traffic on a regular basis. These areas are improved with placemaking elements such as overhead lighting, unique planters and signage, and seating areas and can be used by adjacent businesses. The intent is to activate the space and provide a venue where people can gather and socialize. Moveable and temporary planters or bollards and lighting can be used in combination with special streetscaping and pavement treatments to delineate the festival space. As a strategy to promote pedestrian activity in areas outside of the Williams Street corridor, the City should evaluate potential locations for a festival street within Downtown Crystal Lake.

A shared streets takes the festival streets concept further with permanent improvements. A shared street is a curbless roadway or plaza with limited on-street parking that prioritizes pedestrians and bicyclists while allowing cars to travel through at low speeds. A shared street could form the focal point of new development along a roadway and serve to attract businesses and new residents to the area. The shared street concept has been successfully implemented on N River Street in Downtown Batavia as well as Argyle Street in the City of Chicago's Uptown neighborhood. It is recommended that a shared street concept be considered after successfully piloting a less resource intensive festival street concept.

The following highlight potential Festival/Shared Street locations, as well their associated pros and cons, that should be evaluated further for a potential pilot study.

Railroad Street between N Main Street and 2nd Street

- **Pros.** Level of activity is relatively lower in Downtown Crystal Lake north side of the railroad tracks than it is south side of the railroad tracks. Implementing a Festival Street provides an opportunity to expand the Downtown's activity to the north.
- **Cons.** It is located close to Crystal Lake Metra Station's train platform, so safety measures, such as fences and bollards, would be required to ensure safety for users.

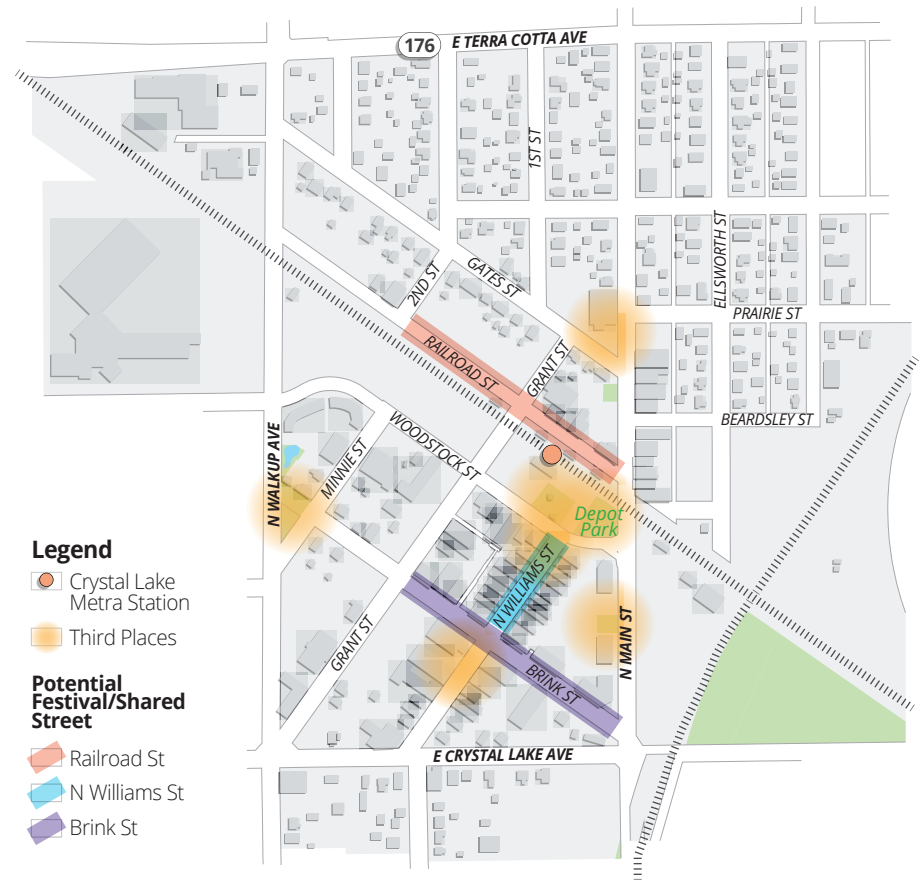


N Williams Street between Brink Street and Woodstock Street

- **Pros.** This section of N Williams Street is already considered as the 'core' of Downtown Crystal Lake. Implementing the festival/shared street concept can further strengthen this existing core.
- **Cons.** Potentially lose opportunities to activate spaces and generate activities in other parts of Downtown Crystal Lake that have relatively lower levels of activities. Upgrading this section of N Williams Street into a shared street would require significant logistical planning and buy-in from existing businesses. During construction phase, the existing on-street parking on this section of N Williams Street may become unavailable.

Brink Street between Grant Street and N Main Street

- **Pros.** The festival/shared street would help bridge the gap of activities and spur redevelopment along this section of Brink Street, which currently seems to be function purely as an east-west connector through Downtown Crystal Lake.
- **Cons.** Designating this section as festival/shared street may result in traffic spillover to adjacent roadways, including Woodstock Street, Grant Avenue, N Main Street, and Crystal Lake Avenue.





SCREEN UTILITIES & PARKING LOTS

Parking lots, loading bays, dumpsters, and utilities are essential development components; however, if they are not properly screened they may adversely impact the surrounding area's visual appeal. The City should ensure off-street parking lots and other necessary utility components are located at the rear of the building. Where these elements abut to the street, decorative landscaping and fencing are effective strategies in maintaining an aesthetically pleasing public right-of-way and mitigating stormwater runoff. The City may consider masonry walls as a screening device where landscaping alone cannot provide a sufficient screen. Berms, where feasible, may be conducive in providing a more substantial screening and physical buffer, especially mitigating land use conflicts between residential and non-residential uses. The City should ensure its landscaping and buffering standards are updated and ensure that site improvements comply with adopted regulations.

Crystal Lake Station Area

- **Using Buildings to Screen Parking Lots and Utilities.** Parking lots and other necessary development utilities, such as dumpsters, should be located at the rear of the building. Any portion of such facilities that is visible to the public-right-of-way should be effectively screened with a combination of landscaping, fencing, and masonry wall.

Pingree Road Station Area

- **Separation of Non-Residential and Residential Areas.** Vacant sites within the Pingree Road Station Area present the potential for new employment-focused development to be located in proximity to existing single-family attached and multifamily development. The land use mix recommended for the Main Street Crossing site also includes residential development located across the Exchange Drive extension from flexspace and industrial uses. Where possible, landscaped berms should be accommodated within future site designs to achieve physical separation between conflicting land uses and minimize impacts to residential viewsheds. Berming will be instrumental in making the residential area recommended for the Main Street Crossing site feel sufficiently separated from nearby industrial uses and function as its own neighborhood.
- **Utilize Building Massing to Screen Loading Bays.** Future industrial/logistics developments should be encouraged to have a L-shaped front that minimizes sight lines along access drives and screens loading bays from the public-rights-of-way. If this is not feasible, then the City should ensure such developments have sufficient screening through landscaping.



PROMOTE LOW-IMPACT DESIGN

All development within the Station Areas will utilize the City's infrastructure and contribute to stormwater runoff. It is important to incorporate best practices for future (re) developments to minimize runoff and the related burden placed on the City's infrastructure. Incorporating green infrastructure strategies can be effective in mitigating stormwater runoff resulted from a development. Example strategies that allow for natural filtration of stormwater include the use of permeable pavers, stormwater planters or rain gardens, tree boxes, and bioswales.

Crystal Lake Station Area

- **Minimize Stormwater Runoff in Parking Lots.** Space is limited in the Crystal Lake Station Area, so mitigating stormwater runoff will mostly be achieved through the use of planters and permeable pavers. Off-street parking lots should incorporate the use of stormwater planters, which involves a cut on the curb to allow run off into the parking lot islands and perimeter landscaping zones for gradual absorption. Parking lot islands and the landscaping zones should have enough trees to further mitigate against runoff. If an off-street parking lot does not have heavy-loaded truck uses, the use of permeable pavers should also be encouraged.

Pingree Road Station Area

- **Low-Impact Development.** Vacant infill sites and the Main Street Crossing site present a significant development opportunity; however, it is critical to conserve natural areas whenever possible. Developments should be clustered together to dedicate contiguous areas to open space and whenever possible, future development should preserve the existing tree canopy. Additionally, areas situated between residential and non-residential land uses should be dedicated to berming or bioswales to function both as a landscaping and stormwater-management elements.
- **Naturalized Detention Areas.** There is potential for a regional detention basin to be integrated within the Main Street Crossing site as development occurs. This facility should be naturalized and planted with native vegetation to improve stormwater quality, provide greater habitat benefits, and serve as an amenity to future residents and employees.



Mugge Building / Built in 1904 / 115-119 N. Main Street



Town Hall Building / Built in 1906 / 121 N. Main Street



Prickett & Paine Building / Built in 1912 / 71 N. William



Warner Building / Built in 1909 / 83 N. Williams

HISTORIC PRESERVATION

Historically significant homes and commercial buildings within and surrounding Downtown Crystal Lake are an asset to the community and help define the desirable character of the study area. Historic assets add to the neighborhood's aesthetic quality and contribute to local identity.

Historic Preservation Commission

The City currently has an Historic Preservation Commission which is an advisory body that determines eligibility of structures be designated as possible landmarks and works with the City in administering the Landmark Program. A landmark designation preserves the structure's exterior facades and the Commission's oversight ensures landmarked properties are properly maintained and not destroyed by demolition, inappropriate alterations, and neglect. The Commission is responsible for reviewing certificates of appropriateness for renovations to the City's historic structures. Every year, the Commission hosts an Annual Heritage Tour that showcases the City's history. Funds raised from this program are used to provide matching grants, which are the Commission's financial assistance tool for landmarked properties.

Historic Assets in Downtown Crystal Lake

As redevelopment occurs per the Plan's Land Use Plan, the City should continue to work with the Historic Preservation Commission to preserve historically significant buildings. The Historic Preservation Commission has previously inventoried a series of buildings within Downtown Crystal Lake for consideration of a historic district. That inventory has been mapped and can help provide focus in preservation efforts. Although a historic district has not been officially adopted, the City should explore strategies for promoting preservation and leveraging historic assets for economic development.



United States Bank Building / Built in 1911 (Facade: 1927) / 72 N. Williams



Home State Bank Building / Built in 1916 / 78 N. Williams



Ballou/Marshall Building / Built in 1882 & 1892 / 86-90 N. Williams



Bauer Building / Built in 1914 / 77 Woodstock Street

The Historic Preservation Commission's inventory of historic assets in the Downtown consisted of the two following classifications:

- **Contributing.** Any structure which adds to the historical integrity or architectural qualities that make the potential historic district significant.
- **Not In Present State.** Buildings that do not contribute to a district's historical and/or architectural significance due to poor maintenance or alterations. Such buildings can be restored/rehabilitated to become a contributing building.



- Crystal Lake Metra Station
- Contributing Building
- Not in Present State
- Landmark Properties

Contributing Buildings

- | | |
|-----------------------------|-------------------------------|
| 1 Witte Building | 12 Jackman Building |
| 2 Town Hall Building | 13 Osmun Building |
| 3 Mugg Building | 14 Warner Building |
| 4 E.N. Brown Building | 15 Osmun Building/Gem Theatre |
| 5 Ballou Building | 16 Prickett & Paine Building |
| 6 Kruger Building | 17 Beatty Building |
| 7 Train Depot | 18 Teckler Building |
| 8 Schroeder Building | 19 United State Bank Building |
| 9 Bauer Building | 20 Home State Bank Building |
| 10 McCollum/Lowell Building | |
| 11 Ballou/Marshall Building | |

Contributing Buildings

- | | |
|--|---------------|
| 21 El Tovar Theater/Raue Center for the Arts | 22 Hale House |
|--|---------------|



CHAPTER 5

TRANSPORTATION

The Transportation chapter builds upon previous efforts to expand and enhance the existing multi-modal transportation infrastructure, focused on balancing the needs of all users. Recommendations are provided in support of an interconnected system of transportation infrastructure consisting of roads, sidewalks, trails, paths, and public transit to facilitate the safe and efficient movement of vehicles and pedestrians within the City of Crystal Lake and access to both the Crystal Lake and Pingree Road Station Areas. As documented in the Existing Conditions Report (ECR), it is clear from public input, stakeholder input, and the emphasis from previous work that there is a need and desire to improve walkability and pedestrian comfort in both the Crystal Lake and Pingree Road Station Areas. Mobility challenges concerning traffic, congestion, and safety were also raised.

A Complete Streets approach provided the framework for developing mobility recommendations. Streets, sidewalks, and crosswalks should be continuous, well-connected, comfortable, and designed to minimize conflicts with vehicular traffic. A safe and comfortable pedestrian and bicycle network is important to encourage more people to walk and bike around both Station Areas, meaning the ability to travel comfortably, having direct and accessible connections, being visible, having a protected space, and free from conflicts. These characteristics inform the development of Station Area alternatives.

TRANSPORTATION FRAMEWORK

The Transportation Framework is a toolbox of transportation strategies that can be implemented throughout both Station Areas. Some strategies primarily focus on the public right-of-way, such as shared-use path, while other strategies focus on the private realm, such as access management. The following generally describes what these strategies are. The Transportation chapter's overall and specific strategies for each Station Area describes how these strategies apply to the Crystal Lake and Pingree Road Station Area.

Transportation Strategies Maps

The small maps accompanying each transportation strategy in the following pages illustrate locations where a given strategy could be implemented. Some transportation strategies apply to both Station Areas while some apply to only one of the two Station Areas. Composite maps summarizing the applicability of all transportation strategies for each station area are located on pages 67 and 71.



RAILROAD CROSSING IMPROVEMENT

Railroad crossings can present safety issues for pedestrians, particularly those using wheeled devices such as wheelchairs and scooters. All pedestrian railroad crossings should be designed to minimize the time required for pedestrians to cross, with emphasis on avoiding entrapment of pedestrians on or between sets of tracks. Pedestrian safety can be improved by better delineating the pedestrian space through the use of fencing, channelization, swing gates; pedestrian barriers, pavement markings, widened crossings, and refuge areas. Optimally the crossing should be designed so that the pedestrian paths of travel intersect the railroad track at a 90 degree angle.



Source: (top) railtec.illinois.edu;
(above) www.rosehillrail.com



ROUNDABOUT

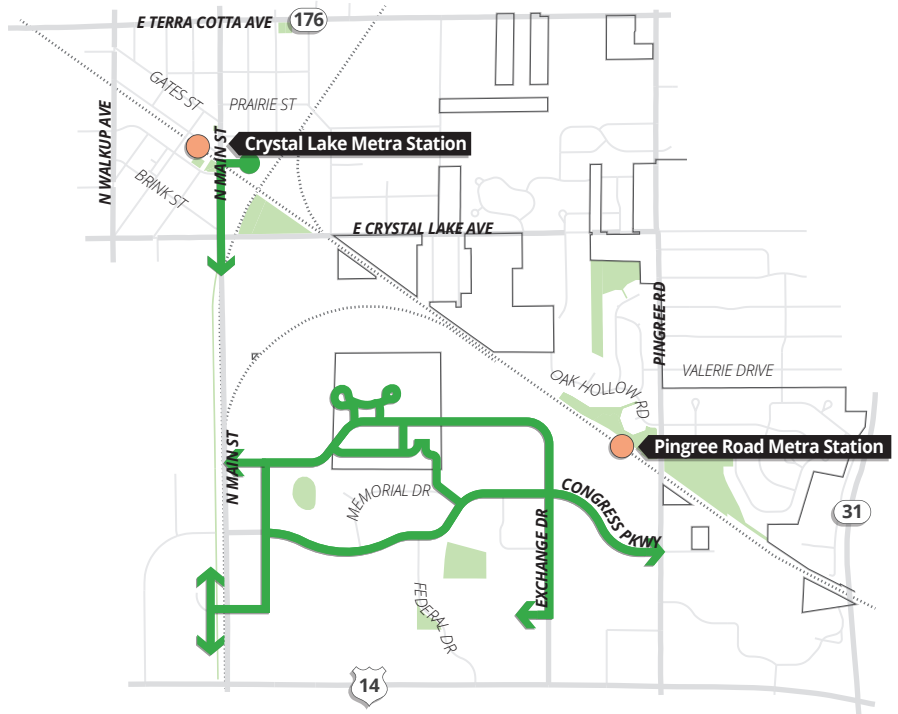
A roundabout is a one-way circular intersection in which traffic flows around a central island. Roundabouts can provide operational and safety improvements and can reduce speeds. Studies have shown that roundabouts are safer than conventional intersections controlled by signals or stop signs. Roundabouts require drivers to reduce their speed before entering. Since all traffic is moving in the same direction, it eliminates the need for right angles and left turns. Benefits to pedestrians can include reduced vehicle speeds, reduced number of conflict points, shorter crossing distances, and splitter islands provide a refuge so that the pedestrian crosses one direction of traffic at a time, with the crosswalk is placed one car length back.



ACCESS MANAGEMENT (CONSOLIDATE CURB CUTS/ACCESS)

Motorist access across a sidewalk not only degrades the quality of the pedestrian environment, but it also increases the potential for motorist-motorist and motorist-pedestrian conflicts. When providing access to adjacent property, the number of motorist access points across the pedestrian path should be minimized. Commercial driveways generally have higher motorist volumes than other driveway types and have the greatest potential for conflicts between motorists and pedestrians. Limiting and consolidating multiple driveways reduces the number of conflict points and can also redirect motorists to intersections with appropriate control devices.





ON-STREET PROTECTED BIKE LANE

Protected bike lanes (PBLs) are dedicated bike lanes that physically separate bike riders from vehicular traffic, increasing safety and comfort for those traveling on bikes while having limited negative impact on car and truck traffic. PBLs define and allocate space exclusively for people on bikes – not shared with pedestrians or vehicular traffic. This is accomplished through a variety of physical separation designs between moving motor vehicle traffic and the bike lane such as plastic posts, bollards, curbs, planters, raised bumps or parked cars. In some cases, adding a PBL requires re-allocating street space from cars, such as converting parking or travel lanes.



SHARED-USE PATH/SIDEPATH

Shared-use paths are like multi use trails, sometimes called sidepaths, alongside the road are completely separated from vehicular lanes and include paved space for both bicyclists and pedestrians. In locations where sidewalks already exist the design would involve widening the sidewalk by a few to several feet. Intersection and crossing improvements for pedestrians and bicyclists should be made wherever a shared used path crosses the roadway. Shared-use paths are lower stress facilities than on-street bike lanes and recommended on roadways where right-of-way is available and the roadway may have higher traffic volumes, vehicle speeds, or wider pavement.





BIKE BOX

Bike boxes provide priority for bicyclists at signalized intersections. They can reduce signal delay for bicyclist and help prevent 'right-hook' conflicts with turning vehicles at the start of the green signal. Bike boxes can be appropriate at signalized intersections with high volumes of bicycles and/or motor vehicles, especially those where there may be right or left-turning conflicts between bicyclists and motorists, or where there is a desire to better accommodate left turning bicycle traffic.



MID-BLOCK CROSSING

Mid-block crossings provide a more direct path for pedestrians and with appropriate design increase safety and visibility of pedestrians. Where there are places pedestrians want to go but are not serviced by a crosswalk. When installed at a mid-block crossing, the island should be supplemented with a marked high-visibility crosswalk along with consideration of advance lighting to provide illumination of the pedestrian.





CURB EXTENSION

Curb extensions, or “bump outs” extends the curb line into the roadway, increasing the visibility of pedestrians and shortening the crossing distance. Curb extensions minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing.



MEDIAN REFUGE ISLANDS

Median refuge islands help improve pedestrian safety by allowing pedestrians to cross one direction of traffic at a time. Refuge islands minimize pedestrian exposure by shortening crossing distance and increasing the number of available gaps for crossing. Active Warning Beacons, such as a Pedestrian Hybrid Beacon (PHB), are user-actuated illuminated devices used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. PHBs can be used if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross.





RAISED CROSSWALKS

Serve as a marked pedestrian crossing and provide stronger visual clues for drivers. These are particularly useful at mid-block crossings. Benefit can include visibility improvements to areas with limited sight distance, enhance pedestrian safety, reduces vehicular speed, and traffic calming. Raised crosswalks should include advance signage and high-visibility markings. Street lighting is important for improved nighttime lighting. Curb extensions would also be appropriate.



HIGH VISIBILITY CROSSWALKS

High Visibility Crosswalks signal to motorists that they must stop for pedestrians and encourage pedestrians to cross at designated locations.

PEDESTRIAN SIGNAL TIMING

Use leading pedestrian intervals (LPIs), give people crossing the street a head start before cars are given a green light, typically providing the WALK signal 3-7 seconds before the motorists are allowed to proceed through the intersection. LPIs are particularly helpful for crossing with high volumes of pedestrians or those accommodating school-aged children or persons needing more time to cross the street.



CRYSTAL LAKE STATION AREA

Crystal Lake Station Area's transportation recommendations are presented below, followed by strategies for specific roadways.

TRANSPORTATION RECOMMENDATIONS

Sidewalk Network

The City's sidewalk network is broad, with many streets having sidewalks on one or both sides of the street, although there are locations that are not connected and in disrepair. Several sidewalk gaps exist that should be addressed to enhance accessibility to Downtown Crystal Lake. Locations are addressed related to each specific roadway.

Transportation Plan Map

The Crystal Lake Station Area's Transportation Plan map is located on page 67. This map illustrates the locations where the various transportation recommendations within the Crystal Lake Station Area could be implemented.

Access Management

Consolidate and/or eliminate driveways. There are many blocks with multiple driveways, creating conflict between motorists, pedestrians, and bicyclists, particularly the block bounded by Walkup Ave, Grant St, Crystal Lake Ave, and Brink Street. Most of these driveways are located at off-street parking lots.

Gap in Prairie Path Trail

Bicycle travel can be an effective travel mode in Downtown Crystal Lake, serving both recreational trips as well as work/school trips, but requires comfortable travel routes along with addressing crossing locations, network gaps and maintenance. A gap in the Prairie Trail Path exists through Downtown, from Main St to Veterans Acre Park, causing a disconnected north-south bike network through Downtown. Although the City and McHenry County Conservation District have discussed routing options for the Prairie Trail through the downtown, there are potential opportunities for expanding bike infrastructure in the downtown.

Bicycle Parking

The downtown area would benefit from expanded bike parking stations and covered bike parking, along with shared bikes. Having bicycle parking facilities in Downtown Crystal Lake would also encourage bicyclists to stop and visit Downtown Crystal Lake's businesses and amenities.

Transit Service

Mobility recommendations are focused on physical infrastructure, including boarding locations and access to transit service. Pace Route 550 is the primary route operating through the Downtown, connecting to the Crystal Lake Metra Station. Transit stops should be highly visible locations that pedestrians of all abilities can reach easily by means of accessible travel routes, fully accessible to pedestrians in wheelchairs, have paved connections to sidewalks where landscape buffers exist, should not block pedestrian travel on the sidewalk, and have adequate space to operate wheelchair lifts. Other treatments to increase the comfort of transit stops include sufficient lighting, sheltered seating and lean bars, trash receptacles,

bike racks, and transit service information, and wayfinding information.

The Pace and MCRide boarding/alighting area next to the downtown Metra station should improve on overall amenities and ADA accessibility, such as lighting, curb-less stop area, audible signals, buffer for expanded boarding area, detectable warning strips, and signage.

The City should continue to coordinate with Pace and McHenry County implementing a preferred future transit concept plan, as currently being addressed through Pace's strategic plan update, Driving Innovation. Driving Innovation is based on how to provide the most appropriate level of service, or the "right size" of transit using a family of mobility services menu.

New developments should reference Pace's Transit Supportive Design Guidelines.



Metra Parking Lot

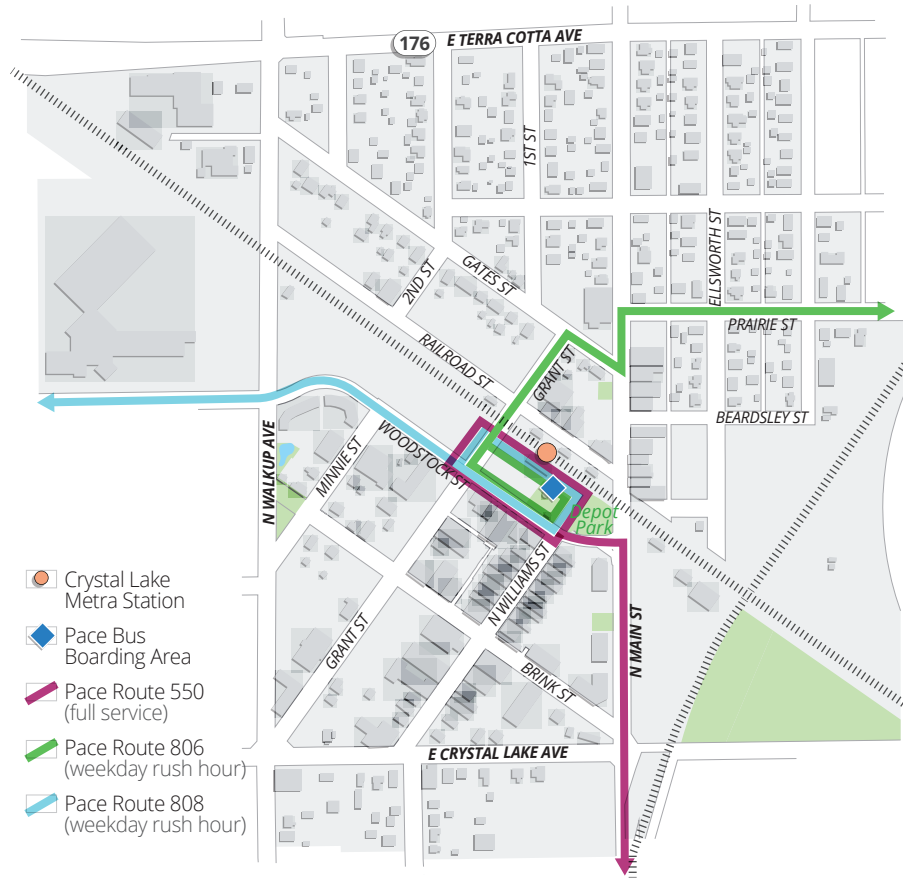
In addressing downtown parking strategically, the City should continue working with Metra to rethink the demand for commuter parking, particularly changes that have occurred during the COVID-19 pandemic. The most dramatic impact of COVID-19 has been on transit use, with the greatest impact on Metra ridership as businesses have yet to return to downtown offices. However, prior to COVID-19, commuter parking was only 62% utilized.

SPECIFIC STRATEGIES

Walkup Avenue

Walkup Avenue is an important north-south roadway at the western edge of the Crystal Lake Station Area. The focus is to improve the roadway's safety through improved access management and enhancing pedestrian and bicycle infrastructure.

- Continue consideration of a roundabout at Walkup Avenue/Grant Street/Crystal Lake Avenue.
- Add on-street protected bike facility between Crystal Lake Avenue and Railroad Street through eliminating the center turn lane and reallocating to on-street bike lanes. A shared-use path should be considered if on-street protected bike lanes are not possible.



- Improve railroad crossing to clearly delineate pedestrian space. Design elements could include fencing, channelization, pavement markings and texturing, refuge areas, and fixed message signs.
- Consolidate bank driveways for Home State Bank by eliminating the in/out drive just south of the Bank drive-through access drive.
- The McHenry County Division of Transportation (MCDOT) has jurisdiction over Walkup Avenue north of IL-176. The City will need to coordinate with MCDOT for any future changes/improvements along the roadway's right-of-way.

Railroad Street

Railroad Street is a gateway to the downtown, providing multimodal access to the downtown and Metra Station Area. Changing the overall character of Railroad Street between 2nd Avenue and Main Street to a “shared mobility street” would provide not only benefits of identifying the importance of this roadway to all users, but improve accessibility, safety and comfort for pedestrians, bicyclists, and transit riders.

- Add on-street bike lanes.
- Widen the existing sidewalk on north side between Grant Street and Main Street.

- Install a bike station adjacent to the Crystal Lake Metra Station's building at Grant Street – covered bike parking with bike repair, bikeshare, e-scooters. This can potentially be a trailhead for the Prairie Trail.
- Remove the on-street commuter parking between 2nd Avenue and Grant Street.
- Convert angled parking between Grant Street and Main Street into parallel parking, while designating space for shared-ride drop off/pick up.
- Add mid-block raised crossing at the Crystal Lake Metra Station's entrance. Raised crosswalks improves pedestrian safety by forcing drivers to slow down when traversing the crosswalk location.

Main Street

Transportation issues concerning traffic, congestion, and safety were raised by community stakeholders, noting that traffic on Main Street creates barriers and a lack of comfort for bikes and pedestrians. The intersection of Main Street and Crystal Lake Avenue is a key gateway not just for motor vehicles, but for bikes and peds as well, with the Prairie Trail path transitioning to a signed on-street route east through Crystal Lake Avenue. Strategies are focused on enhancing bike and pedestrian travel and reducing modal conflicts.

- It appears that adequate space may be available on the east side of Main Street for a 10-foot shared-use path. The City should complete an engineering assessment of possible design opportunities. A shared-use path only on one side should include signage indicating both pedestrians and bicycles are allowed. Should it be determined that adequate space is not available, signs should be added on Main Street, including:
 - Wayfinding signs to Prairie Trail
 - “Bikes May Use Full Lane”
 - “Share the Road”
- Add a pedestrian/bicycle connector at the northeast corner of the railroad crossing to connect to Metra parking lots and Ellsworth Street.
- Improve delineation of the pedestrian zone at the railroad crossing.
- Add bike boxes at Crystal Lake Ave intersection (intersection now under construction). Consider leading pedestrian interval (LPI) phase, if possible. LPIs give the pedestrian the WALK signal 3-7 seconds before the motorists are allowed to proceed through the intersection.

Woodstock Street

Woodstock is another key gateway to the downtown, provides access to the Metra station and commuter parking, and accommodates Pace bus service. Strategies are focused on providing more direct, efficient, and visible pedestrian access routes.

- Add curb extensions (corner bump-outs) at Minnie Street. Curb extensions shorten the crossing distance and allows the pedestrian waiting to cross to be more visible to the approaching driver.
- Add gateway and pedestrian features at Grant Street
- Complete sidewalk gap on south side.
- Add bike boxes on Walkup at Woodstock.

Brink Street

As an important roadway in the downtown, strategies are focused on reducing modal conflicts and facilitating pedestrian travel.

- Eliminate multiple driveways to parking lots.
- Add a mid-block raised crosswalk on Brink Street between Grant and Williams and between Williams and Main Street

TRANSPORTATION PLAN

CRYSTAL LAKE STATION AREA



Legend

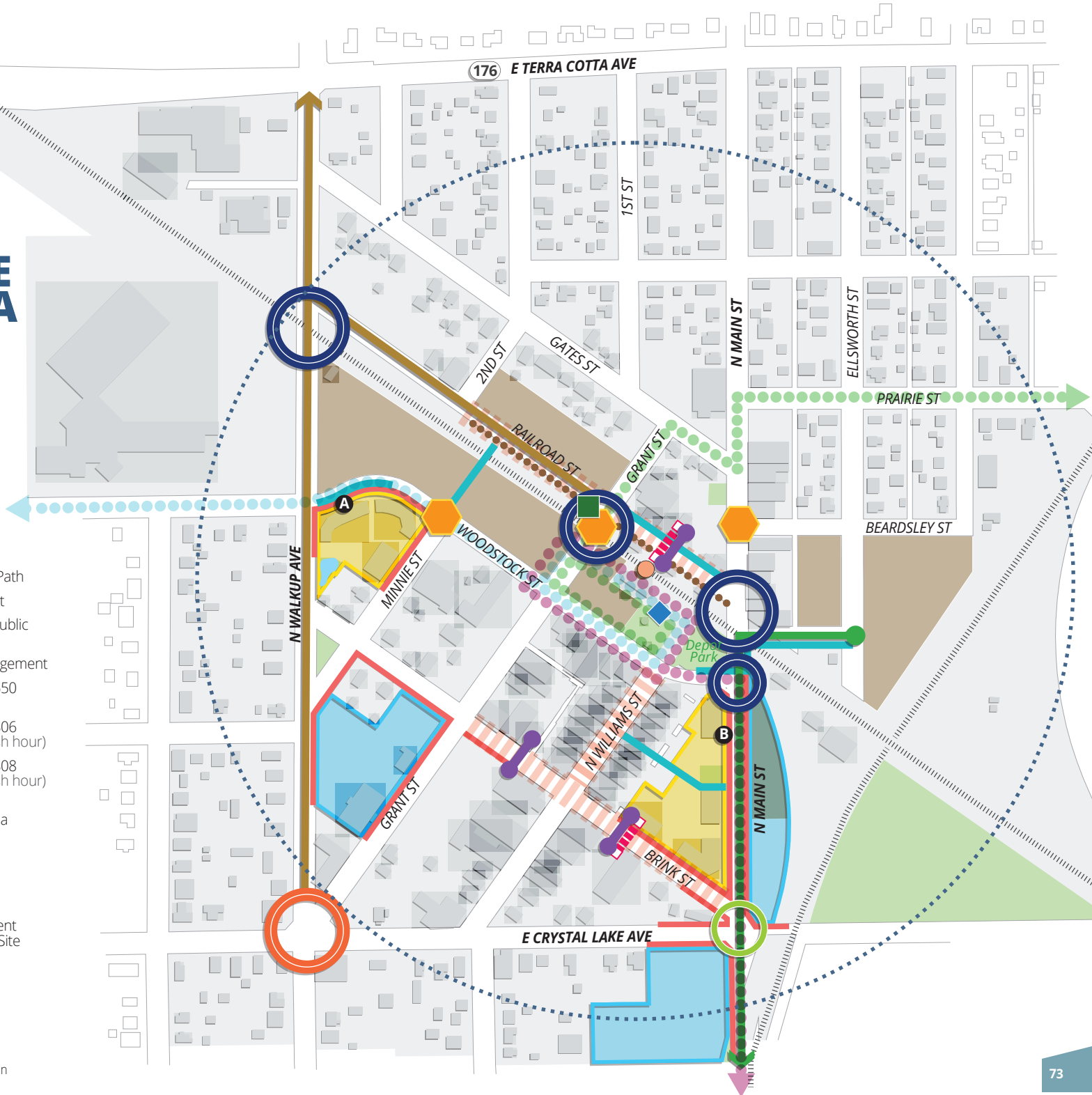
- Crystal Lake Metra Station
- Crystal Lake Station Area
- Railroad
- Existing Metra Parking Lot

Transportation Recommendations

- Bike Box
- Roundabout
- Intersection / Railroad Crossing Improvement
- Curb Extension
- Bike Station
- Mid-block Crossing
- Raised Crosswalk
- Pedestrian Connection/ Sidewalk Connection
- On-Street Protected Bike Lane
- Shared-Use Path
- Shared Street
- Repurpose Public Parking
- Access Management
- Pace Route 550 (full service)
- Pace Route 806 (weekday rush hour)
- Pace Route 808 (weekday rush hour)
- Pace Bus Boarding Area

Redevelopment Opportunities

- Walkup Avenue/ Minnie Street/ Woodstock Street
- Main Street/Brink Street
- Other Redevelopment Opportunity Site





PINGREE ROAD STATION AREA

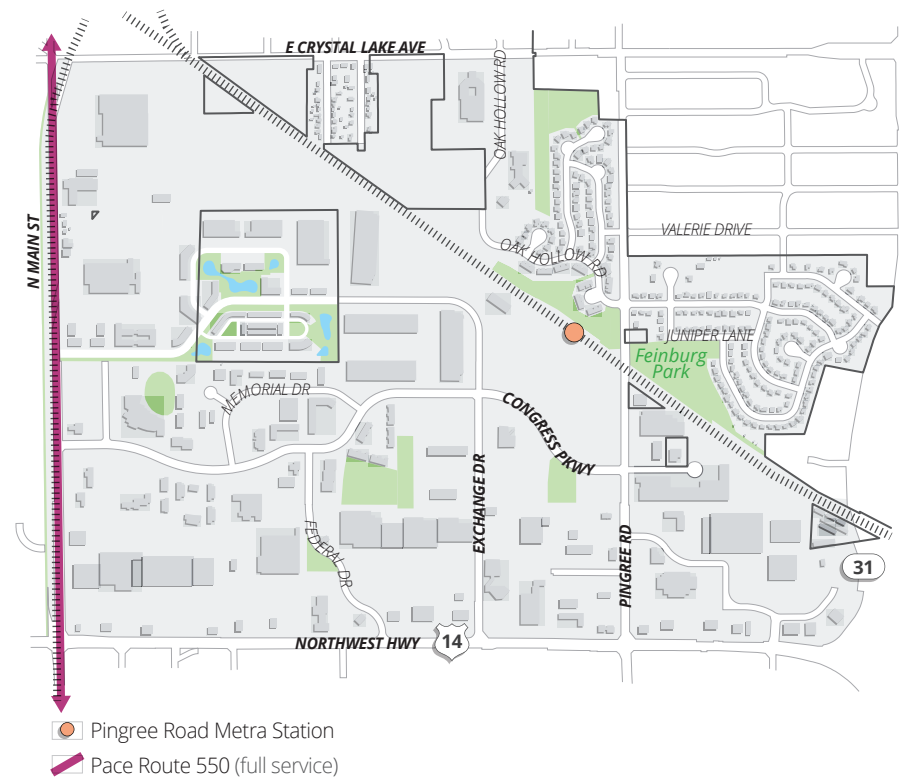
Mobility recommendations addressing the Pingree Road Station Area are presented below, followed by strategies for specific roadways.

Transportation Plan Map

The Pingree Road Station Area's Transportation Plan map is located on page 71. This map illustrates the locations where the various transportation recommendations within the Pingree Road Station Area could be implemented.

OVERALL MOBILITY RECOMMENDATIONS

- Complete sidewalks gaps on both sides of the streets throughout the Pingree Road Station Area.
- Add wayfinding/directional signs throughout Station Area identifying directions Prairie Trail, Pingree Road path, and downtown.
- New developments should reference Pace's Transit Supportive Design Guidelines.





SPECIFIC STRATEGIES

Congress Parkway

Congress Parkway provides a key access route to Pingree Road Station area for motorists, bicyclists, and pedestrians. This area not only includes the Metra Station, but commercial, office, and industrial destinations as well. While sidewalks exist along Congress Parkway, there are not dedicated bicycle facilities and limited protected crossings. The Strava heat map indicated a high level of bike/ped activity on the roadway, as it provides a key connection from the Prairie Trail. It was also observed that many area employees walk during the day on Congress Parkway, crossing at Exchange Drive.

Strategies include:

- Complete roundabout at Congress Parkway and Exchange Drive and at Congress Parkway and Federal Drive.
- Add shared-use path on both sides of the roadway, connecting to Pingree Road path. Shared-use paths are proposed to enhance the feeling of safety through separation from motor vehicles. Design elements would include signage and green paint at driveway crossings. Additionally, space appears to be available for an off-road path.
- Complete sidewalks gaps on the south side of the roadway.
- Add median refuge island on the west leg of Congress Parkway at Pingree Road.

Pingree Road Metra Station Pedestrian Tunnel

The tunnel provides a critical connection between residential areas to the north to both the Metra station and destinations along Congress Parkway.

- The need for regular maintenance of the Pingree Road Metra Station's pedestrian tunnel, particularly during the winter, was raised by Stakeholders. The City should continue to work with Metra to maintain the Pingree Road Metra Station's pedestrian tunnel.

Memorial Drive

Memorial Drive provides access to a number of medical, professional, and commercial uses. Since it is within about a ½ mile distance from the Pingree Road station, opportunity exists to attract reverse commuters.

- Complete sidewalk network along both sides of the street
- Install marked pedestrian routes through surface parking lots to adjacent land uses and buildings.
- Narrow Memorial Drive at Congress Parkway by adding curb extensions

Exchange Drive

Exchange Drive directly connects the Pingree Road Metra station and US14, linking Metra service to Northwestern Medical Center and numerous commercial uses including the Crystal Point Shopping Center. The residential area north of the Metra station is connected to Exchange Drive via the pedestrian tunnel at the Metra station. Enhancing and expanding bike and pedestrian mobility between the residential area, the Metra station, and commercial uses would include improving the intersection of Congress Parkway and Exchange Drive, along with dedicated bike/ped infrastructure:

- Complete roundabout at Congress Parkway and Exchange Drive.
- Add shared use path on both sides of the roadway, connecting north side (and Main Street Crossing site) to the retail center north of US-14. Shared use paths are proposed to enhance the feeling of safety through separation from motor vehicles. Design elements would include signage and green paint at driveway crossings.

Pingree Road

Feinburg Park is located on the east side of Pingree Road, north of the railroad tracks and adjacent to residential areas. There is a marked crosswalk across Pingree Road with a Rectangular Flashing Beacon at Grandview Drive. A trail also exists along the southern edge of the park that connects to Pingree Road.

- Add a pedestrian refuge island (median island) on both legs of Pingree Road at Grandview Drive/Oak Hollow Road. Median islands are beneficial on wide multi-lane roadways by allowing pedestrians to cross a two-way street in two stages by finding a gap in one direction, and then stopping on a median island of sufficient width to wait while searching for a gap in the other direction of traffic.

- Complete traffic warrant study to consider upgrading flashing beacon to a Pedestrian Hybrid Beacon (PHB), which is used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. PHBs can be used if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross.

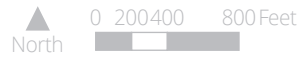
Commonwealth Drive

This road provides a direct connection to the Prairie Trail, access to Northwestern Medicine, and access to potential developments at the north end. As an important connector, adding bike and pedestrian infrastructure, intersection improvements, and wayfinding would provide important benefits:

- Add shared-use path on both sides of the roadway, connecting from Main Street/Prairie Trail to the Northwestern Medical Center.
- Add sidewalks on west side of roadway.
- Implement intersection improvements at the intersection of Commonwealth Drive and Main Street.
- Add bike route signage at intersection of Commonwealth Drive and Main Street.
- Stripe Prairie Trail crossing on the intersection of Commonwealth Drive and Main Street with green paint.
- Add median refuge island on the intersection of Commonwealth Drive and Main Street.

TRANSPORTATION PLAN

PINGREE ROAD STATION AREA



Legend

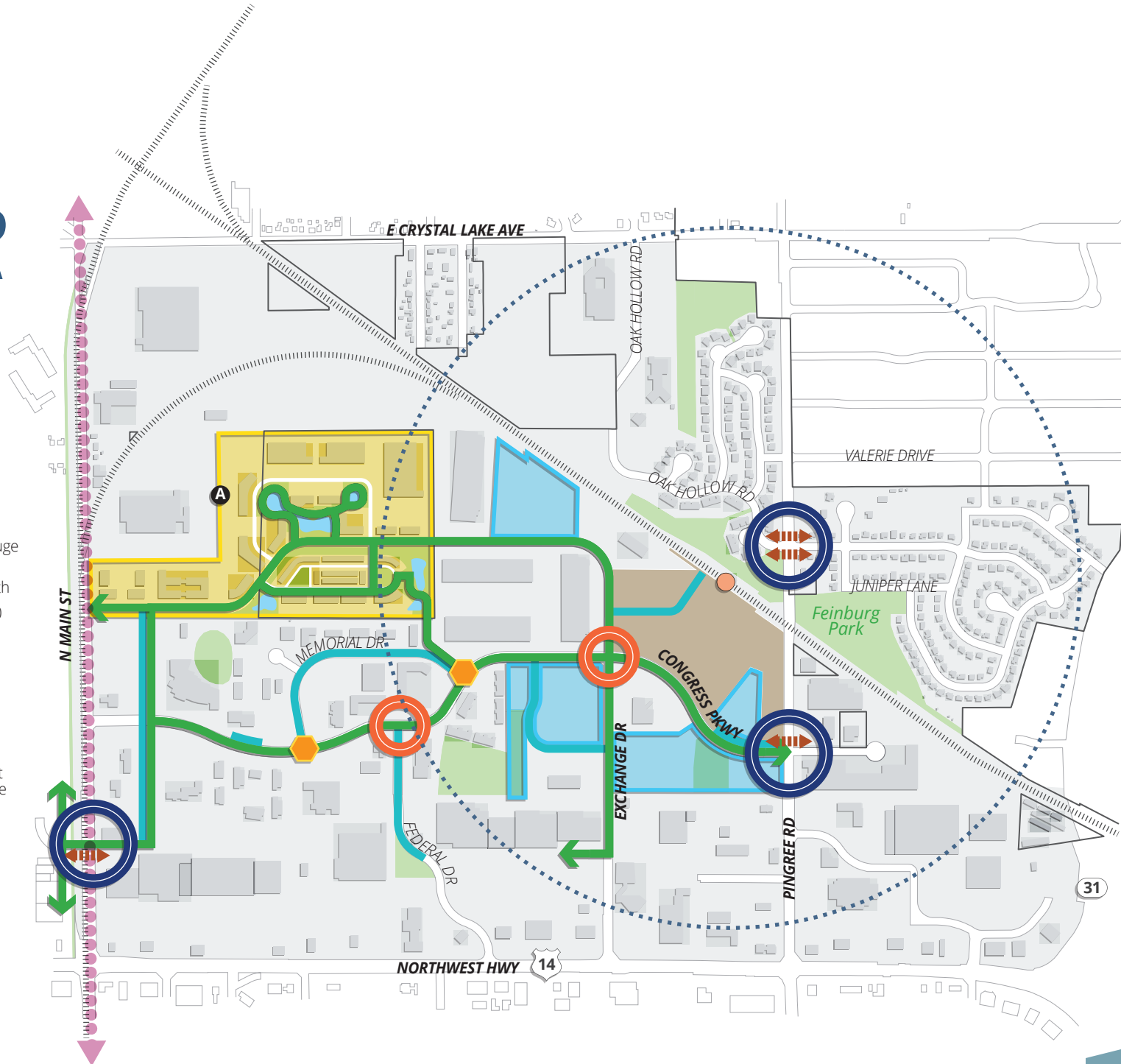
- Pingree Road Metra Station
- Pingree Road Station Area
- Railroad
- Existing Metra Parking Lot

Transportation Recommendations

- Roundabout
- Intersection / Railroad Crossing Improvement
- Curb Extension
- Pedestrian Connection / Sidewalk Connection
- Pedestrian Refuge Island
- Shared-Use Path
- Pace Route 550 (full service)

Redevelopment Opportunities

- Main Street Crossing
- Other Redevelopment Opportunity Site





CITY-WIDE TRANSPORTATION IMPROVEMENT

The Crystal Lake Stations Strategic Action Plan acknowledges the Crystal Lake Transportation Plan (completed by CMAP and the City of Crystal Lake) and builds upon recommendations included in that plan related to the Station Areas (Page 14*). The Stations Strategic Action Plan also supports the Transportation Plan's vision to increase community safety, reduce congestion, and decrease environmental impact by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation riders and drivers, and people of all ages and abilities. (Page 31*)

The Crystal Lake Transportation Plan provides city-wide recommendations for improving the transportation network based upon community context, travel behavior, infrastructure conditions, and current design standards. The Stations Strategic Action Plan builds upon this previous effort with recommendations and strategies that are not only specific to the Crystal Lake and Pingree Road Station Areas, but also as a part of and relating to a greater transportation network. Several of the Crystal Lake Transportation Plan's recommendations are also included as recommendations in the Stations Strategic Action Plan with additional details or refinements that relate specifically to the Station Areas.

**Page references to the Crystal Lake Transportation Plan*



The Crystal Lake Transportation Plan generally includes the following types of recommendations:

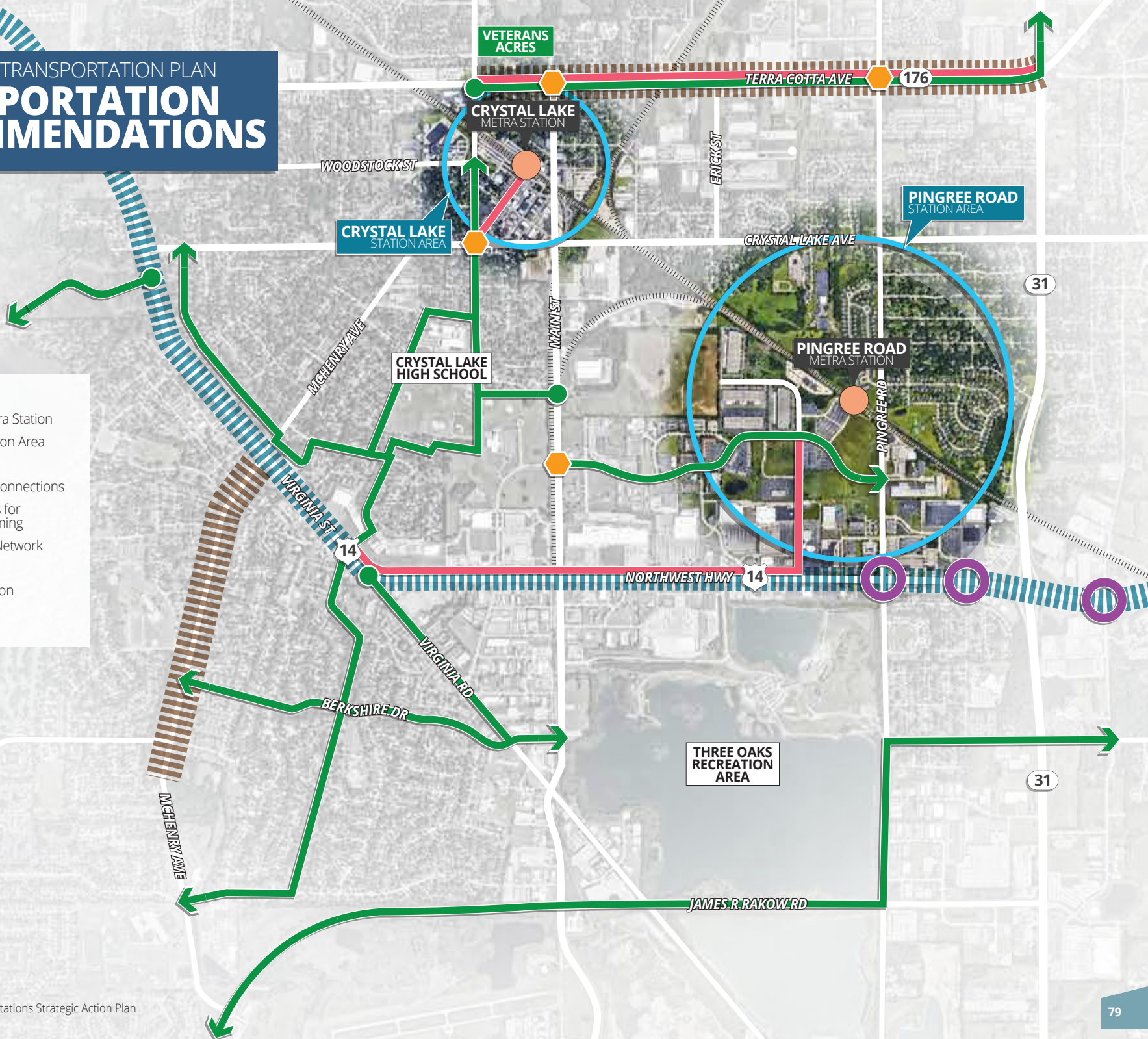
- **Future Bikeway Network.** This focuses on creating a safe and interconnected system of bicycle facilities that link to the regional greenway system. The Stations Strategic Action Plan's recommendations support and relate to this city-wide bicycle network addressing connectivity, network gaps, intersection improvements, reducing modal conflicts, and wayfinding.
- **New Sidewalk.** This focuses on creating a safe and convenient system which connects residents with key community destinations, such as schools, shopping, employment, public transit, parks, and community services. The Stations Strategic Action Plan's recommendations support this with specific strategies aimed at reducing modal conflicts, addressing safety concerns, improving comfort and visibility, and providing options for direct pedestrian connections.
- **Vehicle Network Improvements including new/improved connections, traffic signal optimization, and future roadway studies.** These focus on creating an efficient and integrated system that improves traffic flow along major thoroughfares, balances competing transportation modes, and decreases environmental impact. The Stations Strategic Action Plan's recommendations, while more focused in scope addressing travel by bus, bike, and walking, acknowledges the need for enhancing/coordinating traffic signals along major corridors, providing better access management, and improving intersections create a safer multi-modal network that connects the various areas and destinations in the City.

CRYSTAL LAKE TRANSPORTATION PLAN

TRANSPORTATION RECOMMENDATIONS

Legend

-  Crystal Lake Metra Station
-  Crystal Lake Station Area
-  Railroad
-  New/Improved Connections
-  Key Intersections for Future Programming
-  Future Bikeway Network
-  New Sidewalks
-  Signal Optimization
-  Roadway Study





CHAPTER 6

ILLUSTRATIVE REDEVELOPMENT CONCEPTS

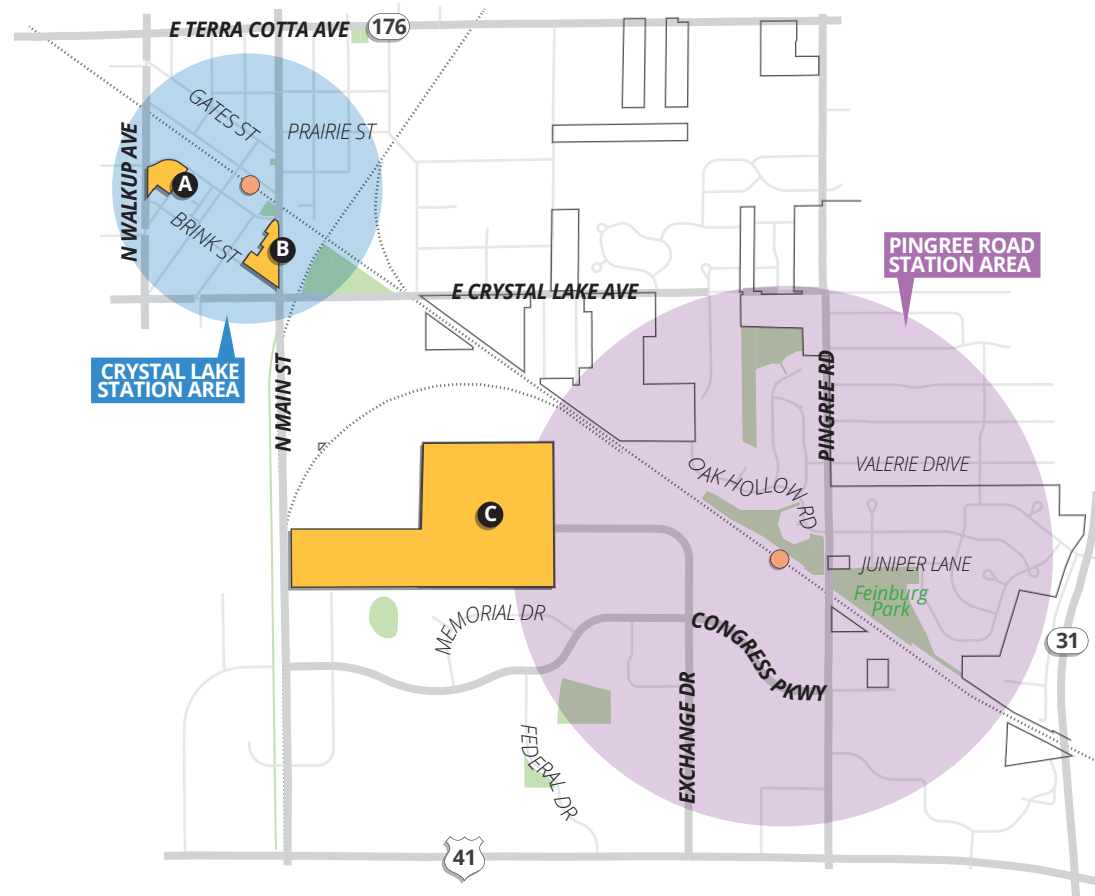


ILLUSTRATIVE REDEVELOPMENT CONCEPTS

Building on the Plan's vision, goals, objectives, and key recommendations, more detailed visualizations were developed for the three illustrative redevelopment concepts in the Crystal Lake and Pingree Road Station Areas. These sites were selected because they have the greatest (re)development potential and their transformation could significantly contribute to both Station Areas in achieving their vision. The visualizations demonstrate development potential and highlight key concepts and strategies for land use and development, access and mobility, and other improvements for these important sites. The City can also utilize these visualizations as a marketing tool to attract development interest at these sites. The three illustrative redevelopment concepts are:

- A** Walkup Avenue/Minnie Street/Woodstock Street
- B** Main Street/Brink Street
- C** Main Street Crossing

The following section describes each site's desired character and intensity of development, provides example imagery of desirable features, and illustrates a potential use program supported by the Plan.





Character Image: (Top) Multi-family building; (Bottom-left) Facade and roofline articulation in townhomes; (Bottom-right) 'Browntone'-theme design on townhomes.

WALKUP AVENUE/ MINNIE STREET/ WOODSTOCK STREET

This site will be instrumental in contributing a positive first impression to residents and visitors entering Downtown Crystal Lake from the northwest. The goal of this development concept is to provide greater housing choice at transit-supportive densities while complementing while serving as a transition between the core of Downtown Crystal Lake and the residential neighborhood to the west. Rear-loaded townhomes are shown fronting North Walkup Avenue and Woodstock Street to form a solid streetwall. These townhomes would be similar to “brownstones” in terms of scale and façade design and articulation. A multifamily building is situated at the rear of the site with an internal parking lot that is mostly screened from the three surrounding roadways. The rear of the site is reserved for a stormwater detention facility to mitigate runoff. Main access into the site will be from Minnie Street, while North Walkup Avenue would have right-in/right-out access. Landscaping is established at the rear to screen the site from adjacent buildings.

WALKUP AVENUE/ MINNIE STREET/ WOODSTOCK STREET

Legend

- Single-family Attached
- Multi-family
- A** Existing Metra Parking Lot
- B** Main Access Driveway
- C** Internal Parking Lot
- D** Pedestrian Connection
- E** Parkways with Street Tree
- F** On-Street Protected Bike Lane
- G** Drive-In-Drive-Out
- H** Stormwater Detention
- I** Screening



Multifamily building at rear of site with parking behind developments.

On-street bike lanes will require the removal of the center-turn lane on Walkup Avenue. If not possible, explore the feasibility of a off-street shared-use trail.

Access from Walkup Avenue is restricted to drive-in-drive-out.

Rear-loaded townhomes with internal access will form a solid streetwall to function as a welcoming gateway into Downtown Crystal Lake.



Character Image: (Top & Bottom) Mixed-use building; (Center-left) Outdoor dining space; (Center-right) Public Open Space.

MAIN STREET/BRINK STREET

This site is intended to transform an underutilized site in the heart of Downtown Crystal Lake with several mid-rise mixed-use buildings that expand the Downtown's inventory of commercial space while increasing the household base. The site features an approximately 16-foot grade change between Woodstock Street and Brink Street. This provides an opportunity for a building at Brink Street and N Main Street, which is at the lower elevation point, to have additional stories while still conforming to the scale and character of buildings on nearby Williams Street. Retaining walls may be necessary to reconcile the site's downslope and flat topography of N William Street's rear alley. A central open space is proposed on North Main Street with a direct pedestrian connection to the existing alleyway on North Williams Street. Full access into the site will be provided at Brink Street, while it is anticipated and access from North Main Street would require right-in/right-out access drives due to proximity to existing intersections.

MAIN STREET/BRINK STREET



Acquiring the existing buildings behind the businesses on North Williams Street can provide additional space for parking spaces.

Create a pedestrian connection between the existing alleyway on North Williams Street and the central open space.

Crystal Lake Metra Station

Metro Bowl

Given the site has a grade change, this building, at the lowest elevation point, can have additional stories while complementing with the surrounding area's building scale and height.

Leverage opportunities to create outdoor dining spaces to generate additional 'Third Places' in Downtown Crystal Lake.

A central open space will function as a focal point in this site with a pedestrian access from the existing alleyway on North Williams Street.

Legend

- Multi-family
- Commercial
- A** Gateway Signage
- B** Outdoor Dining/Patio Area
- C** Drive-In-Drive-Out Access
- D** Streetscaping Elements
- E** Shared-Use Trail
- F** Central Open Space
- G** Pedestrian Connection to N Williams St
- H** Existing Alley
- I** Retaining Wall to Accommodate Grade Change
- J** Internal Parking Lot
- K** Mid-Block Crossing



Character Image: (Top) Flex-type building; (Center-left) L-shaped building to screen loading bays; (Center-right) Stormwater detention system as an attractive and central feature of an existing business park; (Bottom) Outdoor gathering space adjacent to developments.

MAIN STREET CROSSING

The 62-acre Main Street Crossing site represents a significant development opportunity for the Pingree Road Station Area. Given that approximate half of this site is unincorporated, annexation and rezoning will be needed. The Plan envisions extending Exchange Drive west to connect N Main Street and Commonwealth Drive. The area fronting North Main Street will primarily consist of commercial outlots with flex and senior living facilities to the east. North of the Exchange Drive extension will be mostly flex uses and industrial/logistics at the rear with a potential rail spur to serve larger industrial users. The buildings are sited to preserve the existing tree canopy and accommodate an interconnected series of naturalized stormwater detention ponds that will also function as a central open space amenity. South of the Exchange Drive extension is a new residential neighborhood with rear-loaded townhomes and multifamily buildings. The buildings are clustered together to dedicate greater space for natural areas and stormwater detention ponds. A large central berm is included to screen the new housing from non-residential uses to the north. If desired, the berm is wide enough to accommodate another row of townhomes, however, this will require additional landscaping along the Exchange Drive extension to minimize land use conflicts. Trails and central open spaces are provided throughout the site to create additional third places and improve access between this area and the surrounding area including the Pingree Road Metra Station.

MAIN STREET CROSSING

The central stormwater detention mitigates runoff while acting as a central open space where the surrounding flex uses should orient to. An accessible network of trails is needed to provide opportunities for people to interface with this asset.

Industrial/Logistics buildings should be have a 'L-shape' form, which can be useful in screening loading bays. If this is not feasible, sufficient landscaping can be an alternative.



Berms will buffer and screen the residential and non-residential land uses to help delineate the residential components as a neighborhood. The berm is also wide enough to accommodate a line of townhomes if necessary

Developments are clustered together to minimize impervious surface and conserve open space as much as possible.

Legend

- Single-Family Attached
- Multi-family
- Commercial
- Flex
- Industrial/Logistics
- A Commercial Outlot
- B Shared-Use Trail
- C Senior Living Facility
- D Bioswale/Green Infrastructure Element
- E Parkway Buffer with Street Tree
- F Outdoor Dining/Patio Area
- G Berm
- H Flex/Industrial/Logistics Ring Road
- I Stormwater Detention
- J Screening
- K Rail Spur Option
- L Central Open Space
- M Rear Alley



CHAPTER 7

IMPLEMENTATION

The Plan provides policies and recommendations the City should undertake over the next 15 to 20 years to support the vision and goals for the Crystal Lake and Pingree Road Station Areas. Close coordination and participation of local departments, RTA, Metra, Pace, McHenry Department of Transportation (MCDOT), the business community, property owners, developers, and residents will be crucial in the success of the Plan's implementation. This chapter outlines best practices on how to utilize the Plan as well as potential funding sources to consider. The chapter concludes with an Implementation Action Matrix, which identifies Station Area applicability, timeframe, and potential partnerships and funding sources for all Plan recommendations.

REGULAR USE OF THE STATIONS STRATEGIC ACTION PLAN

The Crystal Lake and Pingree Road Stations Strategic Action Plan should be used as the official policy guide for planning and development decisions made by the City Staff, City Council, the Planning and Zoning Commission, the Economic Development Committee, and other boards and commissions. The Plan should act as a primary reference in evaluating projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures in and around both the Crystal Lake and Pingree Road Station Areas. Referencing the Plan will ensure future planning efforts align with both Station Areas' long-term vision and goals. Transit agencies and developers should also be encouraged to utilize the Station Strategic Action Plan when considering new projects, transit service updates, and programming within their parameters. To promote regular use of the Plan, the City should:

- Publish the Plan document on the City's website and make it available as hard copies in the City Hall and City's Public Library for public access.
- Utilize the Plan in the development review process to ensure future (re) developments in both Station Areas align with the Station Areas' vision and recommendations.
- Use this Plan as a reference document to coordinate with Metra and potential developers about future and possible (re)development opportunities surrounding the two Metra Stations.
- Meet with the City's key department heads, officials, and commissions to explain the Plan's purpose, importance and benefits.

REVIEWING AND UPDATING THE PLAN

The Stations Strategic Action Plan is not a static document and must be able to evolve and change over time. For example, if new issues arise that are beyond the Plan's current scope or transit agencies update facilities and services, the Plan should be revised and updated accordingly.

The City should undertake a complete a review and update of the Plan every five years, and intermittent evaluations every two to three years to identify smaller changes. The City should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews should coincide with the preparation and adoption of the City's budget and Capital Improvement Program. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. The City should also coordinate and assist with the City Council in the Plan amendment process, if needed. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

REVIEW OF ZONING AND DEVELOPMENT CONTROLS

The City's Unified Development Ordinance is the most direct tool in implementing the Stations Strategic Action Plan's recommendations. They guide the nature and design of development throughout both Station Areas. All development controls should be consistent with and complement the Stations Strategic Action Plan's vision, goals, and recommendations. The City may have existing ordinances that contradict new or revised policies or prohibit desired improvements. The City should review all development regulations and amend them as necessary to ensure they align with the recommendations of the Stations Strategic Action Plan.

The following is a list of potential amendments to the City's zoning and development controls (these are also listed in the Implementation Action Matrix):

- Consider the creation of a Transition Urban zoning district to accommodate transitional land uses to help create a buffer between Downtown Crystal Lake and the surrounding neighborhoods.
- After incorporating the Main Street Crossing site into the City, rezone the site to support the Plan's proposed land uses in that area.
- Consider requiring a Special Use process for single-family attached and multi-family uses between Walkup Avenue, Grant Street, and Woodstock Street in Downtown Crystal Lake to create some flexibility in the development approval process while retaining the City's ability to review the developments' proposed site design and program
- Require PUDs for the Main Street/Brink Street and Main Street Crossing redevelopment opportunity sites to provide greater flexibility in buildings' bulk, height, and setback requirements.
- Consider rezoning the identified redevelopment opportunity sites, except Main Street Crossing, into M-Manufacturing to accommodate both office and high-quality business park (flex) uses.
- Continue to allow non-traditional uses in industrial buildings, such as wellness clinics, indoor sports center, and fitness centers, in the O-Office, M-L Manufacturing Limited, and M-Manufacturing zoning districts, to improve industrial land use's resiliency against changing market trend.

DEVELOPER-SOLICITATION PROCESS

The Stations Strategic Action Plan has identified a series of redevelopment opportunity sites in the Crystal Lake and Pingree Road Station Area. These sites, when redeveloped, have the potential to positively influence its surrounding character and help the Station Area better achieve its vision. The City will need a strategy to attract and solicit developers to initiate redevelopment efforts into these sites. The following outlines the recommended steps associated with an RFP/Q process to solicit development interest related to key sites within the two Station Areas. It should be noted that this process can be followed whether or not the City has complete or partial site control, as long as the property owner is supportive and willing to partner in a developer-solicitation process.

1. DEVELOPER IDENTIFICATION AND PRE-QUALIFICATION

Based on the confirmed development program, economic and market parameters, proposed zoning amendment(s), and finance strategy, we recommend that the City formulate a developer recruitment strategy and initiate a pre-qualification rubric based on the City's required parameters. We anticipate that the pre-qualification process would include:

- Identifying potential developers, developer teams, or joint venture partners;
- Evaluating options for developers specializing in specific products (e.g., affordable housing, retail, medical office, etc.);
- Preparing a request-for-qualifications (RFQ) document;
- Soliciting and reviewing pre-qualification information
- Recommending to the City a short-list of pre-qualified developers developer teams, or joint-venture partners; and
- Seeking the property owner's support to initiate this process.

2. DEVELOPER PROSPECTUS

Using information developed during the pre-qualification process, we recommend preparing a detailed developer prospectus, including, as appropriate:

- The plan document and other relevant planning studies;
- Site surveys;
- Environmental and soils information;
- Property ownership information;
- Development concepts and design guidelines;
- Market analysis information;
- Financial projections;
- Opportunities for developer incentives and public-private financing;
- Development rights per proposed zoning amendment(s);
- Responsibilities of the developer(s);
- Required financial parameters (e.g., land price and other financial considerations)
- Proposed process and timeline; and
- Coordination with the property owner.

The developer prospectus will then be issued to the short-listed developers and developer teams to solicit formal development proposals.

3. PROPOSAL REVIEW AND DEVELOPER SELECTION

Finally, we recommend that the City conduct a comprehensive review of developer proposal submittals and recommend a developer or developer team with whom to proceed to the negotiations phase of the project. Proposals should be reviewed with a specific focus on:

- Proposed project plan;
- Financial feasibility;
- Land price and other financial considerations;
- Adherence to Stations Strategic Action Plan's vision, goals, objectives, and recommendations;
- Aesthetic quality;
- Developer experience
- Developer financial strength; and
- Coordination with the property owner.

After the proposals have been reviewed, the City can hold interviews with a short list of developers or developer teams. After interviews are completed, City staff and other officials can make a recommendation to the City Council for a preferred developer or developer team.

POTENTIAL FUNDING SOURCES

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

- General Economic Development
- Transportation and Infrastructure
- Parks, trails, and Open Spaces

GENERAL ECONOMIC DEVELOPMENT

Capital Improvement Program (CIP)

The Capital Improvement Program (CIP) prioritizes and schedules public improvement projects within the City of Crystal Lake. CIPs provide detail for all planned public projects within a community, offering information for funding, priority, time frame, phases, and other details. Typically, CIPs are completed for five years and updated annually to reflect new priorities and completed projects.

As planned projects are completed and new funding sources form, the CIP should be updated to include new projects, cost estimates, and priorities, guided by the Stations Strategic Action Plan. As financial resources in the City will always be limited and public dollars must be spent wisely, aligning the CIP with the Stations Strategic Action Plan will ensure completion of the most desirable public improvements and help keep public improvement projects within the City's budget.

Tax Increment Financing (TIF)

The City has established three TIF Districts. Among the three, only the Crystal Lake Avenue and Main Street TIF District is located within the Crystal Lake Station Area. This TIF District generally consists of 18 parcels at the southwest (Hines Lumber site), southeast, and northeast of the intersection of Crystal Lake Avenue and Main Street. The Vulcan Lakes TIF District is located south of the Pingree Road Station Area and generally covers the 22 parcels that constitute the Three Oaks Recreational Area. The third TIF District is the Virginia Street Corridor and is situated away from both Station Areas.

One of the primary purposes of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can be used for such things as infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future increases in property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon to 35 years through authorization from the State Legislature.

The City needs to be judicious in how funds are allocated to ensure that catalyst projects receive priority. Each funding request should be carefully evaluated to ensure that it is in keeping with the vision for the City

Illinois Angel Investment Credit Program (IAICP)

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

Revolving Fund Program (RFP)

A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses, funded through the Illinois Department of Commerce and Economic Opportunity. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things.

Business Districts (BDD)

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

- Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:
- Acquire all development and redevelopment proposals
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired according to the provisions of a development or redevelopment plan
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment
- Borrow funds as it may be deemed necessary for business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.

- Enter into contracts with any public or private agency or person
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for business district development and redevelopment

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

Property Tax Abatement (TA)

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances, municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The City can use PILOT to reduce the property tax burden of a business for a predetermined period. In this instance, the City and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

PILOT can also be a means of reducing the fiscal impact on the City of a nonprofit, institutional use, or other non-taxpaying entity location on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the City to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

On-Site and Façade Improvement Programs (FIP)

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

A **Façade Improvement Program** encourages projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate. The City currently has a **Retailer Façade and Commercial Tenant Improvement Grant Program** that resembles this funding concept.

Enhanced Sales Tax Incentive Program (ESTIP)

This program is intended stimulate recruitment, retention, and expansion of sales-tax-generating businesses in the City. Applicants (new retailers, existing and new automobile dealerships) can apply to the City for this program. The City would provide economic incentives to the applicants' improvement projects based on the program's stipulated minimum project costs and annual taxable sales. These improvements may include, but not limited to public improvements, such as sidewalks, landscaping, occupancy of vacant space, and public art. It's envisioned that these improvements would help improve the businesses' taxable sales, which would subsequently increase the sales tax collected by the City. This would enable to the City to better maintain and expand its municipal services to its residents and businesses.

TRANSPORTATION AND INFRASTRUCTURE

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program is designed to fund several types of surface transportation projects which improve air quality and mitigate congestion. Northeastern Illinois receives CMAQ funding because the region does not meet federal air quality standards for ozone. For the CMAQ program, eligible sponsors include any state agency or unit of government having the authority to levy taxes and those agencies authorized to receive Federal Transit Administration (FTA) Section 5307 funding. Sponsors include but are not limited to counties, municipalities, townships, park districts, forest preserve districts, and transit agencies. Private for-profit and non-profit organizations may submit proposals but are required to partner with a public sponsor that meets the previously stated conditions.

Projects are eligible for CMAQ funding if they provide an air quality or congestion reduction benefit without increasing single occupancy vehicle capacity and do not simply maintain an existing facility. Eligible Projects reduce congestion or encourage people to shift trips to less-polluting modes, such as transit improvements, traffic flow improvements and bicycle/pedestrian projects. The federal participation is 80 percent with a 20 percent local match. Phase I (preliminary) engineering is the responsibility of the project sponsor to complete without CMAQ funding. With limited exceptions, all other phases -- including phase II engineering, right-of-way acquisition, construction (including construction engineering), and implementation -- are eligible for CMAQ funding.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Transportation Enhancement Program, or ITEP, is a competitive grant program administered by the Illinois Department of Transportation (IDOT) for projects that enhance pedestrian and bicycle facilities. ITEP funds can also be used for streetscape beautification and other projects that enhance the historic, aesthetic, or environmental impact of transportation infrastructure. Local governments and non-profits are eligible for ITEP grants. Funding reimbursement is available for up to 50% of the cost for right-of-way and 80% for preliminary and final engineering and construction costs. The Illinois 2019 capital plan, for the first time ever, included dedicated funding for walking and biking projects. This state funding is now being distributed through ITEP, which was previously solely federally funded.

To advance transportation equity, the bill designates that at least 25 percent of total ITEP funds are directed towards projects in high-need areas, with a sliding-scale local match based on need. Projects eligible for ITEP funding include new sidewalks, the replacement of existing sidewalks, pedestrian crossings, bike lanes, side paths, and trails that provide a transportation option for people walking or biking. A 20 percent local match will be required for most communities

Illinois Department of Natural Resources Bike Paths and Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) is a federal grant program managed by the Illinois Department of Natural Resources (IDNR). These funds may be used for motorized or non-motorized trails and require a 20% non-federal match. In the past, IDNR has used this grant program to fund trail construction and rehabilitation, restoration of natural areas adjacent to existing trails, and land acquisition for future trails.

Illinois Bicycle Path Program (IBP)

The Illinois Bicycle Path Program is a grant program that provides local units of government with funding to develop, expand, and enhance non-motorized paths and trails. Local units of governments are eligible to apply for a grant. Funds awarded through the program may be used for land acquisition, trail construction, signage, fencing, draining, or construction of support facilities, such as water fountains and restrooms. Illinois Bicycle Path Program grants will cover up to 50% of total project costs, with a maximum of \$200,000 per year for development projects and no maximum for land acquisition.

RTA Access to Transit (RTA AtT)

The RTA's Access to Transit Improvement program is designed to increase access to the transit system through small scale capital improvements. These improvements will help to increase ridership and make the system more accessible for users, particularly persons with disabilities, older adults, and occasional riders. The Access to Transit Improvement Program is intended to leverage RTA funds with federal CMAQ funding to help implement recommendations contained in RTA-funded Community Planning studies. Funding for the program is dependent on RTA-supported projects being accepted into the CMAQ program.

Eligible projects include small-scale capital improvements that stem from recommendations contained in a Community Planning study. Eligible projects must be able to demonstrate the ability to increase ridership and improve access to existing transit stations, stops and services. If accepted into the Program, the RTA will provide the required 20% local match for federal CMAQ funding up to a maximum of \$1,000,000 per project. Applicants who wish to submit projects that exceed \$1,000,000 may do so but will be required to provide any excess local match over \$200,000.

IDOT Safe Routes to School (SRTS)

Safe Routes to School (SRTS) is a program that promotes walking and bicycling to school through infrastructure improvements, enforcement, planning tools, safety education, and incentives to encourage walking and bicycling to school. This program provides funds to government and non-profit organizations for projects that make it easier and safer for children to walk or bike to school, such as sidewalk and bike trail improvements, pedestrian crossing signals, and signage, or non-infrastructure projects, such as crossing guards, bicycle safety trainings, and other educational sessions. This program provides \$6 million annually, with the majority going to infrastructure projects.

STP Shared Fund (STP-SF)

Managed by CMAP, the STP Shared Fund was originally established in 2018 to fund transportation projects with available federal funds that are of “regional significance.” Although walking and biking projects were specifically excluded, CMAP made stand-alone pedestrian and bicycle projects eligible for STP funding and increased points available for projects with walking and biking elements. These changes took effect for the 2021 funding cycle. The STP Shared Fund has a broad eligibility in comparison to other funding sources (CMAQ, TAP, HSIP). Eligible project types include pedestrian/bicycle barrier elimination, bridge or road reconstruction, bus speed improvements and transit station improvements, among others. Stand-alone pedestrian and bicycle projects that are now eligible for funding must eliminate a barrier such as a waterway, highway or railroad that prevent travel by foot or bike. Examples include a bicycle/pedestrian overpass or underpass or a new multi-use trail. Transit station improvements can also address gaps in pedestrian and bicycle access. Examples include completing the sidewalk or bicycle network that connects to the station or installing bike parking or bike share at a station.

When projects are scored, additional points are awarded to communities that have adopted a Complete Streets Policy. Points are also awarded to projects that have Complete Streets elements including sidewalks, bike lanes, trails, refuge islands, bump-outs, and crosswalks. STP typically funds phase 2 engineering, land acquisition and construction for projects that have a total cost of \$5 million or more. High-need communities facing hardship may be eligible for funding phase 1 engineering and in some cases may be exempt from the program’s 20 percent local match requirement.

Transportation Alternatives Program (TAP-L)

The locally programed Transportation Alternatives Program (TAP-L) is a federally-funded program of surface transportation improvements designed to support non-motorized transportation. CMAP uses a competitive process to select bicycle facility projects to fund under this program that help complete the Regional Greenways and Trail Plan. For the TAP-L program, eligible sponsors include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, and any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails. IDOT is not an eligible sponsor of TAP-L-funded projects but may partner with an eligible project sponsor to carry out a project. The same is true for non-profit agencies.

For TAP-L funding, only bicycle facility projects are eligible. The bicycle facility should serve a transportation purpose and not be solely a recreational facility. Cost items that are not required for the operation of a bicycle facility are not allowed. Phase I (preliminary) engineering will be the responsibility of the project sponsor to complete without TAP-L funding. With limited exceptions, all other phases -- including phase II engineering, right-of-way acquisition, construction (including construction engineering), and implementation -- are eligible for TAP-L funding.

Motor Fuel Tax (MFT)

The Illinois Motor Fuel Tax (MFT) is a statewide charge on motor fuel used to maintain the public highway system. IDOT allocates revenue from the tax to counties, townships, and municipalities each month as outlined by the MFT fund distribution statute. MFT funds may be used for accessibility projects, street improvement, pedestrian crossing signals, bicycle facilities, and wayfinding signs, among other uses. MFT revenues may be used as a local match for federal grants.

IDOT Highway Safety Improvement Program (HSIP)

Illinois' HSIP is a federal program administered by the Federal Highways Administration (FHWA), intended to produce a measurable and significant reduction in fatalities and serious injuries resulting from traffic related crashes on all public roads. Emphasis is placed on performance. States are required to set performance measures and targets for reductions in the number of fatalities and serious injuries and the reduction in the rate of fatalities and serious injuries per million vehicle miles traveled. In addition, ensuring there are reductions in fatalities and serious injuries on rural major and minor collector roads and rural local roads as well as with older (>65 years old) drivers and pedestrians is a priority.

HSIP funds may be used for a total reconstruction or also to address safety issues without completely reconstructing entire roadway segments or intersections to the latest policies and standards. The federal funding level per project is a maximum 90 percent of the total eligible improvement cost for the project with the local public agency responsible for the ten (10) percent matching funds and any non-participating items. All phases of a safety improvement project are eligible for this program, including preliminary engineering, design, construction, and construction engineering. Right-of-way costs are typically not eligible to be covered by this funding.

Illinois Commerce Commissions Grade Crossing Protection Fund (GCPF)

The Illinois Commerce Commission (ICC) has the statutory responsibility to improve safety at public highway-rail crossings in the State of Illinois. The GCPF, appropriated to IDOT but administered by the ICC, was created to assist local jurisdictions (counties, townships and municipalities) in paying for safety improvements at highway-railroad crossings on local roads and streets only. Assistance from the GCPF cannot be used for safety improvements at highway-rail crossings located on the state road or highway system. The GCPF is typically used to help pay for projects such as warning device upgrades, grade separations, pedestrian grade separations, improvements to the portion of the public roadway directly adjacent to the crossing surface, and low cost improvements at unsignalized crossings.

Private Sources

PeopleForBikes Community Grant Program (PFB)

The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development; from city or county agencies or departments and from state or federal agencies working locally. PeopleForBikes focuses most grant funds on bicycle infrastructure projects, such as bike paths, lanes, trails, and bridges; mountain bike facilities; Bike parks and pump tracks; BMX facilities; and end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage.

PeopleForBikes will fund engineering and design work, construction costs including materials, labor and equipment rental and reasonable volunteer support costs. For advocacy projects, staffing that is directly related to accomplishing the goals of the initiative may be funded. PeopleForBikes accepts requests for funding up to \$10,000. There is not a specific percentage match, look at leverage and funding partnerships very carefully. Grant requests for funding of more than 50% of the project budget are not considered.

Openlands ComEd Green Region Program (GRP)

This program provides grants of up to \$10,000 to support open space projects, including trails. This annual grant typically opens every January.

AARP Livable Communities (AARP)

The AARP Community Challenge grant program is part of the nationwide AARP Livable Communities initiative that helps communities become great places to live for residents of all ages. The program is intended to help communities make immediate improvements and jump-start long-term progress in support of residents of all ages. The AARP Community Challenge grant program is part of the nationwide AARP Livable Communities initiative, which helps communities become great places to live for residents of all. Priority projects include projects that create vibrant public places that improve open spaces, parks and access to other amenities and projects that deliver a range of transportation and mobility options that increase connectivity, walkability, bikeability, wayfinding, access to transportation options and roadway improvements.

ENERGY EFFICIENCY AND RESILIENCY

Illinois Environmental Protection Agency (IEPA) Grants

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

Green Infrastructure Grant Opportunities (GIGO) Program

GIGO funds green infrastructure projects and best management practices (BMPs) that prevent, eliminate, or reduce water quality issues by decreasing stormwater runoff. This is especially relevant in the Main Street Crossing Site in the Pingree Road Station Area. The state-financed program offers \$75,000 to \$2.5 million grants. The program matches 75 percent of costs, with 25 percent to be provided by the applicant.

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

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

ACTION MATRIX

The Action Matrix presents a complete list of all actionable recommendations made within the Crystal Lake and Pingree Road Stations Strategic Action Plan. The matrix includes a key action, time estimate, potential partnerships, and potential funding sources. The Action Matrix should be used to evaluate the City's progress based on completed actions.

KEY ACTION

Key actions include capital projects, policy or regulatory amendments, and strategies that should be prioritized to lay the foundation for long-term Plan implementation. For example, a key action may include regulatory amendments that remove barriers to desired development or coordination among stakeholders to procure funding for recommended improvements.

STATION AREA

Certain key action items may be applicable to only one of the two Station Areas, and some may be applicable to both. Descriptions of Station Area applicability are listed below:

- **CL:** Applies to Crystal Lake Station Area only
- **PR:** Applies to Pingree Road Station Area only
- **Both:** Applies to both Crystal Lake and Pingree Road Station Areas

TIME ESTIMATE

Time estimates indicate, in years, how long it would take to complete a specific action. Descriptions of each timeframe are detailed below:

- **Short:** less than two years.
- **Medium:** two to five years.
- **Long:** greater than five years.
- **Ongoing:** requires immediate action and continued attention throughout the life of the Stations Strategic Action Plan

POTENTIAL PARTNERS

Implementation requires a coordinated effort between the City, transit agencies, transportation departments, and developers. The City should assume the leadership role in taking action on the Crystal Lake and Pingree Road Stations Strategic Action Plan, but it will need to maintain partnerships and facilitate regular communication and cooperation with the various local groups. The City already has a variety of partnerships that should be maintained to work collaboratively toward mutual interests and create an organized approach to implementation. New partnerships should include nearby municipalities, regional and state agencies, local community organizations, school districts and other taxing districts, local business communities, and other groups with a vested interest in Crystal Lake. The City should continue to partner with or explore new opportunities with the following :

- Developers/Property Owners
- Realtors
- Downtown Crystal Lake
- Historic Preservation Commission
- City's Public Works Department
- Metra
- Pace
- McHenry County Division of Transportation (MCDOT)
- McHenry County Conservation District (MCCD)
- Illinois Department of Transportation (IDOT)
- Regional Transportation Authority (RTA)
- Union Pacific (UP) Railroad
- BNSF Railway
- Crystal Lake Elementary District 47 Schools
- Local/Regional Artists

POTENTIAL FUNDING SOURCES

These are potential funding sources that the City can pursue to support the implementation of the Plan. It is important to note that funding sources are subject to change over time. As such, the City should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. Some action items, such as zoning amendments, do not require funding sources for implementation.

#	Action Item	Station Area	Time Estimate	Potential Partners	Potential Funding Source
4	Land Use & Development				
4A	Land Use Plan				
4A-1	Evaluate the creation of a Transition Use (TU) zoning district.	CL	Short	Developers/Property Owners, Realtors	
4A-2	Encourage or require the use of a PUD for the Walkup Avenue/Minnie Street/Woodstock Street redevelopment opportunity site to provide developers the flexibility to build high-quality developments that aligns with the vision of the Plan's Illustrative Redevelopment Concept for this site.	CL	Short	Developers/Property Owners, Realtors	
4A-3	Work with McHenry County and property owners to annex the Main Street Crossing site into the City of Crystal Lake including rezoning to into R3-B: Multifamily Residential to accommodate single-family attached and multi-family land uses and into M: Manufacturing and O: Office to accommodate industrial/logistics and flex land uses.	PR	Long	McHenry County, Developers/Property Owners, Realtors	
4A-4	Encourage use of a PUD for the Main Street Crossing site to encourage high-quality and comprehensive developments that aligns with the vision of the Main Street Crossing site's Illustrative Redevelopment Concept.	PR	Long	Developers/Property Owners, Realtors	
4A-5	Continue to require PUDs for future single-family attached and multifamily uses in Downtown Crystal Lake between North Main Street, East Crystal Lake Avenue, Woodstock Street, and Grant Street.	CL	Ongoing	Developers/Property Owners, Realtors	
4A-6	Encourage the use of PUDs on the Land Use Plan's redevelopment opportunity sites near East Crystal Lake Avenue and North Main Street, including the Main Street/Brink Street redevelopment opportunity site, to provide greater flexibility in building bulk, height, and setback requirements.	CL	Short	Developers/Property Owners, Realtors	
4A-7	Assist developers/property owners and business owners in identifying relevant and eligible economic incentives.	Both	Ongoing	Downtown Crystal Lake Main Street, Business Owners	FIP, STR, TA, RFP, IAICP, TIF
4A-8	Maintain the existing B-2 General Commercial zoning district along US-14 to preserve the existing land use pattern.	PR	Ongoing	Developers/Property Owners, Realtors	
4A-9	Rezone the identified redevelopment opportunity sites and future land uses dedicated to flex uses in the Pingree Road Station Area, except the Main Street Crossing Site, into M - Manufacturing to accommodate both office and high-quality business park uses .	PR	Medium	Developers/Property Owners	
4A-10	Coordinate and work with Metra to solicit (re)development interest on Metra's excess property at the northwest corner of Pingree Road and Congress Parkway.	PR	Long	Developers/Property Owners, Realtors	
4A-11	Continue to allow non-traditional uses in industrial buildings, such as wellness clinics, indoor sports center, and fitness centers, in the O-Office, M-L Manufacturing Limited, and M-Manufacturing zoning districts, to improve industrial land use's resiliency against changing market trends while requiring site design to mitigate conflict between passenger and freight traffic.	PR	Short	Developers/Property Owners, Realtors	

4A-12	Work with the Crystal Lake Elementary District 47 to ensure the school districts' future facility development by the Beardsley Middle School conforms with the City's existing landscaping and buffer requirements.	PR	Medium	Crystal Lake Elementary District 47 Schools	
4A-13	As station area parking agreements approach their expiration year, coordinate with Metra to analyze that Station Area's parking utilization rates to determine whether the Metra parking lots should remain or be redeveloped.	Both	Long	Metra	
4B Urban Design Framework					
4B-1	Compose and adopt a design guidelines document that provides clear expectations of what constitutes quality development and desired design features for new development in both Station Areas including guidance for residential, mixed-use, commercial, and flex and industrial uses.	Both	Short		
4B-2	Work with developers to incorporate 'Third Place' elements, such as outdoor dining space and open space, in their site programming and building design to foster the additional creation of 'Third Places' in both Station Areas.	Both	Long	Developers/Property Owners	Developer contribution
4B-3	Work with Downtown Crystal Lake Main Street to develop business support promotional materials and coordinate with Downtown Crystal Lake Main Street to educate Downtown Crystal Lake's business owners on incentive opportunities and tools (e.g. outdoor seating permits).	CL	Short	Business Owners; Downtown Crystal Lake Main Street	
4B-4	Coordinate with Downtown Crystal Lake Main Street and relevant stakeholders to regularly host community events in Downtown Crystal Lake.	CL	Ongoing	Downtown Crystal Lake Main Street	
4B-5	Work with developers and the City's Public Works Department to establish a central stormwater detention system that would also serve as a public open space amenity in the Main Street Crossing site.	PR	Long	Developers/Property Owners, Realtors, City's Public Works Department	GIGO, NSPCFAP, Developer contribution
4B-6	Work with developers to establish a connected network of shared-use path in the Main Street Crossing site.	PR	Long	Developers/Property Owners, Realtors, City's Public Works Department	ITEP, RTP, IBP, STP-SF, TAP-L, GRP, Developer contribution
4B-7	In the development review process, work with developers to enhance the right-of-way by their site by incorporating Downtown Crystal Lake's streetscaping elements.	CL	Medium	Downtown Crystal Lake Main Street	Developer contribution
4B-8	Create a streetscaping palette, based on the Plan's recommendations, for the Pingree Road Station Area.	PR	Short	City's Public Works Department	
4B-9	Incorporate the replacement of existing auto-oriented lighting fixtures with dual-scale fixtures, in addition to widening sidewalks into shared-use paths, as part of future roadway improvement projects for Congress Parkway and Memorial Drive in the City's. The City can schedule and budget them through its Capital Improvement Project.	PR	Medium	City's Public Works Department	CIP
4B-10	Maintain the City's existing gateway signages in Downtown Crystal Lake while evaluating whether its existing gateway signs design reflect the community's character and aspirations.	CL	Ongoing	Downtown Crystal Lake Main Street	Developer contribution, Private Fundraising/Sponsorship
4B-11	In coordination with Downtown Crystal Lake Main Street Program, establish a program that the City can help fund and work with local artists to implement temporary public art installations.	CL	Short	Downtown Crystal Lake Main Street, Local/Regional Artists	
4B-12	Prioritize new public art installations at locations that would expand the area that pedestrians would walk around in Downtown Crystal Lake.	CL	Short	Downtown Crystal Lake Main Street, Local/Regional Artists, City's Public Works Department	
4B-13	Prioritize new public art installations at Pingree Road Station Area's key intersections, as identified in the Plan's Key Intersection diagram .	PR	Short	Local/Regional Artists, City's Public Works Department	

4B-14	Work with developers to install a visually attractive gateway signage at the intersection of North Main Street and the proposed east-west connector in the Main Street Crossing site.	PR	Long	Developers/Property Owners, Realtors, City's Public Works Department	Developer contribution, Private Fundraising/Sponsorship
4B-15	Coordinate with Metra and relevant parties to ensure the existing gateway signage by the intersection of Congress Parkway and North Pingree Road is well-maintained.	PR	Short	Metra, City's Public Works Department	
4B-16	Initiate a pilot project by designating a section of a street in Downtown Crystal Lake as a festival street including complementary streetscaping improvements.	CL	Short	Downtown Crystal Lake Main Street, Property/Business Owners, City's Public Works Department	
4B-17	Pending results of a festival street pilot, undertake a study to define the scope, scale, and budget to implement a shared street concept.	CL	Medium	Downtown Crystal Lake Main Street, Property/Business Owners, City's Public Works Department	CIP
4B-18	Continue to enforce the City's landscaping requirements to minimize land use conflicts between residential and non-residential land uses. Utilize the PUD process to ensure proposed landscaping elements from the proposal's landscaping plan align with Stations Strategic Action Plan's vision and recommendations.	Both	Long	Developers/Property Owners, Realtors, City's Public Works Department	
4B-19	Work with developers in the PUD process to implement a berm to spatially and visually separate between the residential and non-residential land uses in the Main Street Crossing site.	PR	Long	Developers/Property Owners, Realtors	Developer contribution, Private Fundraising/Sponsorship, GIGO, NSPCFAP
4B-20	Encourage the use of stormwater planters and other best practices in stormwater management to minimize stormwater runoff in future (re)developments.	CL	Ongoing	Developers/Property Owners, Realtors, City's Public Works Department	Developer contribution, Private Fundraising/Sponsorship, GIGO, NSPCFAP
4B-21	Encourage clustered developments in the Main Street Crossing site and other infill developments to dedicate contiguous areas to open space and preserve existing tree canopy (if any).	PR	Ongoing	Developers/Property Owners, Realtors, City's Public Works Department	
4B-22	Continue to work with the Historic Preservation Commission to preserve historically significant buildings as the Crystal Lake Station Area experience land use and transportation changes over time.	CL	Ongoing	Historic Preservation Commission	
4B-23	Work with the Historic Preservation Commission to have an updated inventory of historically significant buildings in the Crystal Lake Station Area	CL	Ongoing	Historic Preservation Commission	

#	Action Item	Station Area	Time Estimate	Potential Partners	Potential Funding Source
5	Transportation				
5A	Crystal Lake Station Area				
5A-1	Encourage developers to refer to the Pace's Transit Supportive Design Guidelines to foster transit-supportive developments.	CL	Ongoing	Developers/Property Owners, Realtors	
5A-2	Improve design of Pace and McRide boarding/alighting area next to Metra station, addressing overall amenities and ADA accessibility. Potential improvements could include: lighting, curb-less stop area, audible signals, buffer for expanded boarding area, detectable warning strips, and signage.	CL	Short	City, Pace, Metra, MCDOT	STP-SF RTA AtT
5A-3	Continue to work with Pace and Metra on transit service changes in post-COVID era	CL	On-going	City staff, Pace, Metra, MCDOT	

Walkup Avenue					
5A-4	Consider initiating an engineering study to study the feasibility of a roundabout at Walkup Avenue/Grant Street/Crystal Lake Avenue .	CL	Long	City's Public Works Department	
5A-5	Add bike facility between Crystal Lake Avenue and Railroad Street, either through eliminating the center turn lane and reallocate to on-street bike lanes, or by widening the east side sidewalk expanding as a shared use path. Complete engineering study to determine opportunity for protected on-street bike lane or shared use path.	CL	Medium	City's Public Works Department	ITEP MFT TAP-L IBP
5A-6	Improve railroad crossing to clearly delineate pedestrian space. Design elements could include fencing, channelization, pavement markings and texturing, refuge areas, and fixed message signs.	CL	Medium	City's Public Works Department, Metra, UP Railway	MFT
5A-7	Consolidate bank driveways for Home State Bank by eliminating the in/out drive just south of the Bank drive-through access drive.	CL	Medium	City's Public Works Department, Developers/Property Owners,	
Railroad Street					
5A-8	Add on-street bike lanes by reallocating on-street parking and using available right-of-way. East of Grant Street would be designed as a shared street.	CL	Short	City's Public Works Department	IBP STP-SF MFT
5A-9	Widen the existing sidewalk on north side between Grant Street and Main Street.	CL	Medium	City's Public Works Department	STP-SF RTA AtT CITY
5A-10	Install a bike station adjacent to the Crystal Lake Metra Station's building at Grant Street – covered bike parking with bike repair, bikeshare, e-scooters.	CL	Short	Metra, McHenry County Bicycle Advocates	IBP STP-SF CITY ArT
5A-11	Remove the on-street commuter parking between 2nd Avenue and Grant Street.	CL	Short	City's Public Works Department, Metra	CITY
5A-12	Convert angled parking between Grant Street and Main Street into parallel parking, while designating space for shared-ride drop off/pick up.	CL	Short	City's Public Works Department, Metra	CITY RTA AtT
5A-13	Add mid-block raised crossing at the Crystal Lake Metra Station's entrance.	CL	Short	City's Public Works Department, Metra, Pace	RTA AtT STP-SF MFT
Main Street					
5A-14	Complete an engineering assessment of possible design opportunities of widening the existing sidewalk at the east side of N Main Street into a 10-foot shared-use path.	CL	Short	City's Public Works Department, MCCD, Developers/Property Owners	TAP-L IBP
5A-15	Should widening the existing sidewalk at the east side of N Main Street is not possible, install bicycle signages along N Main Street, such as wayfinding signs to the Prairie Path Trail, "Bikes May Use Full Lane," and "Share the Road" signages.	CL	Short	City's Public Works Department	
5A-16	Add a pedestrian/bicycle connector at the northeast corner of the railroad crossing to connect to Metra parking lots and Ellsworth Street.	CL	Medium	City's Public Works Department, Developers/Property Owners	RTA AtT IBP
5A-17	Improve delineation of the pedestrian zone at the railroad crossing.	CL	Medium	City's Public Works Department, Metra, UP Railway	METRA MFT GCPF
5A-18	Add bike boxes at Crystal Lake Avenue intersection. Consider leading pedestrian interval (LPI) phase, if possible.	CL	Short	City's Public Works Department	HSIP

Woodstock Street					
5A-19	Add curb extensions (corner bump-outs) at Woodstock Street and Minnie Street.	CL	Short	City's Public Works Department	MFT STP-SF
5A-20	Complete the sidewalk gap on south side of Woodstock Street	CL	Medium	Developers/Property Owners, City's Public Works Department	MFT STP-SF
Brink Street					
5A-21	Eliminate multiple driveways to parking lots.	CL	Long	Developers/Property Owners	CITY
5A-22	Add a mid-block raised crosswalk on Brink Street between Grant Street and Williams Street and between Williams Street and Main Street	CL	Short	City's Public Works Department	CITY MFT
5B Pingree Road Station Area					
Overall Station Area					
5B-1	Complete sidewalks gaps on both sides of the streets throughout the Pingree Road Station Area.	PR	Long	City's Public Works Department	RTA AtT
5B-2	Add wayfinding/directional signs throughout the Pingree Road Station Area identifying directions Prairie Trail, Pingree Road path, and Downtown Crystal Lake.	PR	Short	City's Public Works Department	CITY RTA AtT MFT
5B-3	New developments should reference Pace's Transit Supportive Design Guidelines.	PR	Ongoing	Developers/Property Owners, Realtors	
Congress Parkway					
5B-4	Complete roundabout at Congress Parkway and Exchange Drive and at Congress Parkway and Federal Drive.	PR	Medium	City's Public Works Department, MCDOT, IDOT	HSIP CMAQ
5B-5	Add shared-use path on both sides of the roadway, connecting to the shared-use path on the west side of Pingree Road. Design elements would include signage and green paint at driveway crossings.	PR	Medium	City's Public Works Department, Developers/Property Owners, Realtors	ITEP CMAQ RTP
5B-6	Complete sidewalk gaps on the south side of the roadway.	PR	Medium	City's Public Works Department, Developers/Property Owners, Realtors	MFT STP-SF
5B-7	Add median refuge island on the west leg of Congress Parkway at Pingree Road.	PR	Medium	City's Public Works Department	HSIP STP-SF
5B-8	The City should contract with an engineering firm to complete a Phase I Engineering Study/Preliminary Design to determine alignment and impacts for implementing a continuous shared-use path/sidewalk along Congress Parkway.	PR	Short	City's Public Works Department	
Pingree Road Metra Station Pedestrian Tunnel					
5B-9	The City should continue to work with Metra to maintain the Pingree Road Metra Station's pedestrian tunnel.	PR	Short	Metra, City Manager's Office	
Memorial Drive					
5B-10	Complete sidewalk gaps along both sides of the roadway.	PR	Long	City's Public Works Department, Developers/Property Owners	MFT STP-SF
5B-11	Install marked pedestrian routes through surface parking lots to adjacent land uses and buildings.	PR	Long	Developers/Property Owners	CITY PRIVATE
5B-12	Narrow Memorial Drive at Congress Parkway by adding curb extensions	PR	Short	City's Public Works Department	STP-SF

Exchange Drive					
5B-13	Complete roundabout at Congress Parkway and Exchange Drive.	PR	Medium	City's Public Works Department, IDOT	
5B-14	Add shared use path on both sides of the roadway, connecting to the retail center north of US-14. Design elements would include signage and green paint at driveway crossings.	PR	Medium	City's Public Works Department, Developers/Property Owners	ITEP CMAQ MFT
Pingree Road					
5B-15	Add a pedestrian refuge island on both legs of Pingree Road at Grandview Drive/Oak Hollow Road.	PR	Short	City's Public Works Department	MFT STP-SF
5B-16	Complete traffic warrant study to consider upgrading flashing beacon to a Pedestrian Hybrid Beacon (PHB), which is used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.	PR	Short	City's Public Works Department, Consultant (if needed)	HSIP
Commonwealth Drive					
5B-17	Add shared-use path on both sides of the roadway, connecting from Main Street/Prairie Trail to the Northwestern Medical Center.	PR	Short	City's Public Works Department	ITEP CMAQ IBP
5B-18	Add sidewalks on the west side of Commonwealth Drive.	PR	Short	City's Public Works Department, Developers/Property Owners	MFT STP-SF
5B-19	Implement intersection improvements at the intersection of Commonwealth Drive and Main Street.	PR	Medium	City's Public Works Department, MCDOT, IDOT, Union Pacific Railroad	HSIP
5B-20	Add bike route signage at intersection of Commonwealth Drive and Main Street.	PR	Medium	City's Public Works Department	ITEP IBP
5B-21	Stripe Prairie Trail crossing on the intersection of Commonwealth Drive and Main Street with green paint.	PR	Medium	City's Public Works Department	IBP ITEP
5B-22	Add median refuge island on the intersection of Commonwealth Drive and Main Street.	PR	Medium	City's Public Works Department	HSIP

Action Item Station Area Time Estimate Potential Partners Potential Funding Source

6 Illustrative Redevelopment Concepts					
6-1	Utilize the Plan's Illustrative Redevelopment Concepts as a marketing tool to attract development interest at the Walkup Avenue/Minnie Street/Woodstock Street, Main Street/Brink Street, and the Main Street Crossing sites.	Both	Long	Developers/Property Owners, Realtors	
6A Walkup Avenue/Minnie Street/Woodstock Street					
6A-1	Utilize the visualizations to encourage higher-density residential developments while complementing with the surrounding area's physical character.	CL	Long	Developers/Property Owners, Realtors	
6A-2	Work with developers to situate parking components at the rear of future developments.	CL	Long	Developers/Property Owners, Realtors	
6A-3	Encourage the incorporation of 'brownstone'-like architectural style in the facade design of future single-family attached housing .	CL	Long	Developers/Property Owners, Realtors	
6A-4	Utilize the City's landscaping ordinance to ensure future developments are sufficiently screened against adjacent developments.	CL	Long	Developers/Property Owners, Realtors	
6A-5	Work with developers to ensure primary access into this site is from Minnie Street. A secondary right-in/right-out drive can be established along North Walkup Avenue.	CL	Long	Developers/Property Owners, Realtors	

6B Main Street/Brink Street					
6B-1	Encourage developers to incorporate well-designed and publicly accessible 'third place' components including outdoor dining space and a central open space area or park, into the site's developments' program.	CL	Long	Developers/Property Owners, Realtors	
6B-2	Work with property owners and developers to install a central pedestrian walkway that connects the existing walkway between North Williams Street and the alley, to the Main Street/Brink Street redevelopment opportunity site.	CL	Long	Developers/Property Owners, Realtors	
6B-3	Leverage Main Street/Brink Street redevelopment opportunity site's grade change to promote taller structures that complement the height of buildings fronting Williams Street.	CL	Long	Developers/Property Owners, Realtors	
6B-4	Utilize the Plan's Urban Design Framework to promote visually attractive developments with a strong relationship with the public right-of-way.	CL	Long	Developers/Property Owners, Realtors	
6B-5	Explore the feasibility of acquiring the rear structures of businesses along North Williams Street to facilitate the comprehensive redevelopment of the Main Street/Brink Street opportunity site.	CL	Long	Developers/Property Owners, Realtors	
6B-6	Ensure the main access point into the Main Street/Brink Street redevelopment opportunity site is located along Brink Street. Secondary access can be implemented along North Main Street, but they need to be right-in/right-out drive to avoid conflicts with the existing intersections at the south and north of the site.	CL	Long	Developers/Property Owners, Realtors	
6B-7	Encourage a mix of residential and non-residential land uses within the Main Street/Brink Street redevelopment opportunity site to expand business opportunities and base of residents living within Downtown Crystal Lake.	CL	Long	Developers/Property Owners, Realtors	
6C Main Street Crossing					
6C-1	Extend Exchange Drive west and connect to North Main Street and Commonwealth Drive.	PR	Long	Developers/Property Owners, Realtors	
6C-2	Use the visualizations to encourage traditional commercial outlots and flex uses along North Main Street.	PR	Long	Developers/Property Owners, Realtors	
6C-3	Work with developers to implement green infrastructure, such as bioswales and naturalized detention areas to naturally manage and filter stormwater runoff.	PR	Long	Developers/Property Owners, Realtors	
6C-4	Encourage the use of berming or other forms of substantial screening to separate residential from non-residential land uses.	PR	Long	Developers/Property Owners, Realtors	
6C-5	Utilize the visualization and the Plan's Urban Design Framework to illustrate the importance of having future flex and industrial/logistics land uses orient towards a central natural feature while connected with a network of off-street shared-use path to promote an attractive business-park-like environment.	PR	Long	Developers/Property Owners, Realtors, City's Public Works Department	
6C-6	Work with developers to incorporate outdoor dining and seating areas, open space, and trails into their development plans to increase opportunities for 'third places'.	PR	Long	Developers/Property Owners, Realtors	
6C-7	Utilize the Main Street Crossing's Illustrative Redevelopment Concept to situate future industrial/logistics land uses at the northern side of the Main Street Crossing site, which would potentially have access to a rail spur connection.	PR	Long	Developers/Property Owners, Realtors, UP Railway, City's Public Works Department	
6C-8	Work with developers to situate parking lots at rear of the building and to implement safe and direct pedestrian accessways between the public right-of-way and future developments' primary entrance(s).	PR	Long	Developers/Property Owners, Realtors	
6C-9	Utilize the visualization to encourage future developments to be clustered together to minimize impervious surface and conserve open space as much as possible.	PR	Long	Developers/Property Owners, Realtors	