



#2016-04

Crystal Lake Senior Residences – Conceptual PUD Project Review for Planning and Zoning Commission

<u>Meeting Date:</u>	February 17, 2016
<u>Request:</u>	Conceptual review for the Crystal Lake Senior Residences.
<u>Location:</u>	295 Pathway Court
<u>Acreage:</u>	Approximately 6 acres
<u>Zoning:</u>	R-2 Single Family
<u>Surrounding Properties:</u>	North: R-2 Single Family South: R-2 Single Family East: B-2 General Commercial West: R-2 Single Family
<u>Staff Contact:</u>	Elizabeth Maxwell (815.356.3615)

Background:

- The site is Lot 3, a 6-acre-lot, and was created as part of the Immanuel Lutheran subdivision. As part of that subdivision, a traffic study was commissioned that planned for a 120-unit senior living development on this parcel.
- Lot 3 is Immanuel Lutheran subdivision.
- The petitioner is requesting a Conceptual review for a senior housing project.

Development Analysis:

Land Use/Zoning

- The site is currently zoned R-2 Single Family Residential. Senior housing is classified as Continuing Care Retirement Community without nursing facilities and is allowed as a Special Use within this zoning district.
- The petitioner would request a rezoning to R-2 PUD with the Planned Unit Development overlay. This would allow the project to proceed through the conceptual, Preliminary and Final PUD application phases.
- The current land use is Urban Residential. This would allow for a variety of residential uses including single-family and multi-family uses.

General

- The project is for seniors and includes low and very low income seniors, providing a housing option for residents wishing to remain in Crystal Lake.
- It features 1 and 2 bedroom units with all appliances.
- The project would require a variation for building height as the proposed building is 54 feet and the maximum in the R-2 district is 28 feet
- The project's location is in close proximity to the bike path, park areas, and shopping.

Site Layout

- A driveway connection is shown off Pathway Court leading into the site. The roadway turns to lead into the parking area, which is tucked behind the building.
- The three-story building is along the south half of the lot, far from the single-family residences.

Building Elevations

- The building has been designed to appear very residential in character with a pitched roof with several dormers.
- The building would be constructed with Hardi-Board cement fiber siding with a stone base.
- Glazed masonry tile provides an accent color in the bay areas and over the main entrance.

Landscape

- The petitioner has illustrated landscape around the site and in the parking lot.
- There is an existing tree line area along the north side of the site adjacent to the residential area that would remain. There are also some existing trees along Main Street. These areas would provide additional screening for this site from the neighboring uses and allow the residents some privacy.

Parking

- The parking lot provides 126 parking spaces. The requirement for Continuing Care Retirement Community is 0.5 spaces per dwelling unit. This is typically for nursing care facilities and not independent living. This would only require 40 parking spaces. The requirement for apartments is 1.5 per 1 bedroom and 2 per 2 bedroom and 0.25 for guest parking. Using this calculation would require 160 spaces. For this type of use, the parking demand is somewhere in the middle, as usually each unit only has 1 car and then some employee parking. 126 spaces should be sufficient to support the parking needs of the project.
- When Immanuel Lutheran went through their subdivision process, there was discussion that the connection from Teckler Boulevard was needed to cross the railroad tracks and connect to Main Street at Congress Parkway. In 2007, City Council made the determination that each lot could come forward with their development proposal prior to the roadway

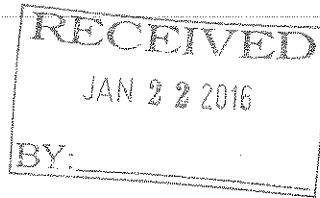
construction. City staff is currently working on an action plan for City Council's consideration for these improvements

- As part of the Final Plat approval, this lot is responsible for its fair share of the improvements to the intersection connection at Teckler Boulevard / Congress Parkway and the abandonment of the crossing at the S. Walkup stub into the retail center. The formula for determining the final contribution is being finalized by staff to be reviewed and approved by the City Council.

Planning and Zoning Commission Discussion:

The following comments are for discussion and consideration in future submittals:

1. The building is residential in character with a peaked roof, Hardi-Board siding, and a variety of window bays. Is this residential style of architecture appropriate for the area?
2. The project would be a three-story 80-room apartment style building for independent seniors. This use was contemplated in the original subdivision. Does this use fit with the character of the area?
3. The petitioner has illustrated a number of amenities within the site including a walking path, connection to the Prairie Trail, gardens, a gazebo and dense landscape. Are there any other amenities that would be appropriate for these residents?



2016 04

Development Application

File # _____

Project Title: Senior Residences of Crystal Lake

Action Requested

- | | | |
|------------------------------|---|---------------------------------|
| Annexation | | Preliminary PUD |
| Comprehensive Plan Amendment | | Preliminary Plat of Subdivision |
| Conceptual PUD Review | X | Rezoning |
| Final PUD | X | Special Use Permit |
| Final PUD Amendment | | Variation |
| Final Plat | | Other |

Petitioner Information

Name: Gardner Development LLC

Address: 8000 Maryland Ave., Suite 910
Clayton, Missouri 63105

Phone: 312-836-3688

Fax:

Email: tjbrantley@att.net

Owner Information

Name: Home State Bank Trust
No. 4629
c/o Immanuel Evangelical
Lutheran Congregation, Inc.

Address: 300 Pathway Court
Crystal Lake, Illinois 60014

Phone: 815-459-1441

Fax:

Email: lmobley@immanuelcl.org

Property Information

Project Description: Amenity driven senior residences providing 80 units with a mix of larger one and two bedroom units allowing seniors to relocate from larger homes.

Project Address/Location: 295 PATHWAY CT.

PIN Number(s): 19-05-281-001

Development Team

Please include address, phone, fax and e-mail

Developer: Gardner Capital

Architect: Justin Rossman
Site Design Group, Ltd.
888 S. Michigan Ave., Suite 1000
Chicago, IL 60605
Office No. 312-427-7240

Attorney: Thomas C. Zanck, Zanck, Coen, Wright & Saladin, P.C.
40 Brink Street, Crystal Lake, IL 60014; 815-459-8800; f: 815-459-8429
tzanck@zcwlaw.com

Engineer:

Landscape Architect:

Planner:

Surveyor:

Other:

Signatures

X



1/22/2015

Owner Petitioner: Print and sign name (if different from owner)

Date

As owner of the property in question, I hereby authorize the seeking of the above requested action.

Petitioner Owner: Print and Sign Name

HOME STATE BANK as Trustee of Trust No. 4629

By: _____

Its: _____

Date: _____

NOTE: If the property is held in trust, the trust officer must sign this petition as owner. In addition, the trust officer must provide a letter that names all beneficiaries of the trust.

Dated: 1/22, 2016

City of Crystal Lake
100 West Woodstock Street
P. O. Box 597
Crystal Lake, IL 60039-0597

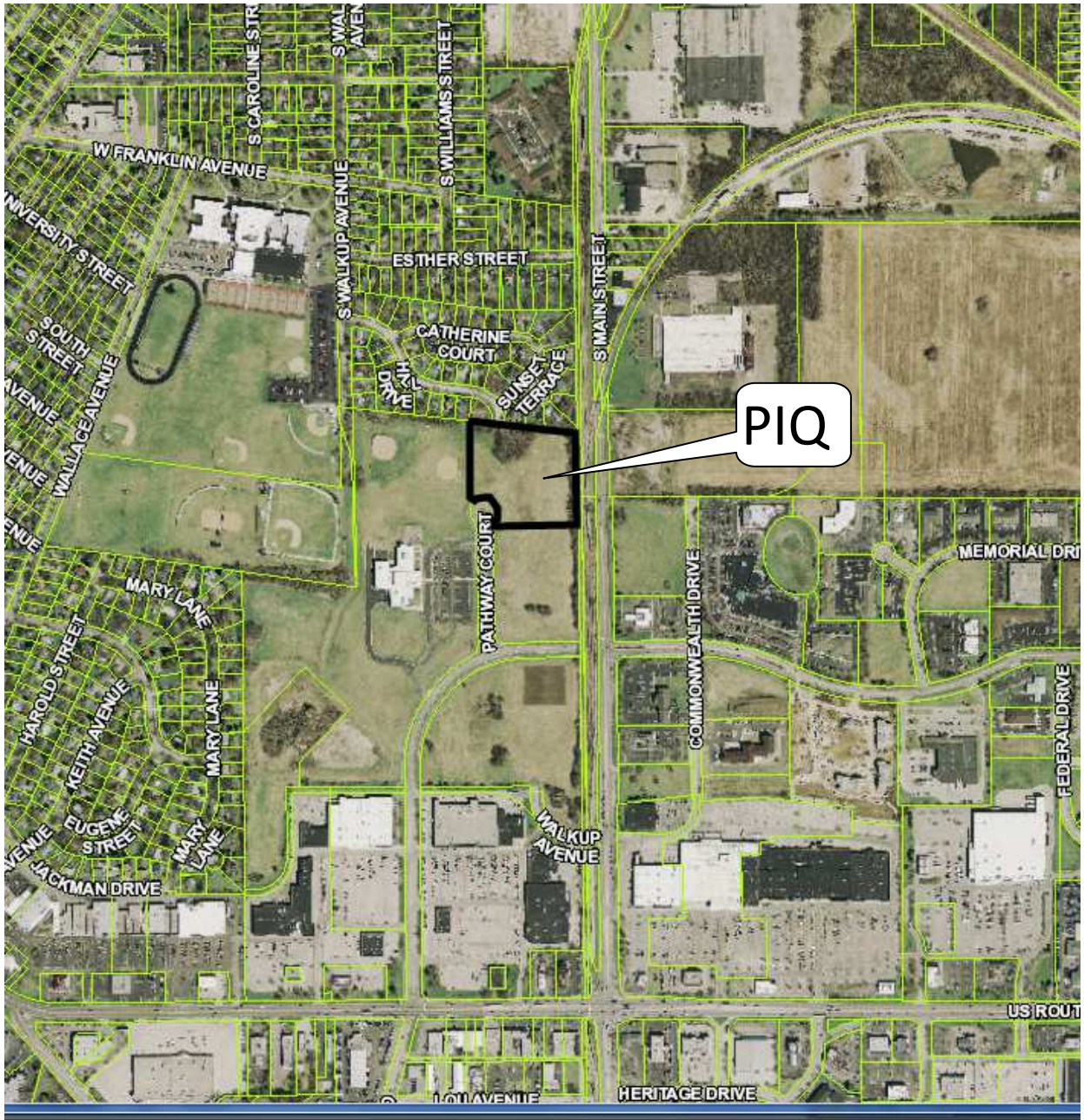
This correspondence will confirm the fact that the Immanuel Evangelical Lutheran Congregation, Inc. is the beneficiary of Home State Bank Trust No. 4629.

HOME STATE BANK

By: Barbara Burget

BARBARA BURGET
ASST. TRUST OFFICER

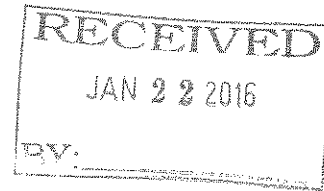
This instrument is executed by Home State Bank/National Association, Crystal Lake, IL, not personally but solely as Trustee as aforesaid. All the covenants and conditions to be performed hereunder by Home State Bank/National Association are undertaken by it solely as Trustee as aforesaid and not individually, and no personal liability shall be asserted or be enforceable against Home State Bank/National Association by reason of any of the covenants, statements, representations or warranties contained in this instrument.



SENIOR RESIDENCES of CRYSTAL LAKE

Project Narrative

2016 04



Community Area:

Crystal Lake, IL (McHenry county)
an IHDA Opportunity area

Address:

NE corner Parkway Court off of Teckler Blvd.

The Project:

Housing Opportunity Development Corp.(HODC) in partnership with Gardner Development proposes the new construction of an Independent Senior Housing residence with the intention of providing high quality, affordable housing and lifestyle services to seniors in Crystal Lake. Crystal Lake contains a balanced mix of retail shops and businesses which have served to retain and grow the residential population to over 40,000 making it the largest municipality in McHenry County. Many of these long-term residents are beginning to age in place and while no longer wanting to remain in their current homes do not wish to move outside the area. The existing independent senior facilities located in Crystal Lake currently have waiting lists for their affordable rental units.

As the newest and most amenity-driven senior residence in crystal Lake, the project will provide for the needs of several underserved households:

- *Very low-income seniors.....*10% of the apartments will be set-aside for seniors at or below 30% of the AMI ensuring that seniors with little or no regular income will have an opportunity to reside at the property and make use of its services and social support programs. These apartments will receive an allocation of project-based section 8 vouchers from the McHenry County Housing Authority.
- *Affordable rents for seniors....*Rents for all apartments will be structured so as not to exceed more than 30% of a residents certified income as confirmed by the leasing staff. Typical rents for a one bedroom apartment will range from \$345-\$733 while two bedroom apartments will rent for \$415-\$880 per month making them among the most affordable in the entire community.
- *Housing services for the elderly....*At 80 units and over 90,000 square feet the project will feature more amenities than other older senior facilities including facilities for home health care services, a full exercise suite and a dedicated theater room. The manager, HODC and other participating local supportive agencies will be actively providing empowerment services, recreational activities and other amenities geared towards the lifestyles and needs of aging households.

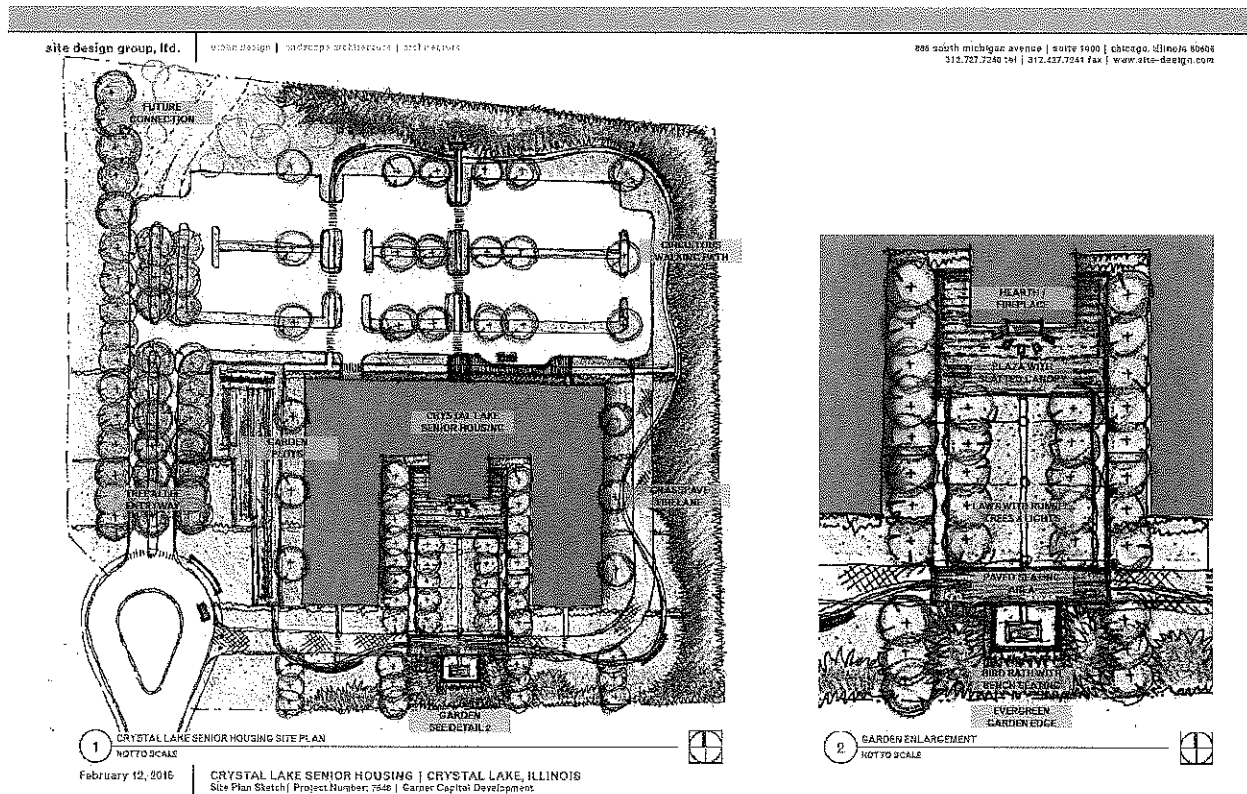
Apartment features:

The project will have a mix of larger one and two bedroom units to allow more room for seniors relocating from a larger home. All apartments will have: full-size kitchens and kitchen appliances, full baths, carpeting, window blinds, bulk storage closets, seniors-oriented design features such as: easily accessible kitchen cabinets, wide doorways and maneuvering areas, safe, easy-to-operate appliances, emergency notification systems, easy-to-turn door handles, raised electrical outlets that minimize the need to bend over, and lower more accessible light switches. The one-bedroom units will be oversized at 700 sf. and the two-bedroom units will be over 900 sf. Every apartment will exceed section 504/ADA

standards with units specifically designed for persons with mobility and sensory impairments and all will incorporate the majority of IHDA-specified universal design features.

Common features:

The project site is planned according to local zoning requirements considered in the light of an integrated development strategy with parking ratios, open space, exterior amenities and landscape design all developed consistent with this point of view. The 3-story building's exterior and structural components will be a combination of masonry, manufactured panels and manufactured window systems. Each floor will have a washer/dryer room with a main laundry room on the first floor. Common space will be concentrated at the main entrance where seniors can relax and spend time with friends in a furnished lobby. A TV/theater room will host weekly movie events and a furnished community room will open onto a patio with outdoor tables and gazebo. A separate exercise room will be fully furnished with a variety of equipment. All entrance/exits will be key-carded and closed circuit video monitored. The site itself will consist of native landscaping and an outdoor sitting area with gazebo. Residents will also have access to individual garden/flower plots and planters on french balconies.



Community description:

The City of Crystal Lake is located approximately 50 miles northwest of Chicago and has a current population of 40,388 making it the largest City in McHenry County. It is located 50 miles northwest of Chicago and is about a 45 minute drive from O'Hare International Airport. Crystal Lake has a significant aging population with over 37% of the residents older than 45 years and 10% over 65 years of age. Primary residential growth has occurred with the development and expansion of single family subdivisions located in several distinct neighborhoods with the City. Median home prices are \$172,000 and have risen 5.8% over the past year. The shopping center for most of Crystal Lake centers on "the strip", a long stretch of road that runs along what once used to be Crystal Pointe Mall but is now a series of strip malls. The strip is located on Route 14 between Route 31 and Dole Avenue. As the name suggests, this area has mostly national chains.

GENERAL NOTES:

1. COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.
2. ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION AND DRAINAGE MANUAL, LOCALLY ADAPTED TO ALL TYPES OF PLANTING AND SOILS.
3. DO NOT INTERFERE WITH USE OF ADJACENT PROPERTIES INCLUDING BUT NOT LIMITED TO BUILDINGS, DRIVEWAYS, DRIVEWAYS, DRIVEWAYS, DRIVEWAYS, DRIVEWAYS AND PAVED AREAS. THESE ARE NOT TO BE DAMAGED BY ANY PLANTING MATERIALS.
4. VERIFY TREE AND BUSH HEALTH AND CONDITION PRIOR TO INSTALLATION. REMOVE AND REPLANT IF ANY DRAINAGE, SOIL, OR OTHER CONDITIONS EXIST AT NO ADDITIONAL COST.
5. AND SOIL. UNLESS OTHERWISE NOTED, ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION AND DRAINAGE MANUAL, LOCALLY ADAPTED TO ALL TYPES OF PLANTING AND SOILS.
6. ALL AREAS OBTAINED BY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO: EXCAVATION, CONSTRUCTION, AND/OR OTHER ACTIVITIES SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION INCLUDING USE OF SOIL AND SEEDING TO MATCH EXISTING CONDITIONS. RESTORATION WORK SHALL BE INSTALLED WITH TOPSOIL AND SOIL AT NO ADDITIONAL COST.
7. VERIFY SITE CONDITIONS BEFORE PROCEEDING WITH WORK AND REPORT ANY CONFLICT TO AIA.
8. VERIFY DIMENSIONS IN FIELD.
9. COORDINATE WORK WITH ALL OTHER TRADES.

LEGEND

- SHADE TREE
- EVERGREEN TREE/SHRUB
- GROUND COVER/PERENNIALS
- PERENNIAL GRASS
- COMMUNITY GARDEN PLANTINGS
- 8" THICK CONCRETE
- 4" THICK ASPHALT
- UNIFORM PAVEMENT
- UNIFORM PAVEMENT
- GRASS PAVEMENT
- STABILIZED DECOMPOSED AGGREGATE
- CONCRETE TUNNEL
- 6" X 4" RIBBED CONCRETE CURB
- CONCRETE SEAWALL

site design group, llc |

1100 Michigan Avenue
Chicago, Illinois 60605
Tel: 312.467.9200
Fax: 312.467.9241
www.sdgllc.com



**HARLEY ELLIS
DEVEREAUX**
One East Wacker
Chicago, Illinois
60601 USA
(312) 321.7410 (tel)
(312) 321.7489 (fax)
harleyellisusa.com

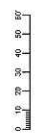
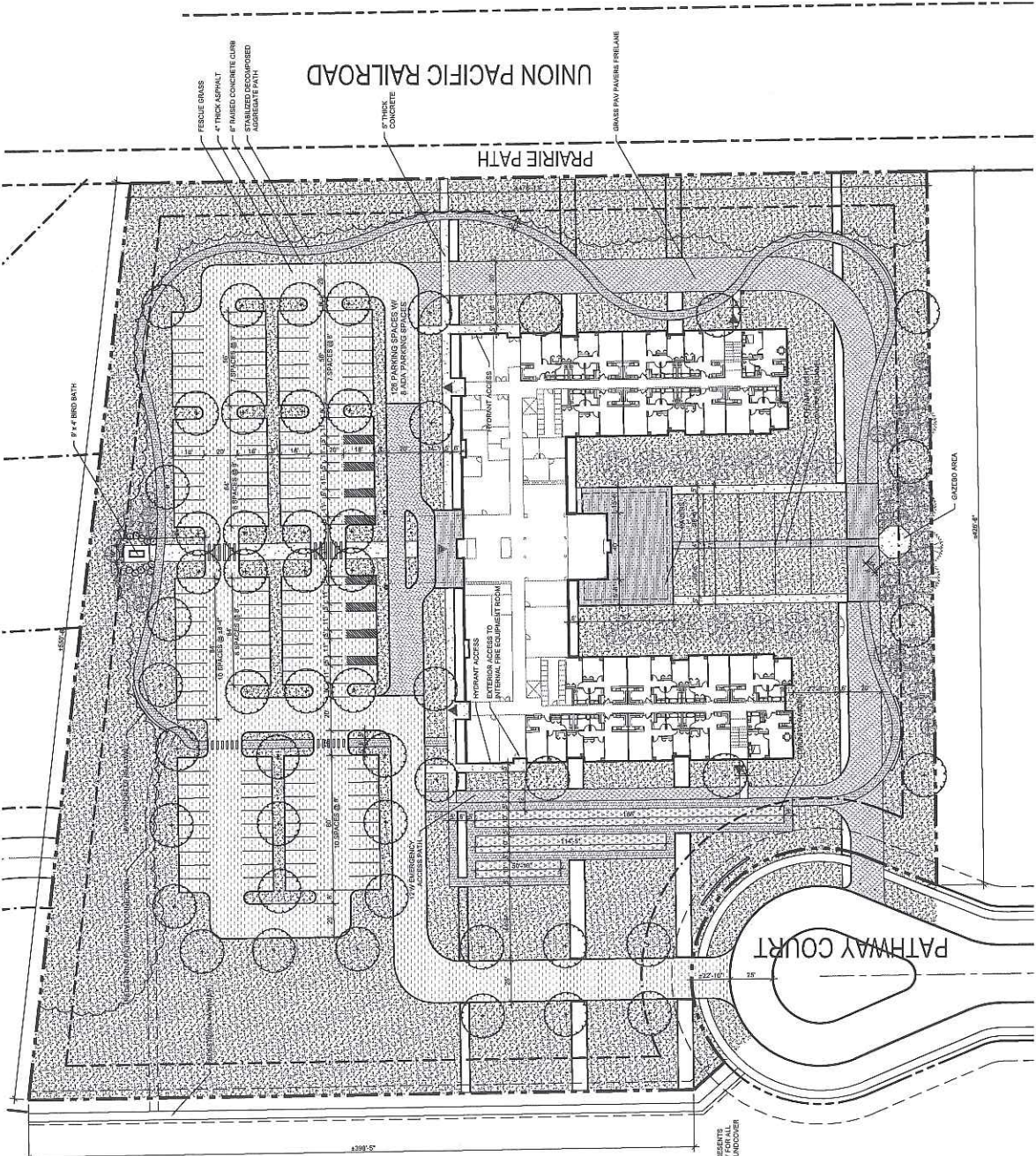
Planning
Architecture
Engineering
Interior Architecture
Landscape Architecture
Construction Services
Copyright © 2013

DATE	DESCRIPTION
02.27.2015	ISSUE FOR PERMITTING
02.27.15	ISSUE FOR PERMITTING
02.27.15	ISSUE FOR PERMITTING

DIMENSION PLAN

DATE	DESCRIPTION
02.27.2015	ISSUE FOR PERMITTING
02.27.15	ISSUE FOR PERMITTING
02.27.15	ISSUE FOR PERMITTING

G1.01



1 DIMENSION PLAN
1" = 30'-0"

*QUANTITY REPRESENTS
TOTAL QUANTITY FOR ALL
ITEMS INCLUDING COVER

CRYSTAL LAKE SENIOR
RESIDENCES

Crystal Lake, Illinois 60014

site design group, ltd.

1000 Michigan Avenue
Suite 100
Crystal Lake, IL 60154
Tel. 815.427.2245
Fax. 815.427.2341
www.sdgarch.com

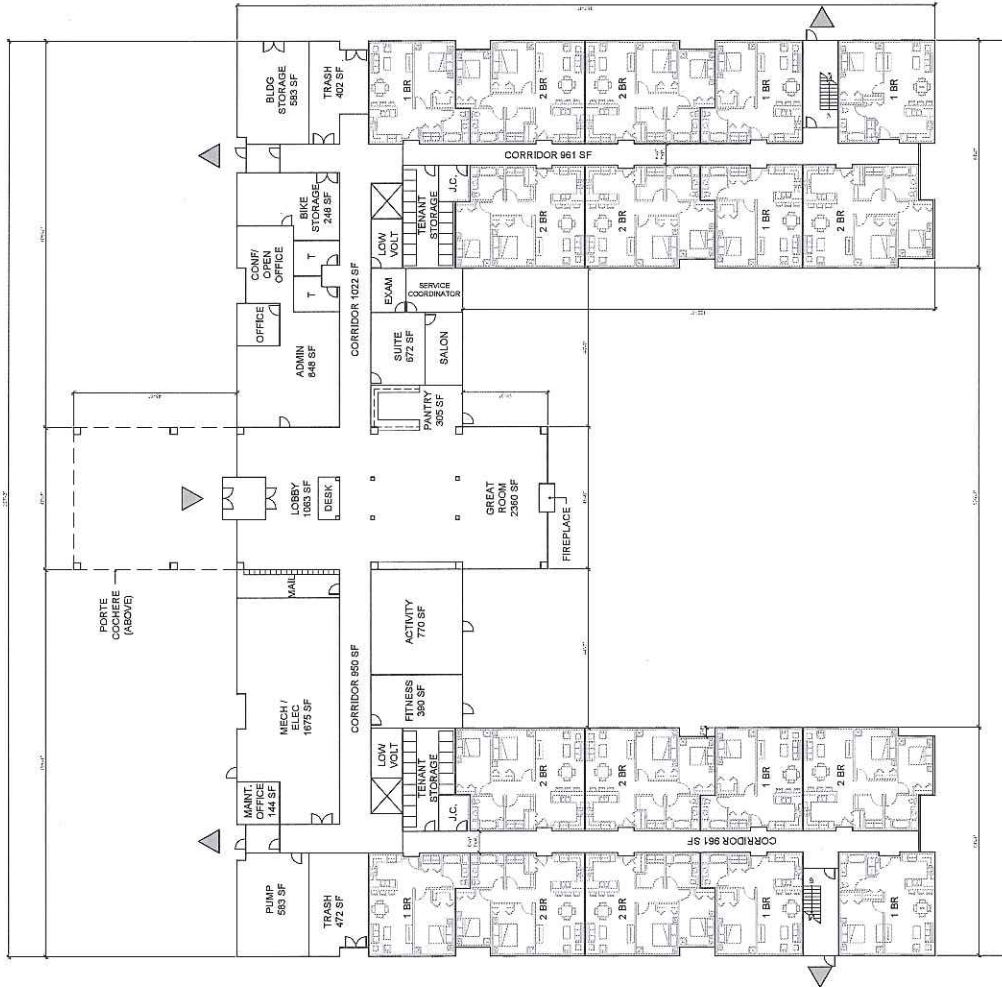
CONSULTANTS



HARLEY ELLIS
DEVEREAUX

One East Wacker
Chicago, Illinois
60601 USA
(312) 324.7400 (tel)
(312) 324.7499 (fax)
harleyellisdevereaux.com

Planning
Architecture
Engineering
Interior Architecture
Landscape Architecture
Construction Services
Copyright © 2013



Sheet 1/15

FIRST FLOOR PLAN

DATE	02.27.2015
DRAWN	JR
CHECKED	BM
APP'D	RS
FILE	AS SHOWN
PROJECT	2504
DATE PLOTTED	11.17.15
SCALE	AS SHOWN

Sheet number

A1.0



FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"

1

CRYSTAL LAKE SENIOR
RESIDENCES

Crystal Lake, Illinois 60014

site design group, ltd.

1000 N. Waukegan Road
Suite 1000
Waukegan, IL 60087
Tel: 815.497.2400
Fax: 815.497.2401
www.sdg1.com

concept



HARLEY ELLIS
DEVEREAUX

One East Wacker
Chicago, Illinois
60601 USA
Office: 312.252.7400 (Tel)
312.252.7400 (Fax)
http://harleyellis.com

Practice:
Architecture
Engineering
Interior Architecture
Landscape Architecture
Construction Services
Copyright © 2013

01	ISSUE FOR PRICING	02.27.15
REV	Revised for	04A

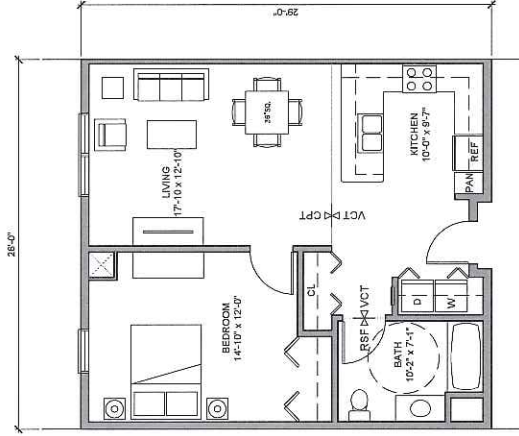
Sheet Title:

UNIT PLANS

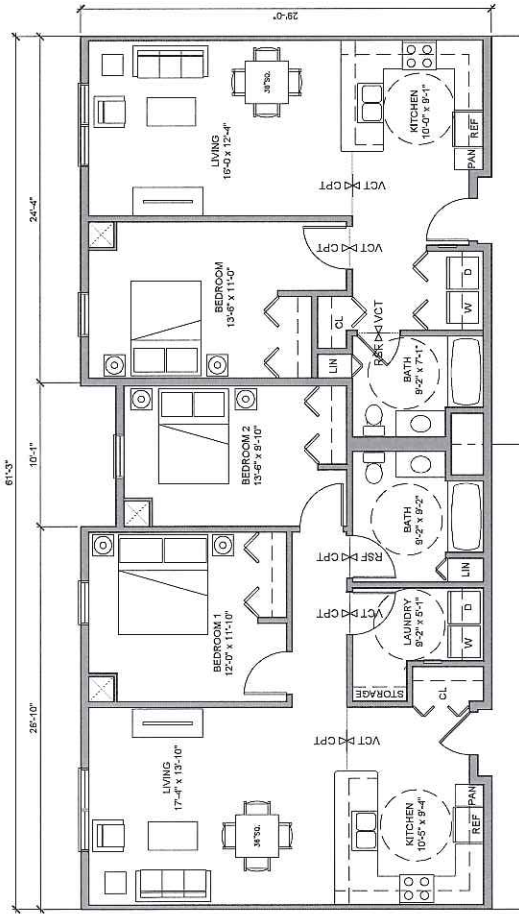
DATE	02.27.2015
DESIGNER	JR
CHECKED	BM
DATE	RS
DATE	ASB/SONN
DATE	TSB
DATE	1 of 1

drawing number

A1.2



1 TYPICAL ONE BEDROOM - TYPE B
SCALE: 1/4" = 1'-0"
NET FLOOR AREA = 888 SF



2 TYPICAL ONE BEDROOM - TYPE A
SCALE: 1/4" = 1'-0"
NET FLOOR AREA = 694 SF

3 TYPICAL TWO BEDROOM - TYPE A
SCALE: 1/4" = 1'-0"
NET FLOOR AREA = 944 SF



CRYSTAL LAKE SENIOR
RESIDENCES

Crystal Lake, Illinois 60014

site design group, ltd.

1000 North Michigan Avenue
Chicago, IL 60605-8103
Tel. 312.427.7241
www.sdgarch.com



HARLEY ELLIS
DEVEREAUX

One East Wacker
Chicago, Illinois
60601 USA
(312) 324.7410 (HQ)
(312) 324.7469 (FA)
hellyellis@esdusa.com

Planning
Architecture
Engineering
Interior Architecture
Landscape Architecture
Construction Services
Copyright © 2013



sheet title

TYPICAL FLOOR PLAN

DATE	03/27/2015
DESIGN	BR
CHECKED	SM
APPROVED	BS
BY	
SCALE	AS SHOWN
PLOT NO.	7540
SHEET NO.	1 of 3

drawing number

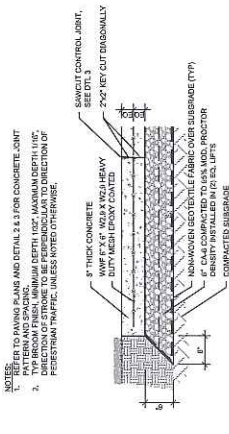
A1.1



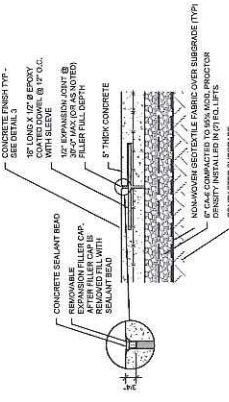
1 TYPICAL FLOOR PLAN (2nd & 3rd)

SCALE: 1/8" = 1'-0"

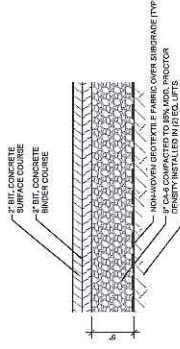




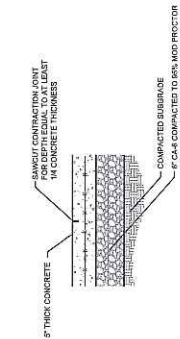
1 5' THICK CONCRETE PAVING SECTION
1" = 1'-0"



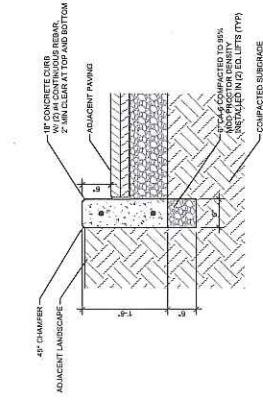
2 EXPANSION JOINT SECTION
1" = 1'-0"



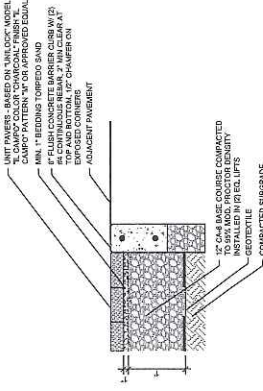
4 4' THICK ASPHALT SECTION
1" = 1'-0"



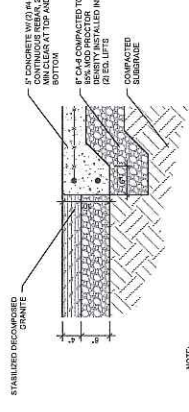
3 SAWCUT CONTROL JOINT SECTION
1" = 1'-0"



4 6' W RAISED CURB SECTION
1" = 1'-0"



5 UNIT PAVER SECTION
1" = 1'-0"



6 STABILIZED DECOMPOSED GRANITE SECTION
1" = 1'-0"

CRYSTAL LAKE SENIOR RESIDENCES
Crystal Lake, Illinois 60014

site design group, llc.
1100 West Ridge Avenue
Suite 100
Chicago, IL 60606
Tel: 312.407.9282
Fax: 312.407.9241
www.sdgllc.com

HARVEY ELLIS DEVELOPER
One East Wacker
Chicago, Illinois
60601 USA
(312) 324.7410 (tel)
(312) 324.7489 (fax)
harveyellisdeveloper.com

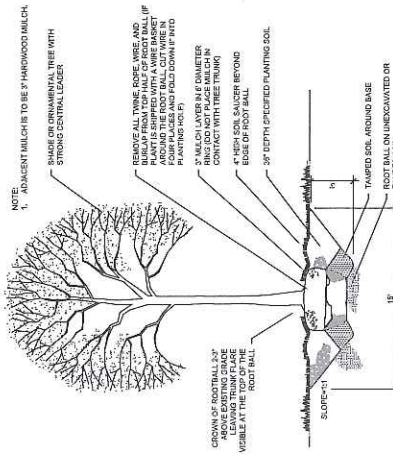
Planning
Engineering
Interior Architecture
Landscape Architecture
Construction Services
Copyright © 2013

DATE	2013.07.01
BY	JR
CHECKED	BM
DESIGNED	RS
FILED	JM
SCALE	AS SHOWN
PROJECT	7510
SHEET NO.	2
TOTAL SHEETS	18

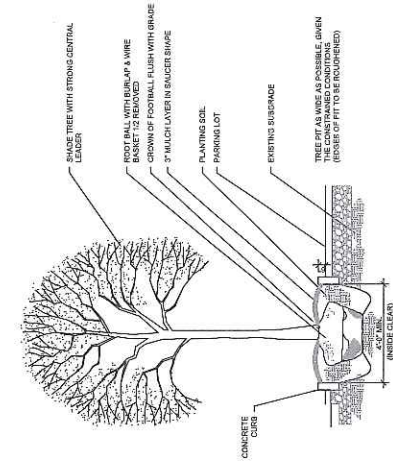
SITE DETAILS

DATE	2013.07.01
BY	JR
CHECKED	BM
DESIGNED	RS
FILED	JM
SCALE	AS SHOWN
PROJECT	7510
SHEET NO.	2
TOTAL SHEETS	18

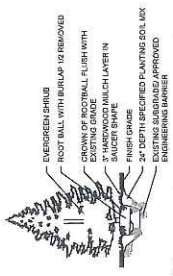
L1.00



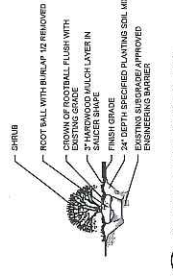
1 TREE PLANTING SECTION
1/4" = 1'-0"



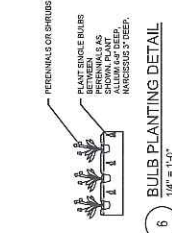
2 TREE PLANTING SECTION AT PARKING AREA
1/4" = 1'-0"



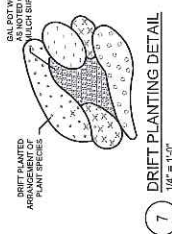
3 EVERGREEN SHRUB PLANTING DETAIL
1/4" = 1'-0"



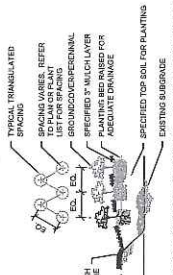
4 SHRUB PLANTING DETAIL
1/4" = 1'-0"



5 BULB PLANTING DETAIL
1/4" = 1'-0"



6 DRIFT PLANTING DETAIL
1/4" = 1'-0"



7 GRASSES/PERENNIAL PLANTING DETAIL
1/4" = 1'-0"

- GENERAL PLANTING NOTES**
1. DETERMINE EXACT LOCATIONS OF ALL UNDERGROUND UTILITIES AND VERIFY IN FIELD. REPORT ANY CONFLICTS TO ADR PRIOR TO BEGINNING WORK.
 2. INFORM ADR AS EACH PHASE OF WORK IS UNDETFWVER.
 3. PROTECT EXISTING VEGETATION INCLUDING ALL EXISTING PARKWAY AND INTERIOR TREES. REPLACE DAMAGED VEGETATION WITH APPROVED SIMILAR MATERIAL.
 4. MAINTAIN SITE DRAINAGE DURING LANDSCAPE INSTALLATION.
 5. SLOPE ALL PLANTING AREAS AWAY FROM BUILDINGS AT ITS MINIMUM GRADE LINO.
 6. PRIOR TO LANDSCAPE INSTALLATION, VERIFY PLANTING AREAS ARE GRADED AT +0.0' FOOT TO FINISH GRADE.
 7. IN LANDSCAPE AREAS, FINISH GRADE TO 4" MINIMUM BELOW ADJACENT BUILDING FLOOR ELEVATION LINO.
 8. FINISH GRADE TO 1" BELOW FINISH PAVING SURFACE IN LAWN AREAS AND 2" BELOW IN PLANTING AREAS.
 9. CONFIRM ALL PLANT QUANTITIES. PROVIDE PLANT MATERIALS SUFFICIENT TO COVER AREAS SHOWN ON PLANS AT THE SPACINGS INDICATED.
 10. PROVIDE SINGLE TRUNK STAIRCASE TREES LINO.
 11. PROVIDE IDENTIFICATION TAG FOR THE SUPPLYING NURSERY SHOWING COMMON AND BOTANICAL PLANT NAMES, HEIGHT, SPACING, AND DENSITY. TAGS SHOULD BE ATTACHED TO THE TRUNK OF EACH PLANT AND PLANT NAME WRITTEN AND ROOT DURING TRANSPORTATION TO THE SITE AND WHILE BEING HELD AT THE SITE. DO NOT EXPOSE PLANTS IN TOTAL DARKNESS MORE THAN ONE DAY.
 12. DO NOT DAMAGE PLANT ROOT BALL DURING TRANSPORTATION OR PLANTING.
 13. NOTIFY THE ADR AT THE TIME OF DELIVERY OF ANY PLANT MATERIAL THAT IS DAMAGED OR IN POOR CONDITION.
 14. ADR RESERVES THE RIGHT TO INSPECT ALL PLANT MATERIALS BEFORE PLANTING. MATERIAL MAY BE REJECTED AT ANY TIME DUE TO CONDITION, FORM OR DAMAGE BEFORE OR AFTER PLANTING.
 15. MATERIAL IS TO BE PROTECTED AND STORED IN A DRY AND VENTILATED AREA. LEGALLY DISPOSE ALL EXCESS MATERIAL TO THE ADR.
 16. THE PLANT MATERIAL IS IN CONTACT OR AFFECTED BY THE LIME OR LIMESTONE IN THE AGGREGATE.
 17. PROVIDE NEW TOPSOIL THAT IS FERTILE, FRABLE AND NATURAL LOAM SURFACE SOIL, REASONABLY FREE OF ROCKS, LIMESTONE, LIMESTONE CHIPS OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT NECESSARILY EXISTING ON THE SITE. PROVIDE 12" DEPTH OF TOPSOIL TO BE APPLIED TO ALL PLANTING AREAS. TOPSOIL SHOULD NOT OBTAIN SOIL FROM BOSS OR WARRIERS. SEE SPECIFICATIONS 2.2.11 PLANTINGS AND/OR 2.2.2.2.
 18. USE SOIL AMENDMENTS AND PERTINENT WITH TOPSOIL ON A SITE SPECIFIC BASIS AS STATES APPROPRIATE FOR PLANTINGS IN ACCORDANCE WITH SPECIFICATION SECTION 2.2 TO 11 PLANTINGS AND/OR 2.2.2.3 SOODICAL.
 19. STAKE LOCATION OF ALL TREES, INDICATE LINES AND PLANTING BEDS AND NOTIFY ADR FOR REVIEW PRIOR TO PLANTING.
 20. THE PLANTING PLANS ARE DIMENSIONAL. STIP PLANT MATERIALS APPROXIMATELY AS SHOWN ON THE PLANS. THE SPACING IS TO BE MAINTAINED UNLESS OTHERWISE SPECIFIED BY THE ARCHITECT OR ADR.
 21. INSTALL ALL PLANT MATERIAL IN ACCORDANCE WITH DETAILS AND SPECIFICATIONS.
 22. REMOVE ALL PLANT TYPING MATERIAL AND MARKING TAPES AT THE TIME OF PLANTING.
 23. INSTALL ALL PLANT MATERIALS IN ACCORDANCE WITH THE PLANTING AND SPECIFICATIONS. A MINIMUM OF TWO (2) GUY WIRES PER TREE ON THE UPWIND SIDE OF THESE PLANTS ON SLOPES STEEPER THAN 1:1.
 24. WATER ALL PLANTS IMMEDIATELY AFTER PLANTING. FLOOD PLANTS TWICE DURING FIRST TWENTY-FOUR HOUR PERIOD OF PLANTING.
 25. PRUNE ALL PLANTS TO MAINTAIN THE SPECIFIED PLANTING HEIGHTS. A MINIMUM OF TWO (2) GUY WIRES PER TREE ON THE UPWIND SIDE OF THESE PLANTS ON SLOPES STEEPER THAN 1:1.
 26. PRUNE ALL DECIDUOUS SHADE TREES FOR A MINIMUM LOWEST BRANCH HEIGHT OF 7 FEET.
 27. INSTALL AND MAINTAIN SOIL TO PREVENT CRACKING SEAMS.
 28. PROTECT EXPOSED AREAS AND USES AS SHOWN FROM AIR (SEE SEE 2.6) TO BE MAINTAINED BY THE CONTRACTOR PRIOR TO PLANTING. PROTECT EXPOSED AREAS AND USES AS SHOWN FROM AIR (SEE SEE 2.6) TO BE MAINTAINED BY THE CONTRACTOR PRIOR TO PLANTING. PROTECT EXPOSED AREAS AND USES AS SHOWN FROM AIR (SEE SEE 2.6) TO BE MAINTAINED BY THE CONTRACTOR PRIOR TO PLANTING.
 29. WARRANTY ALL PLANTS AND LAWN EXPANSION TRENCHES INCLUDING UNSUCCESSFUL GROWTH, DROOP OR DEFECTS RELATING FROM NEGLECT BY OWNER, ABUSE OR DAMAGE BY OTHERS OR UNLAWFUL PESTICIDES OR INSECTS WHICH ARE BEFORE THE CONTRACTOR'S CONTROL.

site design group, llc
 1000 N. Michigan Avenue
 Suite 1000
 Chicago, Illinois
 60611 USA
 (312) 332-2410 (tel)
 (312) 332-4980 (fax)
 info@site-design.com
 www.site-design.com

HARLEY ELLIS DEVEREAUX
 One East Wacker
 Chicago, Illinois
 60601 USA
 (312) 332-2410 (tel)
 (312) 332-4980 (fax)
 info@hellys.com
 www.hellys.com

Planning Architecture Engineering Interior Architecture Construction Services
 © 2013

Sheet 010

SITE DETAILS

NO.	DATE FOR REVISION	REVISION
01	02.27.2015	ISSUE FOR PERMITS
02		ISSUE FOR
03		
04		
05		
06		
07		
08		
09		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

L1.01

ENTRY SIGN CONCEPTS



January 15, 2016

CRYSTAL LAKE SENIOR HOUSING | CRYSTAL LAKE, ILLINOIS
Entry Sign Precedents | Project Number: 7548

RECEIVED
JAN 22 2016
BY:

2016 04



#2005-14

Immanuel Lutheran

Project Review for Planning and Zoning Commission

Meeting Date: May 4, 2005

Zoning Requests:

1. Preliminary Plat of Subdivision to create 4 lots.
2. Subdivision Ordinance Variation from Section 3.4-2(h) from the maximum length of 500 feet for a cul-de-sac to allow 1,580 feet.

Location: North of Teckler Blvd., West of Main Street

Acreage: 60.37 acres

Existing Zoning: R-2 Single-family Residential

Surrounding Properties:
North: R-2 Single-family Residential
South: B-3 PUD Planned Business
East: B-3 PUD Planned Business
West: R-2 Single-family Residential

Staff Contact: Brian Grady (815) 356-3615

Background:

The petitioner is requesting a Preliminary Plat of Subdivision in an effort to eventually market the site for development. The petitioner has indicated that they will ultimately seek B-2 PUD Highway Service Business District zoning for the proposed Lots 1 and 2. A senior living facility may be proposed for Lot 3. A church, meeting hall, school and athletic fields is proposed for Lot 4. On the conceptual site plan, Teckler Boulevard extends into the site and a potential Congress Parkway extension connects with Teckler. A private drive for church and emergency access extends from the terminus of Walkup Avenue.

Land Use Analysis:

The proposed subdivision and uses would be compatible with the existing uses in the area. Commercial would be appropriate for both Lots 1 and 2. Lot 1 is adjacent to the Commons Shopping Center, has frontage along Main Street and would have access from Walkup Avenue and

Teckler Boulevard. Access to Main Street via a potential Congress Parkway extension may be possible in the future. Two financial institutions and a vacant commercial site are located across Main Street from the site.

Lot 2 would have access from Teckler Boulevard and access to Main Street via a potential Congress Parkway extension, which may be possible in the future. A financial institution is located across Main Street from the site.

Lot 3 would be located at the north end of the Teckler Boulevard cul-de-sac. The planned senior living facility would provide a transition between the existing R-2 Single-family Residential subdivision to the north and the proposed commercial to the south. The site has close proximity to commercial along Route 14 and is one-half mile from downtown.

Lot 4 would be located to the west of the Teckler Boulevard cul-de-sac. A private drive would extend to Walkup Avenue. The proposed church, meeting hall, school and athletic fields would be compatible with the adjacent R-2 Single-family Residential subdivision and athletic fields (Central High School).

The proposed subdivision would require a Subdivision Ordinance Variation. The entire Teckler Boulevard extension would be a cul-de-sac if Congress Parkway cannot be extended into the site.

Traffic Impact Study

Gewalt Hamilton Associates (GHA), the City's traffic consultant for the proposal, conducted a traffic study for the proposed subdivision. Suggested site plan elements and general planning considerations have been provided. GHA also provided access options for the proposal. For each access option there is a set of roadway improvements that can accommodate the anticipated levels of additional traffic at the various study intersections. A conservative approach was utilized to determine the potential traffic impacts of the proposed subdivision on adjacent development and area roadways. It was noted that a careful balance between development access flexibility, impact to adjacent developments and the amount / cost of the necessary improvements to provide safe and efficient operations must be met to have a successful development. Pertinent excerpts from the traffic study are provided below.

Traffic Impact Study – Suggested Site Plan Elements and General Planning Considerations (GHA Traffic Study – relevant excerpts)

Development Components

First and foremost, the actual components of the development need to be determined. At this time our analysis has been based on what we believe is the most likely scenario for development including the ILC church and school buildings, a senior living facility, a future public library and some speculative office space. As noted previously, based on the information at hand the ILC site would be expected to generate more Peak Hour traffic with the inclusion of a Library facility so that option was selected to help ensure the maximum traffic impacts of the site are tested.

However, in addition to the traffic generations and impacts, the composition of the development should be considered when making the decisions about access locations. A site comprised mainly of institutional or campus type components needs and wants a different type of access and roadway system than a development with a large office component. Offices buildings need to be clearly marked and accommodate delivery vehicles and visitors on a regular basis. While safe and efficient access is also important, a campus type setting can be more geared to interaction between the similar uses and designed to control traffic volumes and speed to be more pedestrian friendly.

Development Roadways

It is our opinion that extensions of Congress, Teckler and S. Walkup, if selected should be built in publicly dedicated Right of Ways. The extension of Walkup from the north should be a public road if it is intended to connect directly with Teckler and potentially Congress or S. Walkup. If a private connection to serve a parking area or single development is selected (as indicated on the Hoffman plan) then it is reasonable that the extension simply act as a private drive or access point. All public roadways should be constructed in accordance with City standards, for ROW, pavement section, curb, etc.

Offsite Roadway Improvements

While *Exhibits 8a & 8b* schematically represent potential improvements to offsite roadways and intersections necessary to accommodate anticipated development traffic, a number of additional issues will need to be addressed as the development moves forward. Components of the offsite improvements such as Right of Way needs, grading, drainage, and certainly construction costs will have to be evaluated by both the developers and the City. Certain locations provide more challenges for improvements than others. For example, improvements to the S. Walkup / Main Street intersection will have to account for the existing grade difference between the rail spur / Prairie Path and the Main Street pavement. Significant modifications to this intersection as depicted in “Alternate Improvement # 2” may be cost prohibitive in terms of grade adjustments or ROW needs. Another critical location is the potential extension of Congress Parkway. As previously discussed, the City has a plan to provide dual westbound left turn lanes on the east leg of the Congress Parkway / Main Street intersection. This can be accommodated by removing the existing median on Congress Parkway and re-striping the median on Main Street. However, to provide a separate through lane into the ILC parcel in addition to the dual left turn lanes would require further widening of both Congress Parkway and widening of Main Street.

Pedestrian Links

The development of the ILC property will allow the City to make some significant pedestrian links through the development. We recommend at a minimum that sidewalks will be provided on both sides of the roadways, but would also suggest that a Prairie Path connection (i.e. wider, multi use cross section) be considered to connect CLC HS as well as the ILC campus with the existing pathway system. Pedestrian signals should be provided at each of the intersections with Main Street, both for traffic along and crossing Main.

Cut Through Traffic

As previously noted, development of the subject parcel provides an opportunity to make a number of roadway connections and complete previously planned or considered roadway links. Any time that opportunities like this are presented one must be aware of the potential for “cut through” traffic, be it real or perceived. Unfortunately, cut through traffic is often difficult to identify and quantify. When public roads are constructed that happen to provide convenient connections between other roadways or destinations it becomes difficult to consider that traffic “cut through”. In our experience, most cut through traffic, both real and perceived is a function of inefficient collector or regional road systems or intersections. For example, as noted previously, the existing traffic volume turning right from southbound Main Street entering The Commons, is significant and approaching the level where a separate turn lane should be considered. It is also nearly the same as the volume that exits the shopping center drives onto southbound Teckler to reach westbound US Rte 14. If this traffic is not shopping in the Commons or adjacent outlots, it could be considered cut through in nature.

It is our opinion that a portion of this traffic (possibly a significant portion) could be redirected and accommodated by the public roadway system if a southbound right turn lane existed at the Main Street / US 14 intersection. However, there is not sufficient room within the Right of Way to allow installation of a turn lane at that location.

If the extension of Congress Parkway were chosen in conjunction with an extension of Teckler, portions of the aforementioned traffic would likely choose that roadway connection to reach US 14 versus traveling through the shopping center. Then the design decision that must be made is to 1) attempt to deter this traffic from using the convenient public roadway connection or 2) design an appropriate pavement section and roadway system to accommodate it. A number of design options and methods exist to help alleviate cut through traffic. In general, it is preferable to incorporate options that positively encourage appropriate speeds and operations, such as raised crosswalks or traffic circles (roundabouts) in combination with lower (but still appropriate) speed limits instead of physical devices that restrict travel patterns (such as traffic diverters, inappropriately low speed limits, or cul-de-sacs).

Traffic Impact Study – Access Options

The following is a brief summary of GHA’s findings for each of the various Options considered. Since the specific land uses are not known, but will impact the ultimate traffic patterns, one specific Option was not recommended.

OPTION “A”

1. Access points provided: Teckler extension, Walkup and South Walkup

2. Percent of Development Traffic Assigned to Access Point:

Teckler	AM = 36%	PM = 35%
Walkup	AM = 28%	PM = 28%
South Walkup	AM = 36%	PM = 37%

3. To provide acceptable LOS (i.e. LOS D or better) for all movements at all access points during both Peak Hours, the following improvements would be necessary:

US 14 @ Teckler	Signal Timing Modifications
Main Street @ S. Walkup	Provide dual eastbound left turns, separate eastbound right turn lane and southbound right turn lane. (Alternate Improvement # 2)
Main Street @ Congress	City Planned dual westbound left turn lanes. (Alternate Improvement # 3)
Walkup @ Crystal Lake Ave.	Install Traffic Signal (Alternate Improvement # 7)

4. Significant Evening Peak Hour traffic volume increases (i.e. increase greater than 50%) occurs at the following locations:

US 14 @ Teckler	north approach, 53%
Main Street @ S. Walkup	west approach, 83%
Walkup @ Crystal Lake Ave.	south approach, 93%

5. “Cut-Through” potential limited if Walkup access is private as planned. Public connection to Teckler could increase “Cut Through” considerably. May see some relocation from Commons Shopping Center to ILC site depending upon route of internal connection to Teckler.

6. Access points not dependent on rail spur relocation, but grade change concerns exist at S. Walkup / Main Street intersection.

OPTION “B”

1. Access points provided: Teckler extension, Walkup, South Walkup and Congress Extension

2. Percent of Development Traffic Assigned to Access Point:

Teckler	AM = 36%	PM = 35%
Walkup	AM = 28%	PM = 28%
South Walkup	AM = 12%	PM = 10%
Congress	AM = 24%	PM = 26%

3. To provide acceptable LOS (i.e. LOS D or better) for all movements at all access points during both Peak Hours, the following improvements would be necessary:

US 14 @ Teckler	Signal Timing Modifications
Main Street @ S. Walkup	None
Main Street @ Congress	City Planned dual westbound left turn lanes, westbound through lane, northbound left turn lane. (Alternate Improvement # 5)
Walkup @ Crystal Lake Ave.	Install Traffic Signal (Alternate Improvement # 7)

4. Significant Evening Peak Hour traffic volume increases (i.e. increase greater than 50%) occurs at the following locations:

US 14 @ Teckler	north approach, 53%
Walkup @ Crystal Lake Ave.	south approach, 93%

5. "Cut-Through" potential limited if Walkup access is private as planned. Public connection to Teckler could increase "Cut Through" considerably. Traffic currently turning left from Congress and right from Main to US 14 may re-locate through public extension to Teckler. Would expect reduced cut through in Commons shopping center.

6. Congress extension dependent on rail spur relocation.

OPTION "C"

1. Access points provided: Teckler extension, Walkup and Congress Extension

2. Percent of Development Traffic Assigned to Access Point:

Teckler	AM = 36%	PM = 35%
Walkup	AM = 28%	PM = 28%
Congress	AM = 36%	PM = 37%

3. To provide acceptable LOS (i.e. LOS D or better) for all movements at all access points during both Peak Hours, the following improvements would be necessary:

US 14 @ Teckler	Signal Timing Modifications
Main Street @ S. Walkup	None
Main Street @ Congress	City Planned dual westbound left turn lanes, westbound through lane, northbound left turn lane. (Alternate Improvement # 5)
Walkup @ Crystal Lake Ave.	Install Traffic Signal (Alternate Improvement # 7)

4. Significant Evening Peak Hour traffic volume increases (i.e. increase greater than 50%) occurs at the following locations:

US 14 @ Teckler	north approach, 53%
Walkup @ Crystal Lake Ave.	south approach, 93%

5. "Cut-Through" potential limited if Walkup access is private as planned. Public connection to Teckler could increase "Cut Through" considerably. Traffic currently turning left from Congress and right from Main to US 14 may re-locate through public extension to Teckler. Would expect reduced cut through in Commons shopping center.

6. Congress extension dependent on rail spur relocation.

OPTION "D"

1. Access points provided: Teckler extension, South Walkup and Congress Extension

2. Percent of Development Traffic Assigned to Access Point:

Teckler	AM = 36%	PM = 35%
South Walkup	AM = 19%	PM = 17%
Congress	AM = 45%	PM = 48%

3. To provide acceptable LOS (i.e. LOS D or better) for all movements at all access points during both Peak Hours, the following improvements would be necessary:

US 14 @ Teckler	Signal Timing Modifications
Main Street @ S. Walkup	None
Main Street @ Congress	City Planned dual westbound left turn lanes, westbound through lane, northbound left turn lane, eastbound dual left turn lanes. (Alternate Improvement # 6)
Walkup @ Crystal Lake Ave.	Install Traffic Signal (Alternate Improvement # 7)

4. Significant Evening Peak Hour traffic volume increases (i.e. increase greater than 50%) occurs at the following locations:
US 14 @ Teckler north approach, 53%
5. No additional traffic on Walkup north of site. Traffic currently turning left from Congress and right from Main to US 14 may re-locate through public extension to Teckler. Would expect reduced cut through in Commons shopping center.
6. Congress extension dependent on rail spur relocation.

OPTION “E”

1. Access points provided: Teckler extension and South Walkup
2. Percent of Development Traffic Assigned to Access Point:

Teckler	AM = 36%	PM = 35%
South Walkup	AM = 64%	PM = 65%
3. To provide acceptable LOS (i.e. LOS D or better) for all movements at all access points during both Peak Hours, the following improvements would be necessary:

US 14 @ Teckler	Signal Timing Modifications
Main Street @ S. Walkup	Provide dual eastbound left turns, separate eastbound right turn lane and southbound right turn lane. (Alternate Improvement # 2)
Main Street @ Congress	City Planned dual westbound left turn lanes. (Alternate Improvement # 3)
Walkup @ Crystal Lake Ave.	Install Traffic Signal (Alternate Improvement # 7)
4. Significant Evening Peak Hour traffic volume increases (i.e. increase greater than 50%) occurs at the following locations:

US 14 @ Teckler	north approach, 53%
Main Street @ S. Walkup	west approach, 148%
5. No additional traffic on Walkup north of site. Traffic currently turning left from Congress and right from Main to US 14 may re-locate through site to Teckler. Would expect reduced cut through in Commons shopping center.
6. Access points not dependent on rail spur relocation, but grade change concerns exist at S. Walkup / Main Street intersection.

Comprehensive Land Use Plan 2020 Vision Summary Review:

The Comprehensive Plan designates the subject property primarily for Urban Residential and Office to a lesser extent. Urban Residential “represents most of the existing residential areas including a combination of single-family and multi-family housing types.” Within the Residential Land Use section of the Comprehensive Plan, the following goals and objectives are applicable to this request:

Objective #3: Preserve and enhance the character and livability of existing residential areas.

- Promote uses in and around established neighborhoods that are compatible with the residential character, such as low impact retail or office uses or architectural style and landscaping.

Objective #4: Provide for a reasonable rate of residential growth that maximizes use of existing infrastructure, public resources and limits negative impact on the natural environment.

- Promote in-fill development in areas that are underused or surrounded by established neighborhoods, instead of promoting development on the fringe of the City.

Lots 1 and 2 would need to be redesignated to Commerce when commercial zoning is requested in the future for these lots.

Additionally, the Transportation section of the Comprehensive Plan suggests that Walkup Road and Teckler Boulevard be extended in a manner consistent with the development of the property.

SUBDIVISION ORDINANCE VARIATION

In accordance with Section 3.9 of the Subdivision Ordinance: The Planning and Zoning Commission may recommend variations from these requirements in specific cases which, in its opinion, do not affect the general plan or the spirit of the Ordinance.

Recommended Conditions:

A motion to recommend for approval of the petitioner’s request with the following conditions:

1. Approved plans, to reflect staff and advisory board comments, as approved by the City Council:
 - A. Preliminary Plat of Subdivision (Smith Engineering Consultants, dated 1/13/05)
2. Since the specific land uses are not known, but will impact the ultimate traffic patterns, the final road layout and general site accesses will be determined at Final Plat of Subdivision.
3. The petitioner shall address all comments of the Building, Engineering, Fire/Rescue, Planning and Utilities Departments; Hey and Associates’ review of the engineering dated April 12, 2005; and comments included in the traffic study completed by Gewalt Hamilton Associates, Inc. dated, November 15, 2004.

Action:

I:\Planning\MICHELLE\REPORTS\2005\0514 Immanuel Lutheran PP.doc