

## REZONING & PUD PROCESS

1. What are the dates of the public meetings or hearings on the proposed Pathway Court project development?  
**Oct 2 for Planning and Zoning and November 5 for City Council.**  
Has the City granted the developer's any variations or exceptions from the City's Planned Unit Development process work?  
**No**
2. What were the Planning and Zoning Commission's findings on the development to date? Please provide the dates of the public meetings at which the findings were provided and link to the minutes and meeting packet with the staff findings.  
**April 3 Planning and Zoning Commission meeting link:**  
<https://www.crystallake.org/Home/Components/Calendar/Event/9080/19?curm=4&cury=2024>
3. When was the Pre-application meeting? Please provide a link to the resulting staff report.  
**Staff does not write reports for in person meetings.**
4. When was the PUD application submitted? Please provide a link to the PUD Application.  
**January 29, 2024 and the application is available in PZC packet:**  
<https://www.crystallake.org/Home/Components/Calendar/Event/9080/19?curm=4&cury=2024>
5. When was the first Public hearing before the Planning and Zoning Commission? Please provide a link to the meeting packet staff report.  
**April 3:**  
<https://www.crystallake.org/Home/Components/Calendar/Event/9080/19?curm=4&cury=2024>
6. What were the fact-findings made by the Planning and Zoning Commission during each hearing before it on this development? Please provide a link to the published findings.  
**Link to minutes:** <https://ecode360.com/CR2206/document/753056496.pdf>
7. Did the Planning and Zoning Commission provide findings or suggestions at the public meeting(s) regarding land use compatibility, environmental impact, or community benefit?  
<https://ecode360.com/CR2206/document/753056496.pdf>  
<https://www.crystallake.org/Home/Components/Calendar/Event/9080/19?curm=4&cury=2024>
8. How does the City Council ensure that a planned unit development aligns with the City's zoning and land use regulations?  
**The Council will review the project.**
9. What is the difference between the development's status with a preliminary PUD permit and a final PUD permit?  
**The request is for preliminary and final as the engineering is complete and the architecture exceeds the UDO standards. It is the petitioner's discretion on whether to seek a separate Preliminary PUD and Final PUD.**
10. Does a final PUD plan include all details on engineering drawings, site plans, landscaping plans, and traffic plans?  
**Yes**

11. Does the final PUD plan and permit include the exact layout of streets, lots, and buffer space?  
**The final PUD shows the layouts, there are no permit plans submitted.**
12. Does the final PUD plan and permit include the conditions for maintaining the streets, buffer/open space, and sidewalks?  
**Existing sidewalks and streets are City property. The proposed driveways and drive aisles are the petitioners. City Code requires property owners to maintain their property. Permit plans have not been submitted which is typical as the project is not through the PZC and City Council process to date.**
13. Does the final PUD plan and permit include street signage, traffic control and speed limits for the proposed connecting roads for ingress and egress to the development?  
**The connecting roads are drive aisles and not City streets.**
14. If the traffic plan implemented in a PUD proves to be inadequate after construction of the development, what is the process for changing the final PUD plan and permit and associated final plat?  
**An amendment to the PUD, which includes a public hearing, would be the proper avenue to request a change to an approved site plan.**
15. Can buffer space on a final PUD and plat be changed after the development is approved to add a road connection? If so, what is the process?  
**A new PUD would need to go through the same approval process which includes a public hearing.**

#### ZONING AMENDMENT/COMP PLAN AMENDMENT PROCESS/REQUIREMENTS

1. How does the 220 proposed Pathway Court high-density rentals support or serve our mission to enhance and preserve the history, natural resources, and unique cultural traditions of the community?  
**See staff presentation**
2. How does the proposed Pathway Court development fall in line with the current zoning characterized by a balance between the landscape and built environment with on-site landscaping and tree-lined streets that shelter the building's open space and low impervious surface ratios characterize the built environment?  
**See staff presentation**
3. How does the proposed Pathway Court development fall in line with the current zoning uses planned for residential neighborhoods, with a range of housing types to meet all residential needs?  
**See staff presentation**

#### DENSITY

1. Has the City researched and compared how our apartment density compares to similar neighboring suburbs? Is CL already carrying a disproportionate number of apartments compared to other surrounding nearby towns?

This is unduly burdensome as it would require other municipalities to review their records to find all apartment units in their City and provide percentage calculations to us.

2. Why is the City so focused on building higher density in the City through apartments when it seems we need a larger focus to bring businesses to the City?

The petitioner has presented their market study that shows there is a demand for additional multi-family residential in the area. The subject property is not zoned for commercial so business uses would not be permitted at the subject property.

Overall, the City's commercial area has a 5% vacancy rate in 2024 which is down from 7% in 2023.

3. What are the existing (and planned) multi-density apartment numbers within a three-mile radius of the proposed Pathway Court Project in our City?

See the staff presentation

## BUFFER ZONE

1. What are the City's requirements for the developer's responsibility with oversight and maintenance of the proposed green-space buffer area?

The City Code requires property owners to maintain their property.

2. If the proposed Pathway Court development PUD must provide for transition areas at the edges of the development that provide appropriate buffering, why aren't more buffering zones being put in place at the southern and eastern borders of the development?

The multi-family residential is not required by the UDO to provide a buffer next to commercial uses.

## TRAFFIC STUDY/CONCERNS

1. What are the proposed traffic safety features to protect users of the bike path crossing at the entrance of the Jewel if the development is constructed with an access road connecting to that commercial development for egress/ingress via Main Street?

See the staff presentation

2. Has the City independently assessed visibility and traffic volume impacts by the proposed developments at the Teckler Avenue / Route 14 and Main Street/ connections?

The City's approved traffic consultant reviewed the impacts of the proposed development.

3. Has the City independently assessed pedestrian/bike crossings at these new connections?

The City's approved traffic consultant reviewed the impacts of the proposed development.

4. What is the nature of the changes to the Main Street/Jewel access intersection in general and as it relates to the existing train tracks?

See the staff presentation

5. Does the City currently have a petition before the ICC for the alteration of that intersection?

The ICC petition is approved

6. How was it determined what type of traffic safety features were put in place for the traffic study of this proposed development?  
**The City's approved traffic consultant reviewed the impacts of the proposed development.**
7. Based on the traffic study, what percentage of vehicles will use the Teckler entrance versus the Main Street entrance? Will a disproportionate number of cars plan to use the Main street entrance over the Teckler option?  
**It is anticipated to be 50/50**
8. Were slow street options ever considered for the entrances and exits of Pathway Court's development as traffic enters Teckler and Main Street?  
**Unclear on request for "slow" streets. The City's approved traffic consultant reviewed the impacts of the proposed development.**
9. Were pedestrian and bike traffic considered when the traffic study was conducted?  
**Yes**
10. Will emergency vehicles have difficulty or delays accessing this development with the curvy entrance being designed off the Main Street entrance?  
**No**
11. How will the City respond to new residents of the proposed Pathway Court development when they complain about the limited entrances and exits to the development?  
**Limited access is not being provided**
12. How will pedestrians safely access the shopping complex / Jewel with additional vehicles entering and exiting from the proposed Pathway Court development?  
**The added vehicles from this development will not negatively impact this intersection**
13. What prior relationship has the traffic study firm had with Three Leaf Developers?  
**The traffic consultant is a City approved traffic consultant and works for the City, not Three Leaf Developers.**
14. How is the traffic study that was conducted on Saturday, January 27 and Tuesday, January 30, 2024, an accurate representation of the traffic conditions when trail crossing safety is a big concern for vehicles entering and leaving the south-east corner of the proposed Pathway Court development? The historical weather documented for these two days indicated fog and rain, likely prompting people to stay inside. Whereas we would expect to get different traffic volumes during the warmer months with daily average temperatures above 72 for at least 4 months of the year at a time we can expect increased volumes of trail goers, especially on the weekends.  
**The existing trail crossing is located on an existing low volume roadway. The City's approved traffic consultant analyzed the impact of the development. Safety is a consideration for all developments (whether a trail has 1 user or 1,000 users, the City takes the appropriate measures for all trail crossings).**

#### TRAIN TRACK USAGE/COMMERCIAL CROSSING

1. Does the City currently have a petition for the intersection of Congress Pkwy and Mains Street for the removal of the tracks? Please provide a link to the Petition, the case number and status.  
**No, one is not needed.**

2. Does the City currently have a petition for the intersection of Main Street and the Jewel access road over the Union Pacific tracks?

The ICC petition is approved

3. Are there active negotiations with Union Pacific for the improvement of either intersection? If so, please describe.

See the presentation

4. Who would bear the costs of any improvements to the Main Street and Jewel access intersections?

The City received a federal grant which will cover 80% of the costs of the sidewalk improvements.

5. Where are the obligations of the ultimate developer of the parcel for the Congress Pkwy and Jewel access intersection crossing improvements memorialized? Are these obligations in the existing land use permits or plat?

The plan shows the petitioner extending the sidewalk to these improvements to provide a consistent sidewalk network.

6. What is the current usage of the tracks adjacent to the proposed Pathway Court development and will it change in any way as a result of the construction of the development?

The train tracks are owned and used by the Union Pacific Railroad for freight storage and turning freight trains around. The proposed would not increase the freight usage.

7. What assurances can the City provide that there will never be a roadway pushed through onto Hill Drive from the Pathway Court development project?

The approved plans do not include a roadway and therefore one would not be allowed. In addition, the approved plans would be listed within the approval on the PUD and a proposed restrictive covenant would be recorded on the site.

8. What assurances can the City provide that there will never be a roadway pushed through onto Walkup Ave from the Pathway Court Development project?

The proposed development's western property limits do not touch the Walkup Avenue dead end.

9. What assurances exist that the park and green space that are currently proposed as a part of a privately owned park facility will not have plans for redevelopment or other someday?

Projects are built based on the approved plans. A new PUD would need to be approved through a public hearing process.

10. Can you explain how the high-income taxes from apartments offer a better source of revenue for the City compared to an increase of business tax monies or tax revenue from single-family homes?

Income taxes are distributed on a per capita basis from the State of Illinois, whether generated from personal income or business income. The City's distribution is not based on the actual income of Crystal Lake residents. Regarding property taxes, the City does not levy a corporate property tax levy; the General Fund, which accounts for the majority of operational expenses of the City, relies on other funding sources.

The City is fortunate to have a diverse, resilient revenue base from a variety of sources to support our community's needs.

## OTHER MULTI FAMILY DEVELOPMENTS – PUD AND REZONING/DENSITY

1. Please identify the following information by development name, location and year of approval.
  - a. Please identify all other developments approved by the City in the last 15 years that required a change in zoning and density similar to that being requested by this Development.  
**Unduly burdensome and not germane to this request. See staff presentation highlighting existing multi-family residential.**
  - b. Please identify all developments for which approval of a zoning map amendment and preliminary plan and the final plan took place in a single meeting?  
**Unduly burdensome and not germane to this request.**
  - c. Please identify all developments for which the City approved an increase in density for a development area designated as multi-family?  
**See staff presentation.**
2. How long did it take to fully plan and execute Water's Edge development? Please provide a chronology of the City's meetings with the developer or links to the public meeting minutes.  
**Not germane to this request.**
3. If PUD- is the preliminary plan where final approval is an option, why are we fast-tracking this project? Instead, why aren't we giving the project a full vetting to make sure it's the best proposal and best fit to benefit the community?  
**The project has been through a thorough review and this is a typical timeline for projects. Preliminary PUD is the mechanism that grants zoning entitlements. Final PUD is not a public hearing and only ensures the plans comply with the Preliminary PUD approval. It is the petitioner's risk to request both Preliminary and Final PUD at the same time, as it requires the petitioner to spend more money on engineering and other professional services up front.**

## COMPREHENSIVE PLAN/ZONING

1. What factors does the City consider in changing single-family zoning to high-density multi-family apartment zoning?  
**See staff report <https://www.crystallake.org/Home/Components/Calendar/Event/9092/19>**
2. Has the City staff assessed the following in any report, and if so, please provide a link to the report:  
**<https://www.crystallake.org/Home/Components/Calendar/Event/9092/19>**
  - a. Based on Crystal Lake's comprehensive plan, people relocated farther from Chicago to places like Crystal Lake in search of more open space, less traffic, affordable land, and safer neighborhoods. How is the proposed Pathway Court plan supporting our comprehensive plan?

**See the staff presentation**

- b. How will the proposed Pathway Court plan support CL's comprehensive land use plan - focus on the interrelationship of transportation, land use, and housing?

**See the staff presentation**

- c. How is the proposed Pathway Court development executing a high quality of development based on the Unified Development Ordinance for Crystal Lake?

**See the staff presentation**

- d. How does the proposed Pathway Court development aim to reduce or diminish the monotonous design patterns in individual lot development, e.g. bookends on Main St with Enclave rentals?

**See the staff presentation**

- e. How does the proposed Pathway Court development and other recent apartment complexes shift the housing occupancy numbers shared in the City's community profile towards an improved balance of owner-occupied vs renter-occupied spaces (currently 20% renter, 75% owner occupied)?

**See the staff presentation**



# *City of Crystal Lake*

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## **Planning and Zoning Commission Meeting October 2, 2024**

**2024-159 – 295, 345, 395 Pathway Court – Comprehensive Land Use  
Amendment from Rezoning, Preliminary and Final PUD**

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Location:



## Request:

1. Comprehensive Land Use Plan Amendment from Urban Residential to High Density Residential ,
2. Rezoning from R-2 Single Family Residential to R-3B PUD Multi-Family Residential ,
3. Preliminary and Final Planned Unit Development and Variations for a 220 unit apartment complex,



## Process:

**This request has followed a typical process.**

- Application submitted in January of 2024
- Public hearing at the April 3, 2024 PZC meeting
- Reviewed by the City Council on May 7, 2024 and May 21, 2024
- The revised application was submitted in August

The typical timeline for a Preliminary and Final Planned Unit Development is four (4) months. Projects are always combined with the multiple requests taken as one zoning request.

**The plans illustrate the final proposed development,** Planned Unit Developments, as with all zoning approvals, are subject to the approved plans as presented at the hearings and adopted by Ordinance. To make changes a new Planned Unit Development would need to be reviewed through the public hearing process and adopted.

**Private property is maintained by the property owner.** Open space, parking areas, garages, the club house and landscape would be maintained by the private property owner. The streets are public streets, these are Pathway Court Teckler Boulevard, and S. Commons Drive. These are maintained by the City and all signage meets the Manual on Uniform Traffic Control Devices (MUTCD).

## Comprehensive Land Use and Zoning:

### **This request meets five (5) Comprehensive Land Use Plan Goals:**

- Balance the various land uses within the City to create more compact, mixed-use livable neighborhoods while providing a variety of housing, jobs, transportation options and business services.
  - Compact infill, housing option, road and bus service options, businesses nearby
- Encourage a diversity of high quality housing in appropriate locations throughout the City that supports a variety of lifestyles and invigorates community character.
  - Housing option, high quality design and materials
- Preserve, protect and enhance the City's open space and natural resources, through cooperative efforts with land owners, developers and conservancy groups.
  - Maintaining existing trees, creating 450-foot greenspace
- Establish economic development practices that recruit new businesses and retain existing businesses and allow for the ease to redevelop vacant centers.
  - Allow for density of residential in the vicinity of rail for smart growth, quality restaurants need 350,000 to 500,000 people within 15 miles
- Provide an appropriate mix of multi-family housing to add density to appropriate areas and allow for mixed-use development.
  - Housing mix, adjacent to commercial & transit

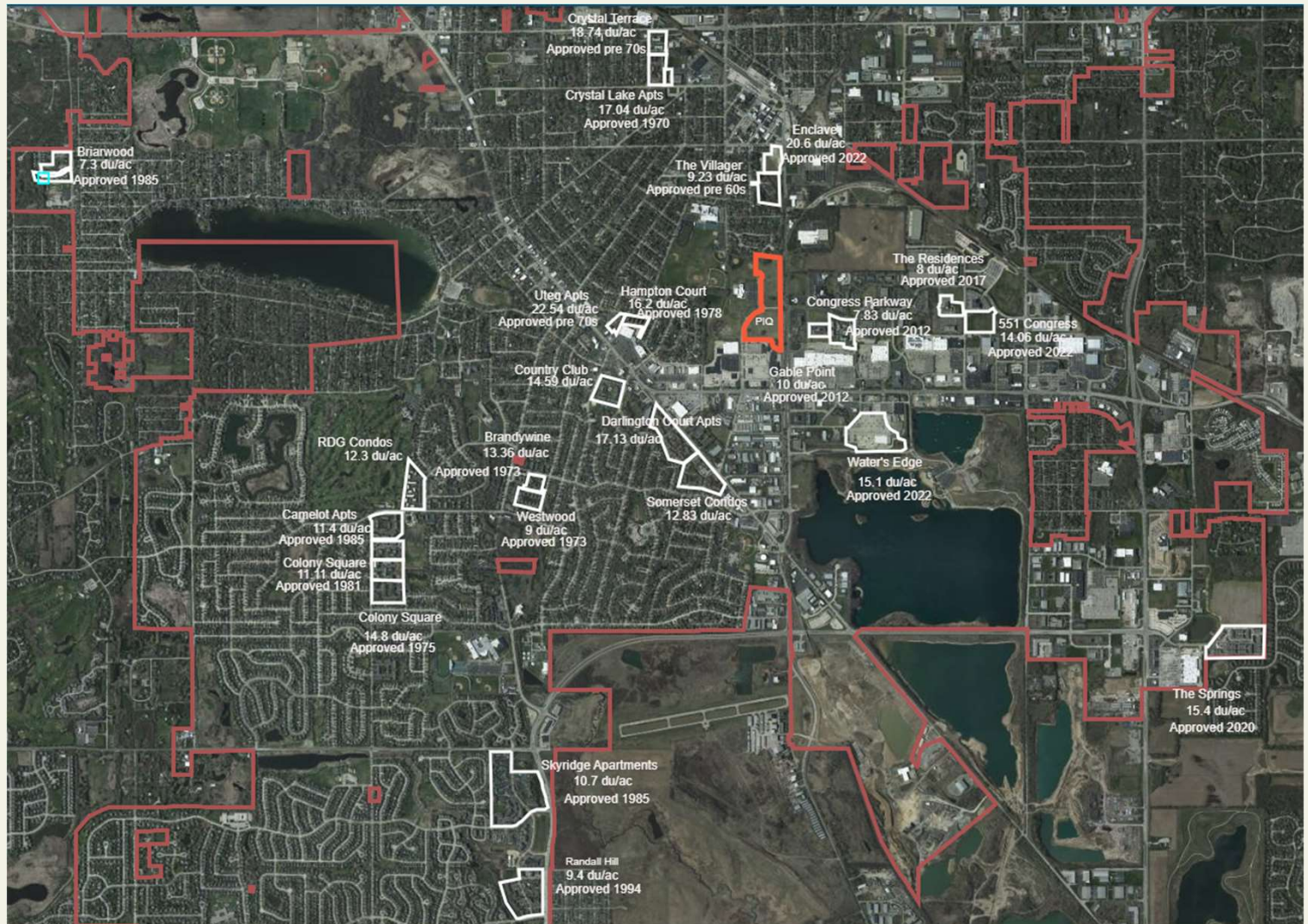
# Other Apartment Developments:

Densities range from  
7.5 to 22.54 dwelling  
units per acre.

**Average density  
14.4 du/ac**

**The City zoning is:  
55.38 % Single Family  
(E, RE, R-1, R-2)**

**6.69 % Multi-Family  
(R-3A, R-3B)**



# Traffic Patterns



## Traffic Study

- Completed by one of the City's approved independent traffic consultants – Gewalt Hamilton and Associates
- Estimated Peak hour traffic is 24% - 29% less than the previous proposal
- Traffic study found that the existing roadway network is more than sufficient to accommodate the new vehicle trips

As an example:

- This development adds 115 vehicles to the overall roadway network during the weekday evening peak timeframe.
- Main Street has a weekday evening peak of 1,212 vehicles; Route 14 has 2,101 vehicles
- Teckler Blvd. south of the site has two-lanes in each direction (same as US 14, Main Street) and is project to have a weekday evening peak of 579 vehicles

## Current Connections to the Prairie Trail





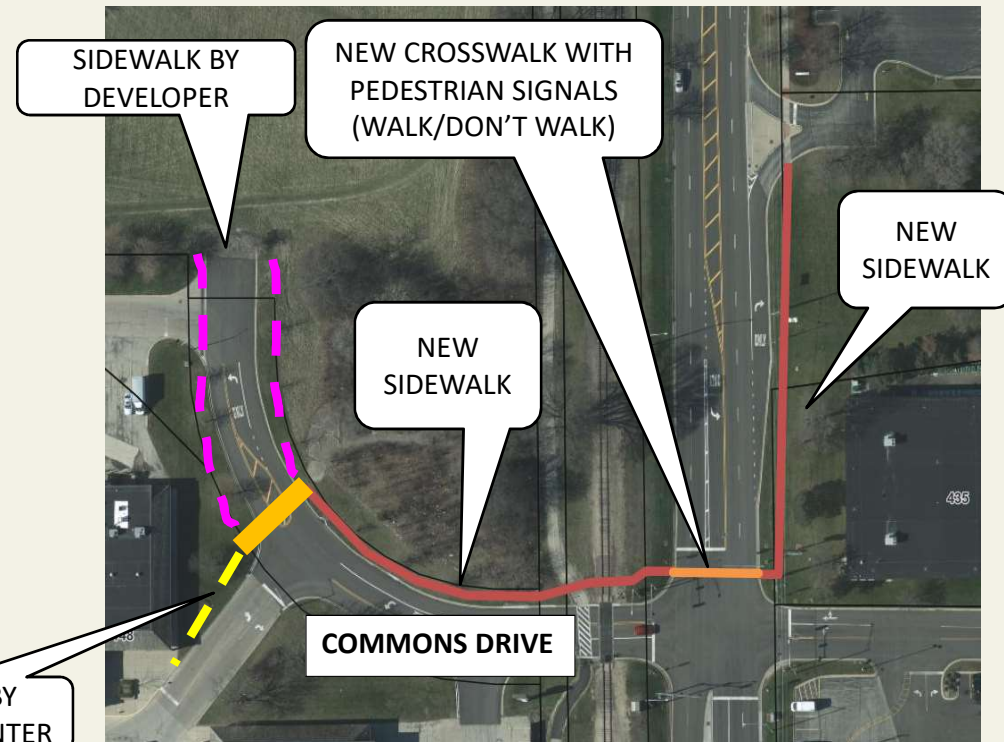
# Pedestrian Connections to the Prairie Trail Project

This Fall



SIDEWALK BY SHOPPING CENTER

Grant Received 2021  
Construction Anticipated Early 2025

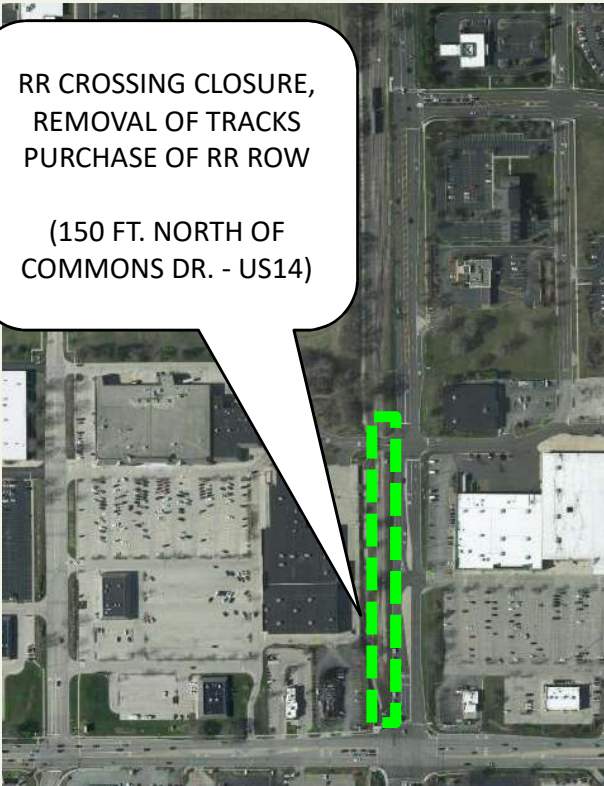


# Future Transportation Enhancements

## Near – Term (In Progress)

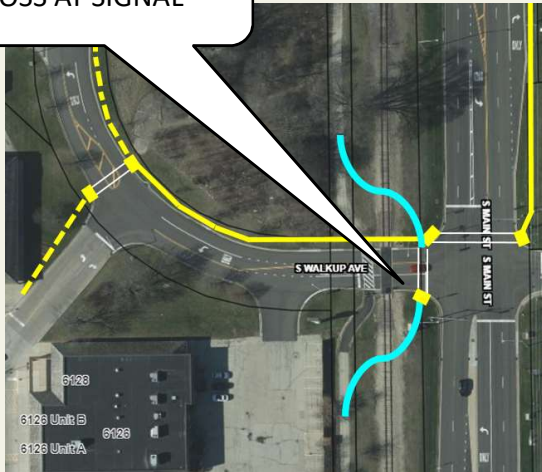
RR CROSSING CLOSURE,  
REMOVAL OF TRACKS  
PURCHASE OF RR ROW

(150 FT. NORTH OF  
COMMONS DR. - US14)



## Mid – Term

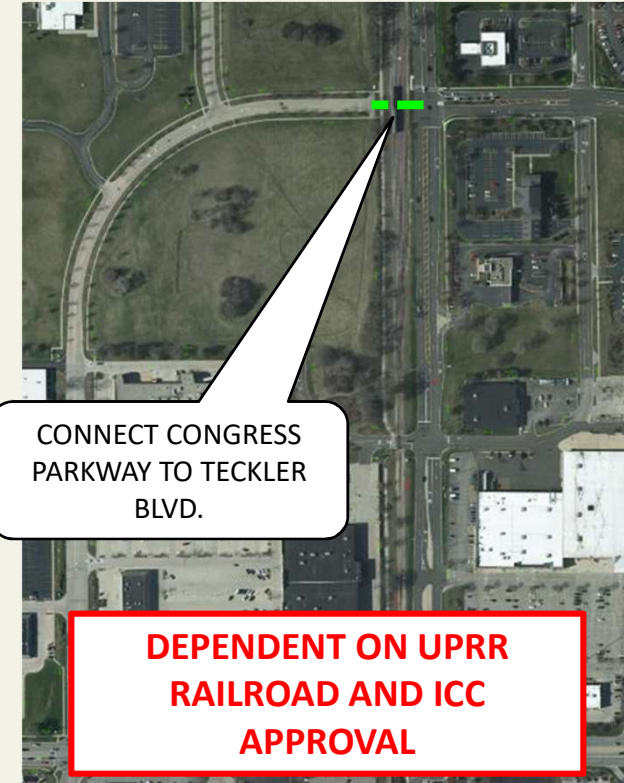
RE-ROUTE TRAIL TO  
CROSS AT SIGNAL



## Long – Term

CONNECT CONGRESS  
PARKWAY TO TECKLER  
BLVD.

**DEPENDENT ON UPRR  
RAILROAD AND ICC  
APPROVAL**



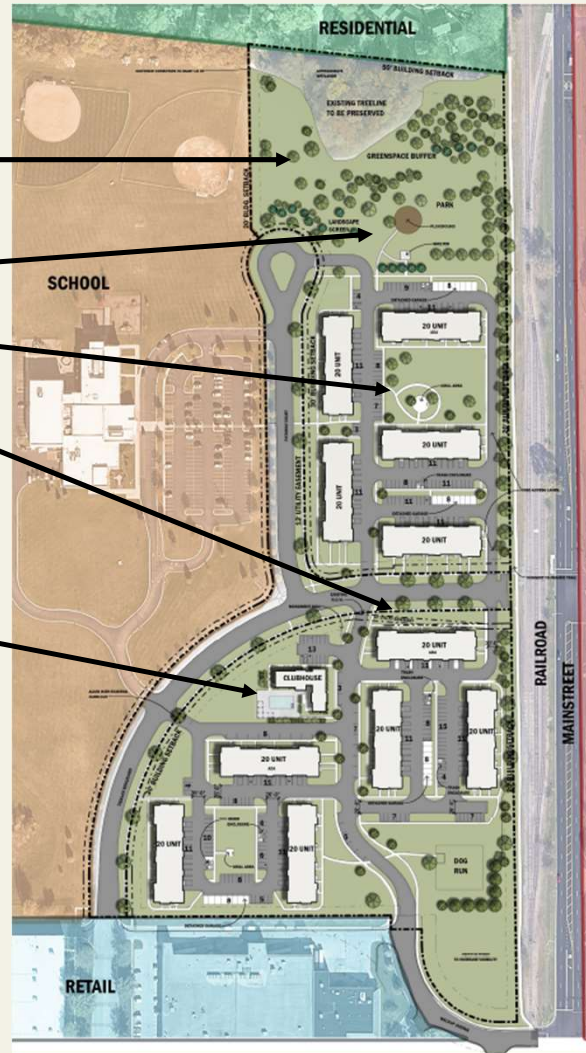
## Site Layout:

450-foot Green Space Buffer

Amenities for residents

220 multi-family rental units. Density of 9.24

Clubhouse



Architecture:



## Conditions of Approval on Page 8:

Comprehensive Land Use Plan Amendment from Urban Residential to High Density Residential, Rezoning from R-2 Single Family Residential to R-3B PUD Multi-Family Residential, Preliminary and Final Planned Unit Development and Variations for a 220 unit apartment complex

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
  - A. Application (3LP Acquisitions LLC, received 8/18/24)
  - B. Site Plan and Elevations (AG Architecture, dated 8/13/24, received 8/19/24)
  - C. Landscape Plan (The Sigma Group, dated 8/12/24, received 8/19/24)
  - D. Engineering Plans (The Sigma Group, dated 8/12/24, received 8/19/24)
  - E. Traffic Memo (Gewalt Hamilton, dated 9/24/24, received 9/24/24)
2. Landscape
  - A. Provide a tree removal survey. Tree replacement shall meet the required replacement inches.
  - B. Provide a final landscape plan for review.
3. There shall be no roadway connection from Sunset Terrace / Hill Drive into this site.
4. The petitioner shall record a restrictive covenant on the property for the north 50-foot landscape buffer to restrict the area to landscaping only and not allow any future roadways.
5. Should the Park District request donation of the park site, future improvements shall be per the Park District requirements and will not affect this zoning approval.
6. The petitioner shall address all of the review comments and requirements of the City Departments of Public Works, Fire Rescue, Engineering, and Community Development, the City's Stormwater Consultant, and the Traffic Consultant Final Report.