



#2010-15 Metra Ridgefield Station Project Review for Planning and Zoning Commission

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|--------------------------------|---|
| Meeting Dates: | March 3 and March 17, 2010 |
| Zoning Requests: | 1) Preliminary PUD for a Metra station. 2) Comprehensive Plan Amendment from Estate Residential to Public and Semi Public. 3) Rezoning to the W-Watershed district upon annexation. |
| Location: | Country Club Road, at Prairie Drive |
| Acreage: | 17.5 acres |
| Existing Zoning: | (I-1 County) Industrial |
| Surrounding Properties: | North (A-1 County) Vacant land South (I-1 County) Lumber Yard East (R-1 County) Residential West (I-1 County, M City) Distribution, Vacant land |
| Staff Contact: | Michelle Rentzsch (815-356-3615) |

Background:

The property in question is located in McHenry County, adjacent to the City's limits. Metra is proposing a commuter station and its associated parking lot to service this section of the county with commuter rail access. Metra is requesting annexation to the City, rezoning upon annexation and Preliminary PUD approval for their proposed project plan.

Land Use Analysis:

Metra has submitted a site plan that indicates a proposed commuter depot and warming shelters on the north side of the tracks with the associated parking field that contains 875 parking spaces with access from Country Club Road.

PRELIMINARY PLANNED UNIT DEVELOPMENT

Watershed PUD

The majority of the property is located with the Crystal Lake Watershed and the petitioner's engineer has provided the City with preliminary engineering plans that meet the requirements of the City's watershed regulations.

Watershed “W” zoning is requested as part of the annexation request. The zoning requirements for the “W” Watershed district; the lot area, lot width, setbacks and bulk requirements are all site specific, as the primary concern is to provide adequate quality recharge into the watershed. The project would be required to be developed as a Watershed PUD, which allows Railroad Passenger Terminals as a permitted use. Watershed PUDs must demonstrate how they have satisfied the conservation goals in this section.

- Goal 1 – Demonstrate efficiency in the use of energy and resources and minimize the impact on the natural environment.
- Goal 2 – Incorporate landscaping and site design that makes an exceptional contribution to the quality of the natural environment.
- Goal 3 - Demonstrate a commitment to providing pedestrian friendly development and provide for both automobile and alternative modes of transportation that are planned in conjunction with development as well as conscientious use of natural resources or other site features.

The proposed transit station certainly fulfills these goals, by providing another means of transportation. In addition, Metra is proposing to use pervious concrete for the north section of the parking fields, providing an environmentally conscious option in the design of the lot.

Area Uses

MCC has aggressive expansion plans and a burgeoning enrollment. As additional certificate courses and curriculum are added and more students take advantage of quality community college education offered locally, the attendance at MCC is only expected to increase. A link to a future Metra station would be provide a convenient and attractive method of commuting for the College’s students.

The future McHenry County K-Nines baseball stadium is planned in the vicinity and could take advantage of the Metra station’s location. The site is located on Route 14 across from the Centegra Hospital of Woodstock facility. The ballpark will contain seating for 6,200 attendees (3,200 chairs, 2,000 lawn seats, and 1,000 picnic/grandstand seating). The ball field will be artificial turf, which will allow the stadium to be used for all day baseball and softball tournaments, football, soccer, lacrosse, concerts and other similar events. The ballpark's footprint is on a 40 acre parcel that is part of a larger 250 acre parcel that in future years is planned to become the home to the McHenry County Fair, a fire museum, and an exhibition hall that would provide for multiple uses including craft and trade shows, farmers markets, antique shows, and meetings.

Transit Orientated Development (TOD)

Metra stations spur compact development, or transit orientated development. As noted in the article included in this packet, residential development near Metra stations demand a higher purchase price and maintain their value, even in recessional markets.

Typical components of TOD include:

- ✓ Walkable design with pedestrian as the highest priority

- ✓ Train station as prominent feature of town center
- ✓ A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses
- ✓ High density, high-quality development within 10-minute walk-circle surrounding train station
- ✓ Collector support transit systems including trolleys, streetcars, light rail, and buses, etc

Some benefits that are typically associated with the TOD pattern of development:

- ✓ Higher quality of life
- ✓ Better places to live, work, and play
- ✓ Greater mobility with ease of moving around
- ✓ Increased transit ridership
- ✓ Reduced traffic congestion and driving
- ✓ Reduced car accidents and injuries
- ✓ Reduced household spending on transportation, resulting in more affordable housing
- ✓ Healthier lifestyle with more walking, and less stress
- ✓ Higher, more stable property values
- ✓ Increased foot traffic and customers for area businesses
- ✓ Greatly reduced dependence on foreign oil
- ✓ Greatly reduced pollution and environmental destruction
- ✓ Reduced incentive to sprawl, increased incentive for compact development
- ✓ Less expensive than building roads and sprawl
- ✓ Enhanced ability to maintain economic competitiveness

Findings of fact:

The petitioner is requesting approval of a Preliminary Planned Unit Development to allow the construction of a railroad passenger terminal in the W - Watershed zoning district. A Planned Unit Development is a Special Use and Special Uses require separate review because of their potential to impact surrounding properties and the orderly development of the City.

Section 2-400 B General Standards for all special uses in the Unified Ordinance establishes standards for all special uses in Crystal Lake. Briefly, the criteria are as follows:

1. The use is necessary or desirable, at the proposed location, to provide a service or facility which will further the public convenience and general welfare.
 Meets *Does not meet*
2. The use will not be detrimental to area property values.
 Meets *Does not meet*
3. The use will comply with the zoning districts regulations.
 Meets *Does not meet*
4. The use will not negatively impact traffic circulation.
 Meets *Does not meet*

5. The use will not negatively impact public utilities or municipal service delivery systems. If required, the use will contribute financially to the upgrading of public utilities and municipal service delivery systems.
 Meets *Does not meet*
6. The use will not negatively impact the environment or be unsightly.
 Meets *Does not meet*
7. The use, where possible will preserve existing mature vegetation, and provide landscaping and architecture, which is aesthetically pleasing, compatible or complementary to surrounding properties and acceptable by community standards.
 Meets *Does not meet*
8. The use will meet requirements of all regulating governmental agencies.
 Meets *Does not meet*
9. The use will conform to any conditions approved as part of the issued Special Use Permit.
 Meets *Does not meet*
10. The use will conform to the regulations established for specific special uses, where applicable.
 Meets *Does not meet*

COMPREHENSIVE PLAN AMENDMENT/MAP AMENDMENT (REZONING)

The petitioner is requesting a Comprehensive Plan amendment from Estate Residential to Public and Semi-Public to reflect the public transit use of the proposed plan. Public and Semi-Public is defined as representing the locations of municipal buildings, schools, and other public uses. The Northwest Sub-Area Plan that was adopted by the City Council in 2008 as part of the Comprehensive Plan designated this property as Residential. The Sub-area plan advocates a cluster development pattern for residential development along with the use of conservation design techniques. The Comprehensive Plan provides more specificity by assigning future land uses on a lot-specific basis whereas the Sub-area Plan is a more general locational guide to future land uses in the north-west area.

The City's Northwest Sub-Area Plan anticipated the location of a Metra station in the Ridgefield area. An excerpt from the document follows.

Metra has discussed the possibility of adding a third commuter rail stop in Crystal Lake. If a commuter rail stop were located here, redevelopment would likely occur with high density mixed uses. This Plan will establish recommendations to prepare for that type of possible development. Whereas, the reuse of old buildings and sites will be positive for this area, it must be in concert with the protection of the watershed. High-density mixed-uses can fit well within a watershed or unique natural area because they take little space to provide sufficient density to meet demand. In addition, higher densities require less roadways and utilities lending it to better open space preservation and watershed protection.

McHenry County's Draft 2030 Comprehensive Plan identifies this area as a TOD (Transit Orientated Development) Future Station with mixed uses as the predominant land use in the area surrounding the station.

The petitioner is also requesting a rezone to the "W" Watershed district, which requires all development to be a PUD and is also within the Conservation Overlay. The Conservation Overlay district was adopted through the UDO. Per the UDO, where land is classified into an overlay district as well as a base zoning district, the standards governing development in the overlay district shall be cumulative and in addition to the standards governing development in the underlying base zoning district. A Railroad Passenger Terminal is a permitted use via the Conservation Overlay District regulations.

The Conservation Overlay district is intended to protect natural resources by incorporating such techniques as energy conservation, passive solar and shading design strategies, storm water best management practices, etc; encouraging a more efficient form of development that preserves the area's natural environmental features in perpetuity and, in general, promoting flexible, creative developments.

In recommending approval of the rezoning, the Planning and Zoning Commission must transmit to the City Council written findings of fact that all of the conditions below apply to the application:

a. *The existing uses and zoning of nearby property.*

The trend of development in the area of the subject property is consistent with the requested amendment.

Meets *Does not meet*

b. *The extent to which property values are diminished by a particular zoning classification or restriction.*

The rezoning, if granted, will not alter the essential character of the neighborhood and will not be a substantial detriment to adjacent property.

Meets *Does not meet*

c. *The extent to which the destruction of property value of a petitioning property owner promotes the health, safety, morals, or general welfare of the public.*

The amendment promotes the public health, safety, comfort, convenience and general welfare.

Meets *Does not meet*

d. *The relative gain to the public as opposed to the hardship imposed on a petitioning property owner.*

Meets *Does not meet*

e. *The suitability of the subject property for its zoned purposes.*

The property cannot yield a reasonable return if permitted to be used only under the conditions allowed under the existing zoning classification.

Meets Does not meet

f. *The length of time the property has been vacant as zoned, considered in the context of land development in the area.*

The subject property has not been utilized under the existing zoning classification for a substantial period of time.

Meets Does not meet

g. *The Comprehensive Plan designation and the current applicability of that designation and*

Complies with the policies and Official Land Use Plan and other official plans of the City.

Meets Does not meet

h. *The evidence or lack of evidence, of community need for the use proposed.*

The requested zoning classification permits uses which are more suitable than the uses permitted under the existing zoning classification.

Meets Does not meet

Where the evidence is not found to justify such conditions, that fact shall be reported to the City Council with a recommendation that the rezoning be denied.

Planned Unit Development Variations

The purpose of Planned Unit Developments is to encourage and allow more creative and imaginative design of land developments than is possible under district zoning regulations. Planned Unit Developments are, therefore, intended to allow substantial flexibility in planning and designing a proposal. This flexibility is often in the form of relief from compliance with conventional zoning ordinance site and design requirements.

Ideally, this flexibility results in a development that is better planned, contains more amenities, and is ultimately more desirable than one that would have been produced through compliance with typical zoning ordinance and subdivision controls.

Therefore more lenient site requirements may be granted where the Planned Unit Development contains features not normally required of traditional developments. If the evidence is not found to justify such conditions, that fact shall be reported to the City Council with a recommendation that the variation request be lessened or denied.

Parking stall size and landscape areas

The petitioner is asking for two variations in conjunction with their PUD request. The first is to allow parking spaces to be 8.5 feet x 18 feet instead of the 9 feet by 19 feet required under the ordinance. This request is typical and has been granted for all the other Metra parking facilities within the City. The second variation is to allow the landscape area as shown on the plans. The ordinance requires an 8-foot wide landscape strip every 4 to 6 parking rows. Due to the configuration of some of the islands and the provision of sidewalk areas, the full 8 feet has not been provided in some of these islands.

Recommended Conditions:

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

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
 - A. Application (Metra, received 02/24/10).
 - B. Site Plan (SEC, dated 10/07/09, received 02/23/10).
 - C. Elevations pictures (received 02/23/10).
 - D. Traffic Impact Study (Patrick, dated 2/12/10)
2. A complete landscape plan shall be provided with the final PUD submittal which illustrates the species, size and quantity of all selected plant types and a planting detail.
3. A permit is required from the McHenry County Department of Transportation for the roadway connection to Country Club Road. MCDOT will determine required roadway improvements to Country Club Road and other County roadways in the area.
4. A traffic study was required; the study must meet MCDOT's minimum criteria per new access ordinance. Off-site intersection analysis was required. The Engineering Division concurs with the final traffic study.
5. The property is in the Crystal Lake Watershed. The Crystal Lake Watershed Design Manual should govern development. For final, submit revised storm water report addressing storm water consultant review comments of July 1, 2009.
6. Storm water release is into trapped pocket areas in Ridgefield. There appears to be no defined drainage patterns or release points downstream. Release should be emergency release only. If there is a defined storm water system downstream, provide details and capacities.
7. Bike racks are provided. Add separate bike facility access to Country Club Road frontage and to the northeast corner of the property.
8. Address how emergency access will be handled for this property.
9. The following variations are granted as conditions of the PUD:
 - A. The allow parking spaces to be 8.5 feet x 18 feet instead of the required 9 feet by 19 feet.
 - B. To allow the interior parking lot landscape areas as shown on the plans.
10. The petitioner shall address all of the review comments and requirements of the Engineering and Building, Fire Rescue, Police, Public Works, and Planning and Economic Development Departments; Christopher Burke's Stormwater/Watershed review; and Patrick Engineering's Traffic Impact Study.

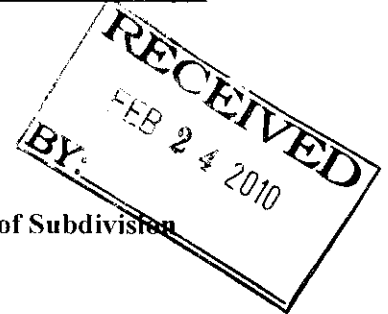
City of Crystal Lake Development Application

Office Use Only
File # 2010-15

Project Title: Metra Ridgefield Station

Action Requested

- | | |
|---|--|
| <input type="checkbox"/> Annexation | <input checked="" type="checkbox"/> Preliminary PUD |
| <input type="checkbox"/> Comprehensive Plan Amendment | <input type="checkbox"/> Preliminary Plat of Subdivision |
| <input type="checkbox"/> Conceptual PUD Review | <input type="checkbox"/> Rezoning |
| <input type="checkbox"/> Final PUD | <input type="checkbox"/> Special Use Permit |
| <input type="checkbox"/> Final PUD Amendment | <input checked="" type="checkbox"/> Variation |
| <input type="checkbox"/> Final Plat of Subdivision | <input type="checkbox"/> Other |



Petitioner Information

Name: Commuter Rail Division of RTA (DBA Metra)
C/O Rick Mack

Address: 547 W. Jackson Blvd

Chicago, IL 60661

Phone: 312 735 8783

Fax: _____

E-mail: rmack@metrarr.com

Owner Information (if different)

Name: Amcore Bank Trust No. 3582
C/O Ken Koehler

Address: 320 Douglas Ave

Crystal Lake, IL 60014

Phone: 815 378 6634

Fax: 815 479 3711

E-mail: kdkoehler@co.mchenry.il.us

Property Information

Project Description: Proposed annexation, zoning and Preliminary Planned Unit Development for the Ridgefield Commuter Station and Parking lot with the following parking lot variations (1) to allow parking spaces that are 8.5 feet in width instead of the 9 foot required under the ordinance; (2) to allow a variance from the requirement of a landscape aisle every ten parking spaces; (3) to allow a landscaping strip every 4 to 6 rows (some include sidewalks) as shown on the site plan instead of the landscaping strip every 4 parking rows or a 600 foot landscape island for every 40 spaces.

Project Address/Location: The property is currently vacant land which fronts on the west side of Country Club Road adjacent to the North property line of the future Alexander Lumber yard.

PIN Number(s): 13 24 300 018

Development Team

Please include address, phone, fax and e-mail

Developer: Metra see above

Architect: _____

Attorney: Joseph Gottmoller 1 N. Virginia, Crystal Lake, IL 60014 815 459 5152, Gottmoller@sbcglobal.net

Engineer: SEC Group Kevin Harder 4500 Prime Parkway McHenry IL 60050 815 385 1778, fax 815 385 1781,

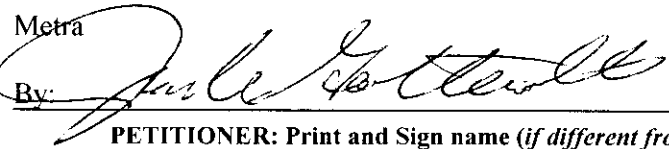
Landscape Architect: _____

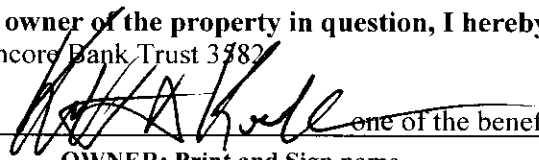
Planner: Metra Planning Department Lynnette Ciavarella 312-322-8022

Surveyor: _____

Other: _____

Signatures

Metra
By:  2/24/10
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.
Amcore Bank Trust 3782
By:  2/24/2010
OWNER: Print and Sign name 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.

BEFORE THE CORPORATE AUTHORITIES OF
THE CITY OF CRYSTAL LAKE
MCHENRY COUNTY, ILLINOIS

2010 - - 15

IN THE MATTER OF THE PETITION OF)
AMCORE BANK TRUST NO 3582, OWNER)
AND METRA PURCHASER TO ANNEX)
CERTAIN PROPERTY TO THE CITY OF)
CRYSTAL LAKE PURSUANT TO AN)
ANNEXATION AGREEMENT)



PETITION FOR ANNEXATION

Now comes the petitioner, AMCORE BANK TRUST NO 3582 Owner and METRA purchaser, by and through their attorneys, MADSEN, SUGDEN & GOTTEMOLLER hereby respectfully petitions to annex to the City of Crystal Lake, McHenry County, Illinois, the territory herein described in Exhibit A attached hereto and made a part hereof, and states as follows:

1. The territory herein described in Exhibit A is not within the corporate limits of any municipality.
2. The territory herein described in Exhibit A is contiguous to the City of Crystal Lake, McHenry County, Illinois.
3. AMCORE BANK TRUST NO 3582. is the owner of record within the territory herein described in Exhibit A.
4. No electors reside on the property.
5. AMCORE BANK TRUST NO 3582 the Petitioner is owned and managed by The Estate of Gary Siegmeier and Ken Koehler who may be reached through, Joseph Gottemoller, One North Virginia Street, Crystal Lake, IL 60014.

6. The annexation will include the territory to the far side of any roadways not all ready included in a municipality.

WHEREFORE, the Petitioners respectfully request the Corporate Authorities of the City of Crystal Lake, McHenry County, Illinois annex the territory herein described in Exhibit A to said City in the course and provisions of this petition, be contingent upon and pursuant to the terms of the proposed annexation agreement, all in accordance with the law as such case may be provided.

Dated this 24 day of Feb, 2010

AMCORE BANK TRUST NO 3582

By: [Signature]
Bansung

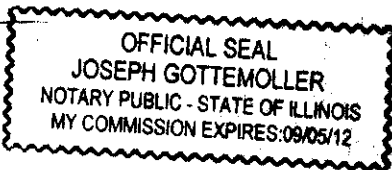
STATE OF ILLINOIS)
)SS
COUNTY OF MCHENRY)

^{above signed}
I, the undersigned, do hereby certify that I am the ^{beneficiary} trustee for AMCORE BANK TRUST NO 3582., and that I have subscribed my name to the foregoing instrument as such Trustee and delivered the said instrument as the free and voluntary act of the AMCORE BANK TRUST NO 3582., furthermore I have read the petition and to the best of my knowledge and belief the contents are true in substance and in fact.

X

Subscribed and Sworn to before me this 27 day of Feb, 2010

[Signature]
Notary Public



Prepared by: Joseph Gottemoller
MADSEN, SUGDEN & GOTTEMOLLER
One North Virginia Street
Crystal Lake, IL 60014
(815)459-5152

6. The annexation will include the territory to the far side of any roadways not all ready included in a municipality.

WHEREFORE, the Petitioners respectfully request the Corporate Authorities of the City of Crystal Lake, McHenry County, Illinois annex the territory herein described in Exhibit A to said City in the course and provisions of this petition, be contingent upon and pursuant to the terms of the proposed annexation agreement, all in accordance with the law as such case may be provided.

Dated this 24 day of Feb, 2010

AMCORE BANK TRUST NO 3582

By: [Signature]
Bamfurny

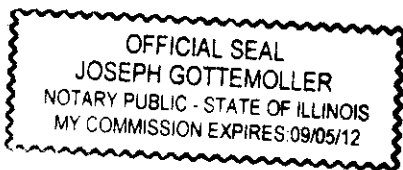
STATE OF ILLINOIS)
)SS
COUNTY OF MCHENRY)

^{above signed}
I, the undersigned, do hereby certify that I am the ^{beneficiary} trustee for AMCORE BANK TRUST NO 3582., and that I have subscribed my name to the foregoing instrument as such Trustee and delivered the said instrument as the free and voluntary act of the AMCORE BANK TRUST NO 3582., furthermore I have read the petition and to the best of my knowledge and belief the contents are true in substance and in fact.

[Signature]

Subscribed and Sworn to before me
this 24 day of Feb, 2010

[Signature]
Notary Public



Prepared by: Joseph Gottemoller
MADSEN, SUGDEN & GOTTEMOLLER
One North Virginia Street
Crystal Lake, IL 60014
(815)459-5152

Exhibit "A"
Legal Description of Property

Part of the Southeast Quarter and part of the East Half of the Southwest Quarter of Section 24, all in Township 44 North, Range 7, East of the Third Principal Meridian being described as follows: Commencing at the Northeast corner of the property described in Book 47 of Deeds, page 124; thence South 86 degrees 04 minutes 45 seconds West along the North line thereof, 14 chains and 66 ½ links, (measured 962.93 feet) to the centerline of Country Club Road; thence North 21 degrees 32 minutes 26 seconds West along said centerline, 53.86 feet; thence South 69 degrees 41 minutes 25 seconds West, 35.01 feet to the Northeast corner of the property described in Document No. 1999R0041245; thence continuing South 69 degrees 41 minutes 25 seconds West along the Northerly line of said Document No. 1999R0041245, a distance of 339.44 feet to the East line of the property described in Book 118 of Deeds, Page 569; thence North 17 degrees 33 minutes 24 seconds West along said East line, 59.77 feet to the most Northerly corner of said Book 118 of Deeds, Page 569; thence South 71 degrees 04 minutes 39 seconds West along the Northwesterly line of said Book 118 of Deeds, Page 569, a distance of 395.68 feet to the Northeasterly right-of-way line of the Chicago and Northwestern Railroad Company; thence North 62 degrees 38 minutes 35 seconds West along said Northeasterly right-of-way line, 151.40 feet; thence North 54 degrees 34 minutes 18 seconds West along said Northeasterly right-of-way line, 397.11 feet to the Place of Beginning; thence North 35 degrees 25 minutes 42 seconds East, 364.56 feet; thence North 89 degrees 45 minutes 16 seconds East, 795.12 feet to the Southwesterly right-of-way line of Country Club Road; thence North 21 degrees 32 minutes 26 seconds West along said Southwesterly right-of-way line, 441.97 feet to the South line of the property described in Book 6 of Deeds, page 1; thence South 89 degrees 45 minutes 16 seconds West along the said South line 1833.36 feet to the Northeasterly right-of-way line of the Chicago and Northwestern Railroad Company; thence South 54 degrees 34 minutes 18 seconds East along the said Northeasterly right-of-way line 1213.95 feet to the Place of Beginning, in McHenry County, Illinois.

PIN contains part of 13 24 300 018

Schofield asked how he would maintain the two feet to the neighbor's property line. Mr. Fleck stated that there would be grass up to the tree line. Mr. Fleck noted that he would fill in the current fire pit and seek a permit to put one in the other corner. Councilman Dawson asked if footings were required, and Building Commissioner Rick Paulson stated that unlock patio bricks can be laid on a bed of sand. Councilman Dawson stated that he could not support a variation of less than 3 feet from the property line. Mayor Shepley agreed. Mr. Paulson requested that the Council require the fire pit to be removed, not filled in as a flowerbed, so that any new owners would not assume it could be used as a fire pit. Councilman Dawson asked about the time element. Mr. Fleck stated that the Planning and Zoning Commission had recommended 8 months to provide time to redesign the patio and in consideration of the weather. Mayor Shepley stated that the encroachment of the neighbor's property was not the same as a setback variation, and the Council could not approve an encroachment onto another property for any length of time. Councilman Thorsen suggested that the Council not allow any time to remove the encroachment, but impose a fine after a certain period of time. The Council agreed. Mr. Fleck agreed to remove the encroachment immediately, but was appreciative of having additional time to redesign the remaining patio.

Councilwoman Brady Mueller moved to approve a Simplified Residential Zoning Variation and adopt an ordinance subject to the Planning and Zoning Commission's recommendations, as follows: Condition 1, as written; Condition 2, allowing the patio three feet from the property line; Condition 3, that the patio shall be relocated off the neighbor's property immediately and the property restored to its original state with fines imposed if not completed within 30 days; Condition 4, as written, directing that the fire pit shall be removed; and Condition 5 changed to three feet from the property line. Councilwoman Ferguson seconded the motion. On roll call, all voted yes, except Councilman Thorsen voted no. Motion passed.

→ **Metra Ridgefield Station, Country Club Road at Prairie Drive - Conceptual Planned Unit Development Plan Review for a Metra Station and waiver of Traffic Study Consultant requirement.**

Mayor Shepley stated that this was a concept plan review only, and had been requested for Metra for Council feedback.

Phil Pagano, Metra Executive Director, Rick Mack, Metra Community Affairs Director, attorney Joseph Gottemoller and Kevin Harder of Smith Engineering were present for the matter.

Mr. Pagano presented information about Metra's Capital Program plan, including major improvements to the Northwest line, by adding stations at Ridgefield and East Woodstock (near the proposed baseball stadium), and north to Prairie Grove and Johnsburg. He stated that the Ridgefield station would be used by Bull Valley residents and he had also met with McHenry County College about shuttle service from the proposed Ridgefield and East Woodstock stations to the college.

Mr. Mack spoke about parking projections, and rolling stock, including three new locomotives and 34 new rail cars to accommodate the projected 2030 ridership. He stated that the plans included 3,400 new parking spaces in McHenry County, with 875 at the Ridgefield station. Mr.

Mack presented the Ridgefield concept plan, located on Country Club Road, just across from Prairie Drive.

Kevin Harder of Smith Engineering presented stormwater management and traffic information, noting that all provisions of the City's watershed ordinance would be complied with, and that the property would have an ecological "green" design with wetland plantings and native prairie plantings that would work in concert with the soil to pull stormwater back into the groundwater table. Regarding traffic, he stated that Smith Engineering has performed a preliminary traffic investigation with manual counts at intersections, but would know more as the studies progress. He stated that they were requesting permission for Smith Engineering to perform the complete traffic analysis. Mr. Pagano added that they would also request the same from the City of Woodstock, noting that the traffic analysis would incorporate both the East Woodstock and Ridgefield stations.

Mayor Shepley asked if anyone in the audience wished to speak on the matter.

Cal Skinner, 275 Meridian, Lakewood, stated that he did not think that anywhere near 875 riders would use the Ridgefield station. He also noted that Metra had not met with McHenry County College this year, and he had filed a Freedom of Information Act request for information regarding Metra's consideration of alternative sites, but there was none.

The owner of the home at the intersection of Country Club Road and Hillside Avenue stated that she was very concerned about increased traffic, as it was very difficult to get out of her driveway now, and her fence had been taken down many times by vehicles.

Donna Kurtz, 75 S. Walkup and McHenry County College Board member, confirmed Mr. Skinner's comment that Metra had not met with the college this year.

Craig Steagall, 6606 Cape Cove, Crystal Lake, stated that he works on Ridgefield Road and is not enthusiastic about changing Country Club Road, Hillside Road and Oak Street into traffic arteries, saying that they should be kept as rural and scenic highways.

Mr. Steagall presented written information to the Council, which he referred to in his presentation. He spoke about his concerns with traffic, parking lot runoff of antifreeze, salt and oil into the watershed, and the location, which he stated was ill-suited. He spoke about his previous dealings with Metra, in which he had been contacted regarding the sale of 8-12 acres of his property in that area, but Metra had chosen this location instead. He spoke about the planned improvements to Route 14, and stated that the roads in Ridgefield were not suited to heavy traffic as Route 14 would be. He stated that downtown Ridgefield would be destroyed by the Metra station, and he was also concerned about trains blocking access for emergency vehicles. He concluded by stating that he felt very strongly that a Metra station in Ridgefield would present a danger to the public and would be difficult to address without condemnation of property in Ridgefield.

There were no further comments from the public.

Attorney Joseph Gottemoller stated that the reason they were requesting that Smith Engineering do the traffic study was because they would like to do the Crystal Lake and Woodstock traffic studies together. Mayor Shepley noted the City's policy that traffic consultants have fiduciary responsibility to the City, not the petitioner.

The Council discussed the presentation. Councilwoman Schofield stated that her main concerns were traffic, the watershed and short-term and long-term traffic solutions. Councilman Hopkins stated that he was also concerned about traffic, but appreciated Metra's incorporation of Best Management Practices for the watershed. He stated that the retention basin should be landscaped and visually appealing. Councilman Thorsen stated that he wished to be very clear as to Metra's expectations with annexation and utilization of the City's resources such as Fire and Police protection on what would be the northwest cusp of the City. He stated that he was also very concerned about traffic, and noted that traffic coming through the residential developments to the west needed to be taken into consideration. He stated that he would prefer to select a traffic consultant from the City's pool. Mayor Shepley asked if any thought had been given to selecting a traffic engineering firm that had already done significant work in the area when the college/baseball field had been under consideration.

Regarding annexation, Mr. Pagano stated that he had understood that the City was interested in annexing the entire area, but if that was not the case, Metra could pursue other options. Regarding maintenance of the parking lots, he stated that the City could decide how to handle it, similar to the other Metra parking lots located in the City. Councilman Thorsen stated that he wanted to make sure that Metra did not have expectations regarding a management agreement, and felt that should be hashed out now. Mr. Pagano stated that they had had preliminary conversations with City staff regarding the City taking over management of the parking lot, but if the City did not wish to do that, it would not change Metra's pursuit of this site.

Councilwoman Ferguson stated that she had significant issues with traffic, which she stated would change the tone and tenor of Ridgefield, and the residents were owed an opportunity to weigh in on that. She stated that there was already a significant amount of traffic going through Ridgefield, and the line of sight at Hillside Road and Country Club Road was a major concern. Councilman Dawson stated that he was curious as to why Metra wished to annex the property to the City of Crystal Lake, and questioned what benefit the City would receive in doing so. He stated that because he did not believe there would be any benefit to the City, he could not support annexation. Mr. Gottemoller stated that since 1975, the City Council had expressed a desire to annex the watershed, and Metra had proceeded on that assumption.

Councilwoman Brady Mueller stated that traffic was an extreme concern for her and she could not see how Metra could make it work, but it did look like they were on the right path with the watershed. She asked why Smith Engineering was not on the City's list of approved traffic consultants. Victor Ramirez, Director of Engineering and Building, stated that the list had been established five years ago and had not been changed since that time. Councilwoman Brady Mueller stated that she thought the Council had discussed lifting the limit of six consultants when the ordinance had been revisited, and also questioned why Baxter & Woodman was not on

the list. Councilman Thorsen agreed, but stated that even still, Smith Engineering had already been contracted by Metra. Councilwoman Brady Mueller stated that she could not support going outside of the City's policy of contracting directly with the traffic consultant. Mr. Ramirez added that the staff was working on a Request for Proposal for traffic consultants for Council consideration next year. He stated that whatever firm is selected, needed to cover the City's concerns.

Mayor Shepley said that Smith Engineering was a very credible firm with solid engineers, but if the notion is that the traffic consultant is to be accountable exclusively to the City and they have already done substantial work for the petitioner, it would be difficult to change that mindset midstream, noting that no slight was intended to Smith Engineering.

Councilman Thorsen stated that he felt the intersection of Briarwood Road and Route 176 should be included in the traffic study. Mayor Shepley stated that he would prefer to leave that to the experts.

Mayor Shepley stated that he wanted to acknowledge that in his opinion, Crystal Lake owed part of what it was as a community to the original downtown train station, which gave residents great access to the City of Chicago. He noted that there were not many towns with more than one train station, and Crystal Lake had been well served by Metra. He stated that if a benefit to having a train station was economic stimulus, Crystal Lake already had that to a certain extent, so he understood Councilman Dawson's comments. He asked if Metra's plan was to increase ridership or reallocate it, and Mr. Pagano replied both. Mayor Shepley stated this discussion was very early on in the process, and Metra's plans were not necessarily dependent on Crystal Lake taking over parking lot management. In response to Councilman Dawson's question as to the benefit of annexation, he stated that one good reason from Crystal Lake's standpoint is that the City would have control of the outcome and the resolution of traffic concerns would be held to the City's standards. He stated that annexation was about control and being able to shape what the project looks like, and if the property is not annexed, Crystal Lake would be yielding any control of what the project ultimately looks like. He stated that the deal breaker, however, was traffic, noting concerns about current traffic volumes and the configuration of the Country Club Road/Hillside Road intersection. He stated that in fairness to Metra, he would, however, keep an open mind and wait for the results of the traffic studies.

Mr. Pagano stated that Metra was also very concerned about safety and would never put anyone in harm's way. He stated that Metra would ensure that the northwest line improvement is done with safety in mind, and Mayor Shepley stated that the City would assume no less. Mr. Pagano stated that if the Ridgefield Road station did not proceed, they would go ahead with the East Woodstock Station, which would still generate traffic. Mayor Shepley stated that Metra had its work cut out for it from a traffic standpoint, and if they could not surmount the Council's concerns, they should not expect City approval.

Councilman Dawson asked the staff to compile information on unused commuter lot parking spaces in the downtown area and the Pingree Road station. He also asked Metra to provide downtown ridership information correlating to the opening of the Pingree Road station.

Councilwoman Brady Mueller moved to deny Metra's request for Smith Engineering to perform the traffic studies. Councilman Thorsen seconded the motion. On roll call, all voted yes. Motion to deny passed.

Council Inquiries and Requests

Councilman Dawson asked for Council approval to pursue looking into using a large, old gear found on the Vulcan Lakes site as a decorative or sculptural element of the project. There was no objection from the Council.

Adjournment

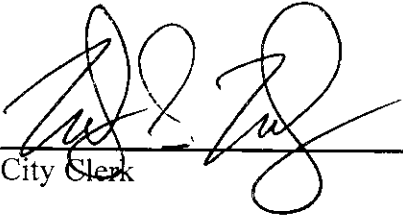
There being no further business, Councilman Hopkins moved to adjourn the meeting at 10:37 p.m. Councilwoman Brady Mueller seconded the motion. On voice vote, all voted yes. Motion passed.

APPROVED:



Mayor

ATTEST:



City Clerk

All adopted ordinances are published in pamphlet form by the authority of the Mayor and City Council.



**CRYSTAL LAKE PLANNING AND ZONING COMMISSION
SPECIAL MEETING
TUESDAY, OCTOBER 27, 2009
HELD AT THE CRYSTAL LAKE CITY COUNCIL CHAMBERS**

The meeting was called to order by Chair Hayden at 7:30 p.m. On roll call, members Batastini, Esposito, Goss, Greenman, Jouron, Skluzacek, and Hayden were present. Mr. McDonough was absent.

Michelle Rentzsch, Director of Planning and Economic Development, Erik Morimoto, Assistant City Engineer, and John Cowlin, City Attorney, were present from Staff.

Mr. Hayden asked the people in attendance to rise to say the Pledge of Allegiance. He led those in attendance in the Pledge.

Mr. Hayden stated that this meeting is being televised now as well as being recorded for future playback on the City's cable station.

APPROVE MINUTES OF THE OCTOBER 21, 2009 PLANNING AND ZONING COMMISSION MEETING

Mr. Goss moved to approve the minutes from the October 21, 2009 Planning and Zoning Commission meeting as presented. Mr. Batastini seconded the motion. On roll call, members Goss, Greenman, Jouron, and Skluzacek voted aye. Members Batastini, Esposito, and Hayden abstained. Motion passed.

2009-60 METRA RIDGEFIELD STATION – PUBLIC MEETING

Conceptual Plan Review.

Joe Gottemoller, attorney, Phil Pagano and Rick Mack with Metra, and Kevin Harder and Ted Hamilton with Smith Engineering, were present to represent the request.

Mr. Hayden stated that this is a Public Meeting and under the UDO, which was recently adopted, a conceptual review does not require presentation from the public because this is a conceptual plan only. He said this conceptual plan will also be discussed at the November 3 City Council meeting. Mr. Hayden said he understands that this site is one of several Metra is looking at for this project. The Commission will not discuss the other locations nor will they discuss if one site is better than another.

Mr. Pagano said this discussion is to talk about the improvements to the UP Northwest line. They are the largest commuter rail system in the US and second largest based on ridership. Since they have owned the system, they have put considerable dollars in capital investments. Mr. Pagano said this line is the longest in their system which is 71 miles long and the largest job market is along this line – approximately 600,000 jobs. They feel they do a pretty good job of bringing people into Chicago but they need to improve overall such as adding more express trains. He said they currently have a 96 to 97% on-time performance rating.

Mr. Pagano said this station will be part of 4 New Start projects over the next 10 years. They plan to add

a new line to the southwest; a second new line called STAR which would be suburban to suburban from O'Hare to Prairie Stone to Joliet; and 2 major infrastructure projects. This is a very long process when dealing with Federal dollars but they are now at the point of starting to design plans. Their purpose is to increase service and make significant improvements. They will be extending the McHenry branch line to Johnsburg and adding another station in Woodstock.

Mr. Pagano said they have had several meetings with staff to get input into the process. They understand the wetlands, watershed and traffic issues and are very familiar with building a station in Crystal Lake. He said they are currently expanding their parking lot at the Pingree Station.

Mr. Mack said most of their ridership for this new station would come from the northwest which will help to reduce the traffic on Walkup and Oak Street. Their conceptual plan is to use the property north of the Alexander Lumber site just west of Country Club Road in Ridgefield. The property is 17.5 acres. The parking area is planned to be on the in-bound side of the tracks. There will be a small station and two warming shelters. Mr. Mack said the site will accommodate a shuttle bus to McHenry County College and they have talked with PACE about the roads and radii to accommodate a bus. They will also provide 875 parking spaces and 18 handicap spaces. Mr. Mack showed photos of the typical small depot and shelter. They have found this to be a more efficient operation.

Mr. Harder said storm water management and traffic are major concerns. The property is within the Crystal Lake Watershed and they will be using best management practices for the project. They will have 5 ½ acres for the watershed bio-swales with only 50% impervious. They propose to have no water release from this site. Mr. Harder said they have presented a preliminary storm water report to staff for their review. He showed photos of the rain garden and the cross section of the bio-swale. Their plan includes the use of native vegetation in the landscaping island in the parking lot so the water will soak into the subsurface.

Mr. Harder said they have done mechanical traffic counts and the report presented to staff is the first look at the site and surrounding areas. This report is not final. They have talked with the County and staff regarding 6 intersections they feel need further study and they are currently conducting manual traffic counts on turns at those intersections. The intersections they are studying closer do not have any turn lanes except for Tartan Drive which leads to McHenry County College. He said they will probably be making improvements to those intersections. Mr. Harder said the trip generation numbers matches what Metra staff told them from their surveys of ridership. The peak hours will change as ridership changes. The numbers show that 70% of the traffic comes from the northwest region of the station.

Mr. Pagano said the Ridgefield station needs to be looked at as part of the overall improvements to the system so no one would have to commute to Crystal Lake for Metra service. He said this station will help people living in Covered Bridge, Fox Fire, etc. to help reduce their commute to a station. They are also proposing to relocate the yard to Woodstock. Mr. Pagano said they have met with MCC and they are very interested in having bus service to the station for students and faculty.

Mr. Gottemoller said they are requesting the Commission's comments.

Mr. Hayden said there are a significant number of comments in the staff report and asked if the applicant has any concerns. Mr. Gottemoller said the Fire Department has many questions but they feel the comments are manageable and can be worked out with Staff. They know the traffic study is not complete but it is certain that this station will reduce the traffic on Hillside Road and Walkup. Mr. Hayden asked if this project will annex into the City. Mr. Gottemoller said the City's position for many years is to get the property within the Watershed into the City and under their development control. Mr. Hayden said the County does not recognize the City's watershed requirements. Mr. Gottemoller said their plan is to work with the City. Mr. Hayden said the majority of the road network in that area is not under the City's control. Mr. Gottemoller said they have already been in contact with the jurisdictions about the roads. Mr. Pagano said that will not be a problem. They have had other stations that have had as many as 11 entities to deal with.

Mr. Jouron asked if there will be any warming shelters on the outbound side. Mr. Pagano said usually they don't but there is enough room on the platform to add them in the future if they are needed.

Mr. Goss said his major concern is Market Street. It is a very short street and will be grid locked quickly but if it is expanded it will harm what is existing in Ridgefield. He also feels that parking will be needed on both sides of the tracks. That will eliminate traffic on Market Street and keep Ridgefield intact. Mr. Pagano said they will look at the traffic patterns. He said this will not be an elevated station like Pingree Road. Mr. Goss asked how this station can be sprinklered without City water. Mr. Gottemoller said it has been done in other sites.

Mr. Batastini said the presentation was very good, especially to see the big picture. He also worries about the stacking on Market Street but he also is aware that the cars won't all come at one time. Mr. Batastini added that he believes there will need to be parking on the other side of the tracks due to future residential growth in the area. Mr. Pagano said Metra feels that the majority of the ridership will be coming from northwest of the station. Mr. Batastini is concerned with how this station will work not just in 3 years but in 30 years after the residential in that area is built. He would also like more information on how the pervious surface works as well as how the swales work. Mr. Batastini is also concerned with snow removal and salt that will be used on the parking lot.

Mr. Greenman said he appreciates the opportunity to discuss the project as a conceptual. He is very excited to hear about the service improvements for the area. He would also like a better feel for the enhancements to the system such as traffic. Mr. Pagano said there will be a final traffic study done which will be more than assumptions. He said they will be going before the Council next week and will also ask them to allow Smith Engineering to expand their scope.

Mr. Greenman said he would like a better understanding of the coverage requested. Mr. Harder said the plantings and paving work in tandem. Mr. Gottemoller said there may be generous site coverage but they will be using a pervious type of pavement. Mr. Greenman said he would also like a time line for the projects and the upgrades to the area roads. Mr. Pagano said this project is part of a total upgrade. They do not intend to build without the entire project moving forward. The entire project will be started in 3 to 4 years and completed within 5 to 6 years. Mr. Greenman said things do change and some things are out of people's control.

Mr. Esposito agreed with the concern of the small roads in Ridgefield as well as the snow removal from the lot. He agrees that there is a need for a station in that area and as a daily commuter would welcome the change in the traffic.

Mr. Skluzacek agreed with the comments that had been made. He also would like a parking lot entrance off Ridgefield instead of all Market Street. There will be a lot of traffic going through there. Mr. Pagano said they need to look at where the traffic will be coming from. This station will provide a relief valve to the Crystal Lake traffic and station.

Mr. Hayden thanked the applicant for the presentation and they have clearly done their homework. He is very excited to have the development within the City limits and using the watershed BMPs.

Mr. Goss also requested that emergency response time be presented at a future meeting. He said if the City is checking into another fire station it would be helpful to know that information.

Mr. Pagano thanked the Commission for their questions and input on this project.

REPORT FROM PLANNING

Ms. Rentzsch reviewed the items that will be discussed at the next PZC meeting on November 4.

COMMENTS FROM THE COMMISSION

There were no comments from the Commissioners.

The meeting was adjourned at 8:55 p.m.

Metra – Ridgefield Station

2010 - - 15

(Typical Depot)

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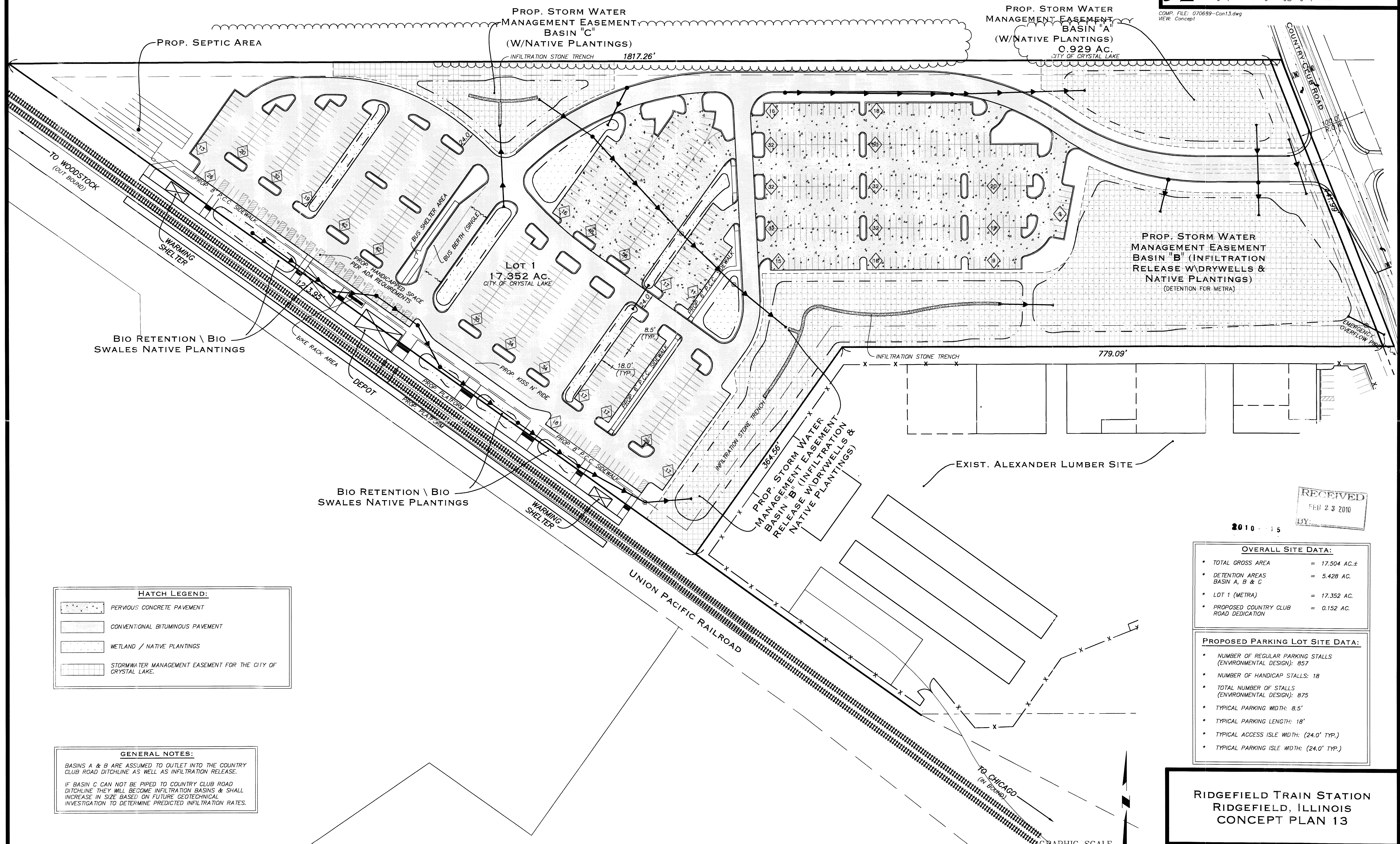


Metra – Ridgefield Station

(Typical Shelter)



COMP. FILE: 070689-Cont13.dwg
 VEW: Concept



HATCH LEGEND:

| | |
|--|--|
| | PERVIOUS CONCRETE PAVEMENT |
| | CONVENTIONAL BITUMINOUS PAVEMENT |
| | WETLAND / NATIVE PLANTINGS |
| | STORMWATER MANAGEMENT EASEMENT FOR THE CITY OF CRYSTAL LAKE. |

GENERAL NOTES:

BASINS A & B ARE ASSUMED TO OUTLET INTO THE COUNTRY CLUB ROAD DITCHLINE AS WELL AS INFILTRATION RELEASE.

IF BASIN C CAN NOT BE PIPED TO COUNTRY CLUB ROAD DITCHLINE THEY WILL BECOME INFILTRATION BASINS & SHALL INCREASE IN SIZE BASED ON FUTURE GEOTECHNICAL INVESTIGATION TO DETERMINE PREDICTED INFILTRATION RATES.

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OVERALL SITE DATA:

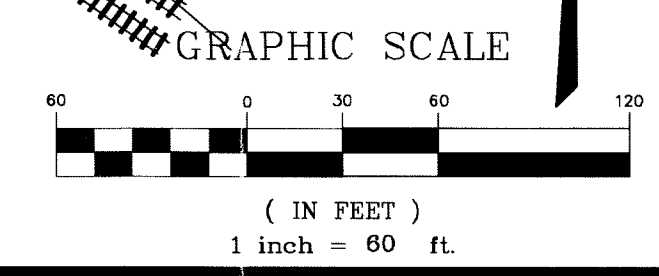
| | |
|---|---------------|
| • TOTAL GROSS AREA | = 17,504 AC.± |
| • DETENTION AREAS BASIN A, B & C | = 5,428 AC. |
| • LOT 1 (METRA) | = 17,352 AC. |
| • PROPOSED COUNTRY CLUB ROAD DEDICATION | = 0,152 AC. |

PROPOSED PARKING LOT SITE DATA:

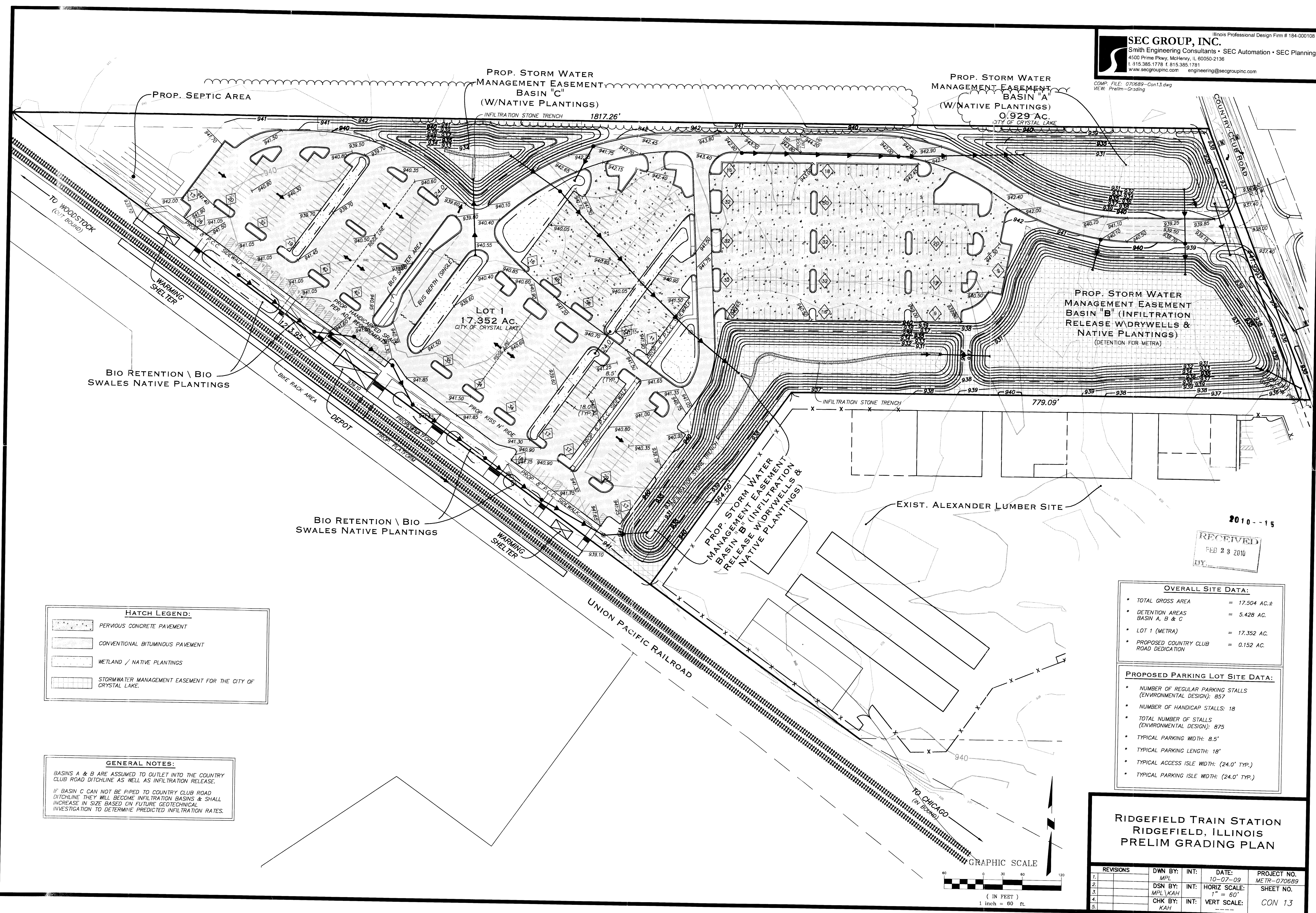
| | |
|--|--------------|
| • NUMBER OF REGULAR PARKING STALLS (ENVIRONMENTAL DESIGN): | 857 |
| • NUMBER OF HANDICAP STALLS: | 18 |
| • TOTAL NUMBER OF STALLS (ENVIRONMENTAL DESIGN): | 875 |
| • TYPICAL PARKING WIDTH: | 8.5' |
| • TYPICAL PARKING LENGTH: | 18' |
| • TYPICAL ACCESS ISLE WIDTH: | (24.0' TYP.) |
| • TYPICAL PARKING ISLE WIDTH: | (24.0' TYP.) |

**RIDGEFIELD TRAIN STATION
 RIDGEFIELD, ILLINOIS
 CONCEPT PLAN 13**

| REVISIONS | DWN BY: | INT: | DATE: | PROJECT NO. |
|-----------|---------|------|--------------|-------------|
| 1. | MPL | | 10-07-09 | METR-070689 |
| 2. | DSN BY: | INT: | HORIZ SCALE: | SHEET NO. |
| 3. | MPL\KAH | | 1" = 60' | |
| 4. | CHK BY: | INT: | VERT SCALE: | CON 13 |
| 5. | KAH | | | |



COMP. FILE: 070689-Cont3.dwg
 VIEW: Prelim-Grading



PROP. SEPTIC AREA

PROP. STORM WATER MANAGEMENT EASEMENT BASIN "C" (W/NATIVE PLANTINGS)

PROP. STORM WATER MANAGEMENT EASEMENT BASIN "A" (W/NATIVE PLANTINGS) 0.929 AC CITY OF CRYSTAL LAKE

PROP. STORM WATER MANAGEMENT EASEMENT BASIN "B" (INFILTRATION RELEASE W/DRYWELLS & NATIVE PLANTINGS) (DETENTION FOR METRA)

LOT 1 17,352 AC CITY OF CRYSTAL LAKE

EXIST. ALEXANDER LUMBER SITE

BIO RETENTION \ BIO SWALES NATIVE PLANTINGS

BIO RETENTION \ BIO SWALES NATIVE PLANTINGS

PROP. STORM WATER MANAGEMENT EASEMENT BASIN "B" (INFILTRATION RELEASE W/DRYWELLS & NATIVE PLANTINGS)

UNION PACIFIC RAILROAD

HATCH LEGEND:

| | |
|--|---|
| | PERVIOUS CONCRETE PAVEMENT |
| | CONVENTIONAL BITUMINOUS PAVEMENT |
| | WETLAND / NATIVE PLANTINGS |
| | STORMWATER MANAGEMENT EASEMENT FOR THE CITY OF CRYSTAL LAKE |

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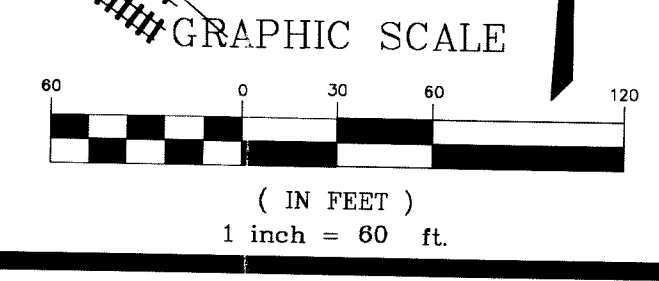
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| TYPICAL PARKING ISLE WIDTH: | (24.0' TYP.) |

**RIDGEFIELD TRAIN STATION
 RIDGEFIELD, ILLINOIS
 PRELIM GRADING PLAN**

| REVISIONS | DWN BY: | INT: | DATE: | PROJECT NO. |
|-----------|---------|------|--------------|-------------|
| 1. | MPL | INT: | 10-07-09 | METR-070689 |
| 2. | DSN BY: | INT: | HORIZ SCALE: | SHEET NO. |
| 3. | MPL/KAH | INT: | 1" = 60' | |
| 4. | CHK BY: | INT: | VERT SCALE: | CON 13 |
| 5. | KAH | | | |



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