



**#2013-08**  
**City of Crystal Lake - Railroad Street Parking Lot Expansion**  
**Project Review for Planning and Zoning Commission**

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**Meeting Dates:**

February 20, 2013

**Requests:**

- 1) Special Use Permit Amendment to expand the existing daily commuter parking lot along Railroad Street
- 2) Variations from the requirement that:
  - a. Parking lots be setback at least 20 feet from the right-of-way;
  - b. Parking lots be setback at least 8 feet from a perimeter not abutting the right-of-way;
  - c. A 10-foot landscape setback be provided along a right-of-way; and
  - d. A landscaping island must be provided every 10 spaces.

**Location:**

NWC of Railroad and Grant Streets

**Acreage:**

Site ≈ 0.36 acres

**Existing Zoning:**

“R-3B” Multi-family Residential

**Surrounding Properties:**

North: “R-3B” Multi-family Residential (Gates Street Residences)  
South: “B-4” Downtown Business (Daily Commuter Lot)  
East: “B-4” Downtown Business  
West: “M-L” Manufacturing Limited

**Staff Contact:**

Latika Bhide (815.356.3615)

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**Background:**

- Location: NWC of Railroad and Grant Streets
- Zoning: “R-3B” Multi-family Residential
- Request: Special Use Permit Amendment to expand the existing daily commuter parking lot and variations from the design and development standards of the UDO



### **Land Use Analysis:**

- **History:** In 2004, a Special Use Permit was granted to allow expansion of the (then) existing commuter lot on Gates Street. At that time, 65 new parking spaces were added and the existing lot was restriped for 77 spaces. The parking lot currently has 142 spaces.
- **Details:** The City is proposing to expand the existing commuter lot to the east by adding 50 parking spaces and 6 motorcycle parking spaces. Bike racks are proposed to be added and new roadway lighting installed along Railroad and Grant Streets matching the decorative poles throughout the rest of the Downtown. Though not within the purview of this request, for the Planning and Zoning Commissions information, the City is evaluating the option of expanding Railroad Street to one-way traffic (eastbound only) between Second Street and Grant Street. Currently, Railroad Street is one-way between Grant Street and Main Street. If this is completed, it will allow for additional on-street commuter parking and the addition of landscape islands along the roadway facilitating the installation of parkway trees.

There is an existing row of mature trees along the west periphery of the proposed expansion area that will have to be removed as part of this project. The City is working to develop a landscape plan to augment the landscaping in the proposed parking lot.

The expansion of this parking lot will allow the conversion of the 30 existing commuter spaces in front of depot into free 4-hour spaces that will benefit the Downtown district.

- **Variations:** The proposed parking lot will extend the existing parking lot eastwards. Therefore, variations will be required from the design and development standards of the UDO. The variations described below will be necessary:
  - The parking lot will be setback approximately 4 feet from the right-of-way instead of the required 20 feet, requiring a variation of 16 feet;

- The parking lot will be setback approximately 6 feet from the perimeter not abutting a right-of-way along the north, requiring a variation of 2 feet;
- A variation from the required 10-foot landscaping is also necessary as the parking stall will be approximately 4 feet from the right-of-way;
- To maximize the number of spaces and to match the existing lot, the parking lot is proposed without landscaping islands every 10 spaces;
- Other Information: An open house for this project was held on February 11. A couple of residents attended the open house; however, no significant concerns were raised.

### **Findings of Fact:**

#### **SPECIAL USE PERMIT AMENDMENT**

The City is requesting a Special Use Permit Amendment to allow the proposed expansion. Special Uses require separate review because of their potential to impact surrounding properties and the orderly development of the City.

Section 2-400 of the Unified Development Ordinance establishes the general standard for all Special Uses in Crystal Lake. The criteria are as follows:

1. That the proposed use is necessary or desirable, at the location involved, to provide a service or facility which will further the public convenience and contribute to the general welfare of the neighborhood or community.  
 Meets                       Does not meet
2. That the proposed use will not be detrimental to the value of other properties or improvements in the vicinity.  
 Meets                       Does not meet
3. That the proposed use will comply with the regulations of the zoning district in which it is located and this Ordinance generally, including, but not limited to, all applicable yard and bulk regulations, parking and loading regulations, sign control regulations, watershed, wetlands, and flood plain regulations, Building and Fire Codes and all other applicable City Ordinances.  
 Meets                       Does not meet
4. That the proposed use will not negatively impact the existing off-site traffic circulation; will adequately address on-site traffic circulation; will provide adequate on-site parking facilities; and, if required, will contribute financially, in proportion to its impact, to upgrading roadway and parking systems.  
 Meets                       Does not meet
5. That the proposed use will not negatively impact existing public utilities and municipal service delivery systems and, if required, will contribute financially, in proportion to its impact, to the upgrading of public utility systems and municipal service delivery systems.  
 Meets                       Does not meet
6. That the proposed use will not impact negatively on the environment by creating air, noise, or water pollution; ground contamination; or unsightly views.

Meets  Does not meet

7. That the proposed use will maintain, where possible, existing mature vegetation; provide adequate screening to residential properties; provide landscaping in forms of ground covers, trees and shrubs; and provide architecture, which is aesthetically appealing, compatible or complementary to surrounding properties and acceptable by community standards, as further detailed in Article 4, Development and Design Standards.

Meets  Does not meet

8. That the proposed use will meet standards and requirements established by jurisdictions other than the City such as Federal, State or County statutes requiring licensing procedures or health/safety inspections, and submit written evidence thereof.

Meets  Does not meet

9. That the proposed use shall conform to any stipulations or conditions approved as part of a Special Use Permit issued for such use.

Meets  Does not meet

10. That the proposed use shall conform to the standards established for specific special uses as provided in this section.

Meets  Does not meet

#### UNIFIED DEVELOPMENT ORDINANCE VARIATION

The granting of a Variation rests upon the applicant proving practical difficulty or hardship caused by the Unified Development Ordinance requirements as they relate to the property. It is the responsibility of the petitioner to prove hardship at the Planning and Zoning Commission public hearing. Before recommending any Variation, the Planning and Zoning Commission and City Council shall first determine and record its findings that the evidence justifies the conclusions that:

1. The plight of the property owner is due to unique circumstances, such as, unusual surroundings or conditions of the property involved, or by reason of exceptional narrowness, shallowness or shape of a zoning lot, or because of unique topography, or underground conditions.

True  False

2. Also, that the variation, if granted, will not alter the essential character of the locality.

True  False

The Commission may take into consideration the extent to which the following facts favorable to the application have been established by the evidence presented at the public hearing:

1. That the conditions upon which the application for variation is based would not be applicable generally to other property within the same zoning classification;

True  False

2. That the alleged difficulty or hardship has not been created by any person presently having interest in the property;

True  False

3. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; or  
 True  False
4. That the proposed variation will not impair an adequate supply of light or air to adjacent property, will not unreasonably diminish or impair the property values of adjacent property, will not unreasonably increase congestion in the public streets, substantially increase the danger of fire or otherwise endanger public safety.  
 True  False

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

### **Comprehensive Downtown Parking Study**

The City completed a Comprehensive Downtown Parking Study in 2004 for the purpose of developing recommendations which would enhance the City's downtown parking. The study involved field research, analysis, community surveying and meetings with the Downtown Parking Committee. This study identified a number of recommendations, including operational recommendations and the implementation of additional parking areas. One of the recommendations for new parking was to expand the Railroad Street Commuter parking area, which is achieved through this project. Because this lot is closer to inbound platforms, it provides more convenient access to the train station while adding more 4-hour parking for the downtown visitors.

### **Recommended Conditions:**

If a motion is made to recommend approval of the petitioner's request, the following conditions are suggested:

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
  - A. Application, dated 2-14-2013
  - B. Site Layout (Staff)
2. The following variations are hereby granted:
  - A. From the requirement that parking lots be setback at least 20 feet from the right-of-way;
  - B. From the requirement that parking lots be setback at least 8 feet from a perimeter not abutting the right-of-way;
  - C. From the requirement that a 10-foot landscape setback be provided along a right-of-way; and
  - D. From the requirement that a landscaping island must be provided every 10 spaces.
3. The City shall develop a landscape plan to augment the landscaping on-site.



# City of Crystal Lake Development Application

Office Use Only  
File # 2013-08

Project Title: Railroad Street Parking Lot Expansion

**RECEIVED**  
FEB 14 2013  
BY: \_\_\_\_\_

### Action Requested

- |   |  |
|---|--|
| <input type="checkbox"/> Annexation                   | <input 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 checked="" type="checkbox"/> Special Use Permit Amendment |
| <input type="checkbox"/> Final PUD Amendment          | <input type="checkbox"/> Variation                               |
| <input type="checkbox"/> Final Plat of Subdivision    | <input type="checkbox"/> Other                                   |

### Petitioner Information

Name: City of Crystal Lake  
Address: 100 W. Woodstock Street  
Crystal Lake, IL 60014  
Phone: 815-356-3798  
Fax: 815-479-1647  
E-mail: planning@crystallake.org

### Owner Information (if different)

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Fax: \_\_\_\_\_  
E-mail: \_\_\_\_\_

### Property Information

Project Description: Expansion of the Railroad Street commuter parking lot to add 50 parking stalls and 6 motorcycle stalls. The request includes all variations to allow the project as presented.

Project Address/Location: NWC Railroad and Grant Streets

PIN Number(s): 14-32-433-012 and 14-32-433-013

**Development Team**

Please include address, phone, fax and e-mail

Developer: \_\_\_\_\_

Architect: \_\_\_\_\_

Attorney: \_\_\_\_\_

Engineer: \_\_\_\_\_

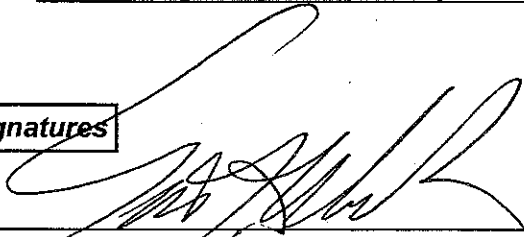
Landscape Architect: \_\_\_\_\_

Planner: \_\_\_\_\_

Surveyor: \_\_\_\_\_

Other: \_\_\_\_\_

**Signatures**



Gary J. Mayerhofer 2-14-2013

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.

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.



## **PUBLIC NOTICE**

**BEFORE THE PLANNING AND  
ZONING COMMISSION  
OF THE CITY OF CRYSTAL LAKE,  
MCHENRY COUNTY, ILLINOIS**  
IN THE MATTER OF THE PETITION  
OF The City of Crystal Lake

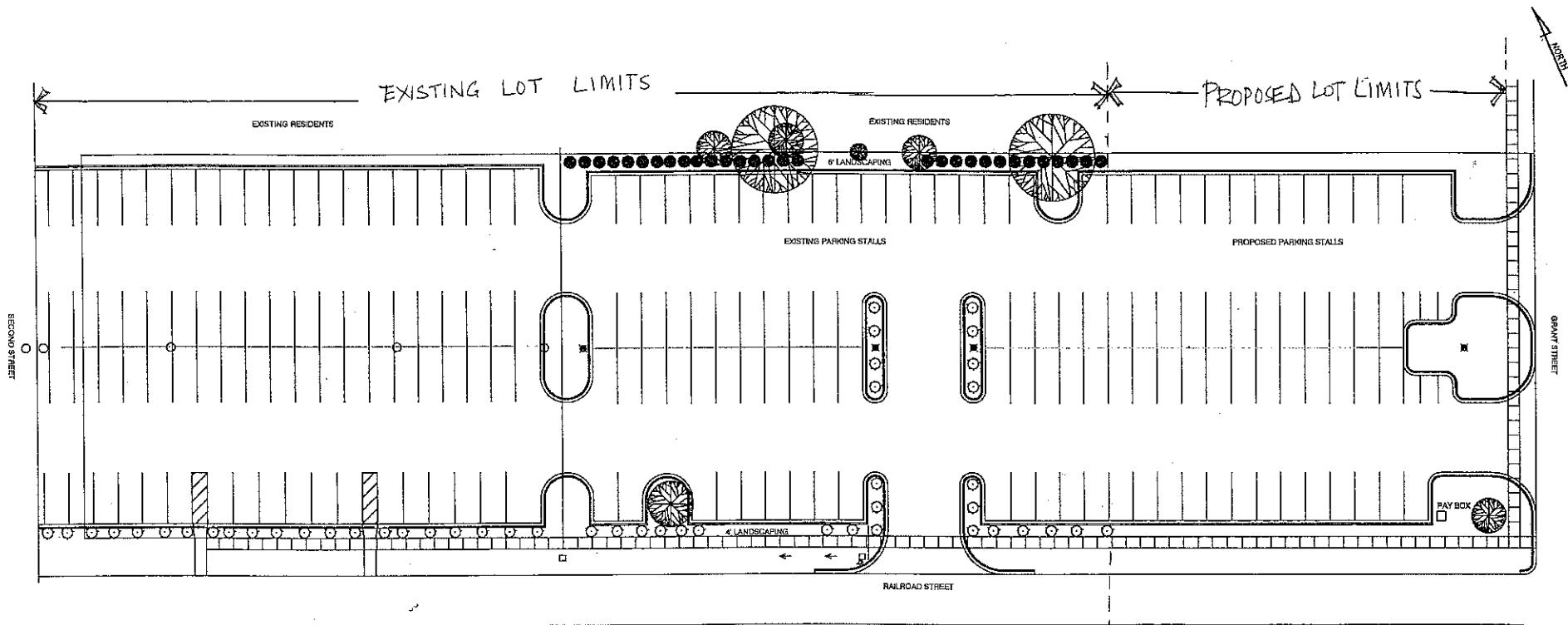
### **LEGAL NOTICE**

Notice is hereby given in compliance with the Unified Development Ordinance (UDO) of the City of Crystal Lake, Illinois that a public hearing will be held before the Planning and Zoning Commission of the City of Crystal Lake upon the application of the City of Crystal Lake for a special use permit amendment, use variation and variations relating to the following described real estate located at the northwest corner of Railroad Street and Grant Street, Crystal Lake, Illinois 60014, PIN: 14-32-433-012 and 14-32-433-013.

This application is filed for the purposes of seeking a Special Use Permit amendment to allow expansion of the existing parking lot along Railroad Street, a use variation to allow a public parking lot in the "R-3B" multi-family residential district and variations from Article 4, Development and Design Standards, to allow parking lots to be setback less than 20 feet from the right-of-way, from the requirement to provide bike facilities, from the required 10' landscape setback along a right-of-way, the requirement to provide landscaped parking islands every 10 spaces, as well as any variations that may be necessary to allow the project as presented. Plans for this project can be viewed at the City of Crystal Lake Community Development Department at City Hall.

A public hearing before the Planning and Zoning Commission for this request will be held at 7:30 p.m. on Wednesday, February 20, 2013, at the Crystal Lake City Hall, 100 West Woodstock Street, at which time and place any person determining to be heard may be present.

Tom Hayden, Chairperson  
Planning and Zoning Commission  
City of Crystal Lake  
(Published in the Northwest Herald  
February 5, 2013)

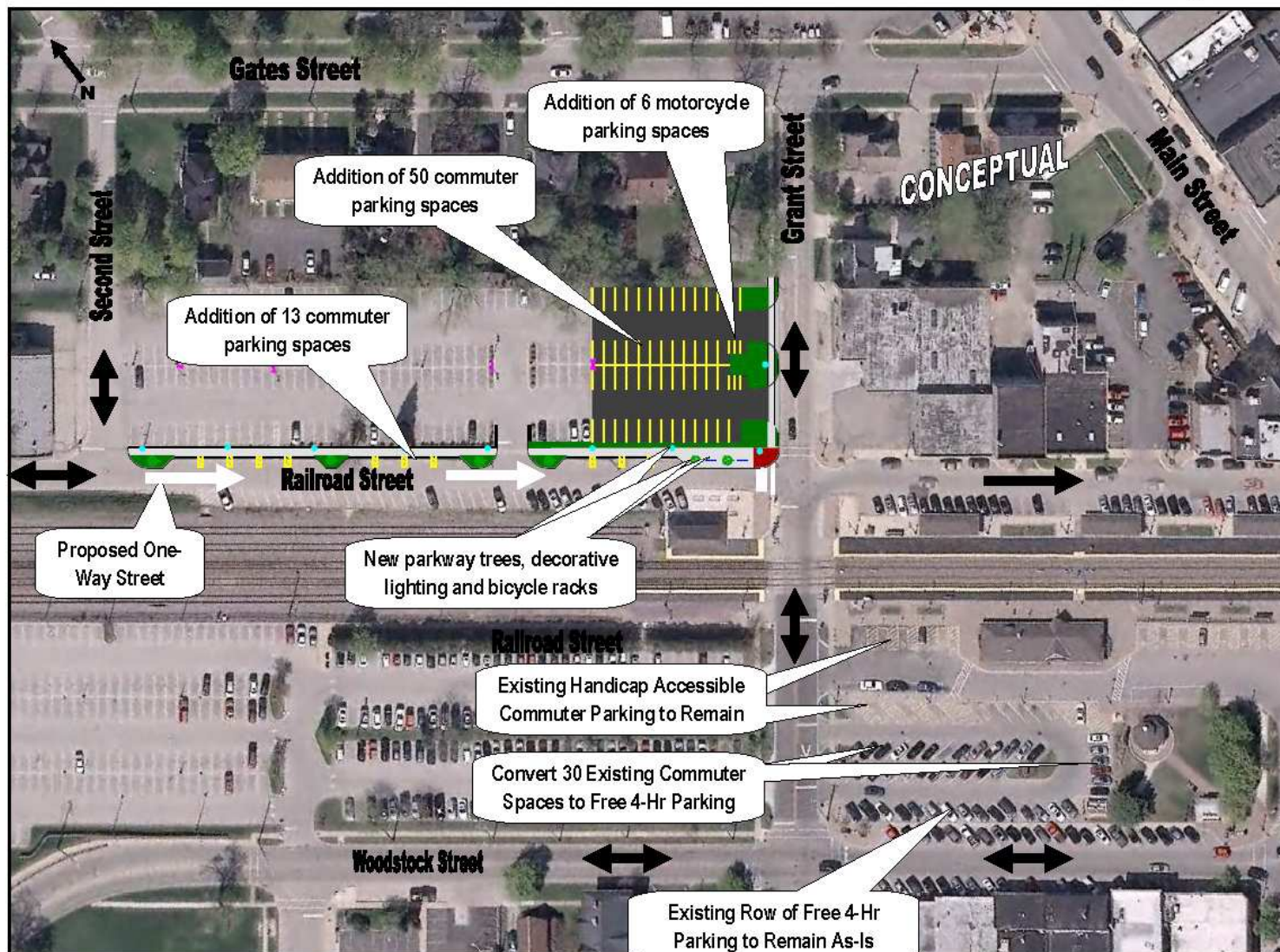


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 FEB 14 2013  
 BY:

2013 08

# RAILROAD STREET COMMUTER PARKING LOT EXPANSION

[www.railroadparkinglot.info](http://www.railroadparkinglot.info)



**CRYSTAL LAKE ZONING BOARD OF APPEALS  
WEDNESDAY, AUGUST 4, 2004  
MEETING HELD AT CRYSTAL LAKE PARK DISTRICT BUILDING  
1 E. CRYSTAL LAKE AVENUE**

Chair Hayden called the meeting to order at 7:30 p.m.

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

On roll call, members Jouron, Skluzacek, Wickham, and Hayden were present. Mr. Batastini arrived at 7:40 p.m. Mrs. Granell was absent.

Michelle Rentzsch, Planning Director, and Brian Grady, Planner, were present from Staff.

**2004-58 CITY OF CRYSTAL LAKE – 50 to 54 RAILROAD STREET** – PUBLIC HEARING

Special Use Permit for a parking lot on residentially zoned property.

Zoning Ordinance Variations from: A) Section 5.3-3.5-5 from the required 20 foot parking lot setback from a right-of-way and the minimum 15 foot wide landscape area to allow 4 feet along Railroad Street; B) Sections 5.3-3.5(D) and 5.3-3.6(D) from the required interior parking lot landscaping requirements of providing 8-foot wide end parking lot islands at the end of every row of parking and landscape islands in every row of parking for every 10 spaces; C) Section 5.3-3.6 (C) from the minimum 8-foot wide perimeter parking lot setback to allow 6 feet; and D) Section 5.3-3.2A to allow a reduced stall size.

Mr. Hayden stated the fees have been paid, and the sign has been posted. He said the surrounding property owners have been notified and the Certificate of Publication is in the file. Mr. Hayden waived the reading of the legal notice with no objection.

Michelle Rentzsch, Planning Director, and Steve Carruthers, Engineer, were present to represent the petition. Ms. Rentzsch said they are requesting to expand the commuter lots. She said the City has owned this lot for many years. They would like to expand the Z-lot, which is the lot used by downtown residents and employees of businesses downtown. Ms. Rentzsch handed out photos of the area and said a Special Use Permit is required and variations are necessary. She showed the parking lot layout.

Mr. Carruthers said the lighting standards would be 25 feet tall with down lighting. The standards are similar to the standards used in the new Beardsley lot.

Ms. Rentzsch explained the landscaping and stated there is a Chinese Elm tree in the northeast portion of the lot that is splitting. The question is do you want a few spaces eliminated to try to save the tree or remove the tree.

Danielle Hein, 67 Gates, said her property is adjacent to this lot and her concern is noise from cars and trains idling. She has a decibel meter in her yard and the noise is annoying. Ms. Hein said if the green space is taken out and more asphalt put in, what would that do to the decibel levels? She said her home is not air conditioned and doesn't want to look at more parking lot and have more light shining in her back yard. In the winter the snowplows come around early in the morning. This is the last green space downtown. Ms. Hein said there is a parking garage in Arlington Heights and it works for them.

Jeannine Stollendorf, 67 Gates St., read a statement. She said that the City has bent over backwards for Metra and now it is time for Metra to bend over backwards for the City. She said these spaces would be for commuters not businesses. Ms. Stollendorf said the City has a chance to improve their side of the tracks but the City is desperate for parking. She would prefer a multi-parking deck on the Hines site.

Jim Murphy, 75 Gates Street, said his property backs up to the lot. If the trees are removed there will be no resistance for the noise. There is also a lot of garbage in their back yards now.

Diana Kenney with Crystal Lake Downtown said they have a problem in the area and it is called parking. She said that is a good problem to have and many communities wished they had that problem with their downtown. Ms. Kenney said they have been working with the City and the Raue Center to address the parking issues and there is a lack of employee parking. They are planning to swap spaces with Metra in the lot next to the Z-lot with these proposed spaces. She said TIF funds were used and there were public hearings regarding the demolition of the building that was on that property as well as putting in the lot. Ms. Kenney said they have also hired a parking consultant and have a draft report. They are trying to be proactive.

Ms. Stollendorf said they should have Metra use their new facility so the downtown can have those spaces.

There was no one else in the public who wished to speak on this petition. The public hearing was closed at this time.

Ms. Rentzsch said that the lighting would be shielded. The existing trees along the north property line will be saved and there will be a full screening of arborvitae. Ms. Rentzsch handed out a property value comparison for properties near parking lots and the values are not affected. She also spoke with appraisers as to how they come up with the values.

Mr. Skluzacek asked if there would be islands in the old lot. Ms. Rentzsch said the lot would be restriped. Mr. Skluzacek said he measured several stalls and they were less than 8' 6". Mr. Carruthers said he had just measured them as well and came up with the 8'6". Ms. Rentzsch said the existing lot's appearance would be improved by screening shrubs along Railroad Street.

Mr. Jouron asked about the height at planting of the arborvitae. Ms. Rentzsch said 4 to 5 feet. Mr. Jouron said he wants 5 feet.

Mr. Wickham said he appreciates their concern and their train noise concerns should be directed to Metra. The City has owned this property for more than 18 years so this was not done overnight. He said the trees will be saved and it will be more attractive than it is now. Ms. Stollendorf said this could be a park area. There will be a lot of heat from the asphalt in the summer. Ms. Hein said she had hired a lawyer but still didn't get anywhere with Metra.

Mr. Wickham said there is a problem with parking in the downtown and they are trying to make the best of a bad situation.

Mr. Batastini said they need to keep the downtown vital. This is an improvement. Ms. Stollendorf said Metra is taking and not giving anything at all.

Mr. Jouron asked about trading the parking spaces. Ms. Rentzsch explained. Mr. Hayden asked if they were gaining anything. Ms. Rentzsch said 36 spaces in the heart of downtown.

Mr. Hayden asked about the spaces behind the bank. Ms. Rentzsch said those are private spaces and not City owned.

Mr. Wickham moved to approve the Special Use Permit for a parking lot on residentially zoned property at 50 to 54 Railroad Street with the following conditions:

1. Plans approved by City Council, with changes reflecting staff and advisory board recommendations:
  - A. Site plan with landscaping (dated 7/30/04)
2. The following Zoning Ordinance variations are hereby granted:
  - A. Section 5.3-3.5-5 from the required 20 foot parking lot setback from a right-of-way and the minimum 15 foot wide landscape area to allow 4 feet along Railroad Street;
  - B. Sections 5.3-3.5(D) and 5.3-3.6(D) from the required interior parking lot landscaping requirements of providing 8-foot wide end parking lot islands ~~at the end of every row of parking~~ and landscape islands in every row of parking for every 10 spaces;
  - C. Section 5.3-3.6 (C) from the minimum 8-foot wide perimeter parking lot setback to allow 6 feet along the northern perimeter; and
  - D. Section 5.3-3.2A to allow a reduced stall size of 8.5 feet in width.

Mr. Skluzacek seconded the motion. On roll call, members Batastini, Skluzacek, Wickham, and Hayden voted aye. Mr. Jouron voted no. Motion passed.



### **Railroad Street Parking Lot**

The Council considered the City's petition for a Special Use Permit and Zoning Ordinance variations for a parking lot on residentially zoned property at 58 Railroad Street. The Planning Director stated that the City has owned the property since 1986, and the plan was to expand the existing parking lot to the east and provide 65 additional spaces, and also restripe the existing parking lot to provide 6 additional spaces. She stated that there was a large Chinese Elm tree on the property which the Council would need to determine if they wished to preserve and lose two parking spaces. The consensus of the Council was to preserve the tree.

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

Janine Stollendorf, 67 Gates Street, read a prepared statement, which she stated she had also read at the Zoning Board of Appeals meeting, in which she stated that Metra owns property in Woodstock that they could use for commuter parking, but instead they are dragging their heels and those residents park in Crystal Lake. She stated that this was the last green area in the downtown area, and suggested adding a deck to the Alexander parking lot or using the Hines Lumber property instead.

Jim Murphy, 75 Gates Street, suggested landscaping the other side of the parking lot and installing taller arbor vitae, as well as making sure that the lighting is directed downward. The Planning Director stated that the arbor vitae would grow tall, and the property owners to the north, who have a nicely landscaped lot, had requested that the City leave the property as is on that side.

Following further discussion, Councilwoman Ferguson moved to approve the Zoning Board of Appeals recommendations, preserve the Chinese Elm tree, and to adopt an ordinance to be published in pamphlet form by the authority of the Mayor and City Council authorizing the Special Use Permit and Zoning variations for the Railroad Street parking lot. Councilman Thorsen seconded the motion. On roll call, all voted aye. Motion passed.

### **Pollution Control Facility**

The Council considered a Pollution Control Facilities Siting Ordinance and a Host Community Agreement with Waste Management of Illinois, Inc. for the possible siting of a waste transfer facility on a parcel that is currently in an unincorporated area of the County abutting the corporate limits of the City. The property owner and Waste Management are seeking to annex to the City of Crystal Lake. Specifically, the approximately 19-acre former landfill is located approximately 1 mile south of Rakow Road on Virginia Road near the Virginia Road entrance for Meyer Material Company.

The City Manager introduced the City's consultant attorney on the matter, Chuck Helsten, an expert in host agreements. Mr. Helsten stated that the Council needed to take two actions to begin the process; adoption of a siting ordinance and approval of a host agreement. He explained that the ordinance contained provisions that the applicant cover all expenses incurred by the City in the process, and the City would not incur any out of pocket costs.



Ord. No. 5827  
File No. 440

**The City of Crystal Lake, Illinois**

**AN ORDINANCE GRANTING A SPECIAL USE PERMIT  
AT 50 TO 54 RAILROAD STREET**

WHEREAS, pursuant to the terms of a Petition (File #2004-58) before the Crystal Lake Zoning Board of Appeals, the Petitioner has requested the issuance of a Special Use Permit to allow a parking lot on residentially zoned property; and Zoning Ordinance Variations from: A) Section 5.3-3.5-5 from the required 20 foot parking lot setback from a right-of-way and the minimum 15 foot wide landscape area to allow 4 feet along Railroad Street; B) Sections 5.3-3.5(D) and 5.3-3.6(D) from the required interior parking lot landscaping requirements of providing 8-foot wide end parking lot islands at the end of every row of parking and landscape islands in every row of parking for every 10 spaces; C) Section 5.3-3.6 (C) from the minimum 8-foot wide perimeter parking lot setback to allow 6 feet; and D) Section 5.3-3.2A to allow a reduced stall size for the property located at 50 to 54 Railroad Street; and

WHEREAS, it is in the best interests of the CITY OF CRYSTAL LAKE that the Special Use Permit be issued as requested in said Petition.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CRYSTAL LAKE, McHENRY COUNTY, ILLINOIS, as follows:

Section I: That a Special Use Permit be issued to allow a parking lot on residentially zoned property; and Zoning Ordinance Variations from: A) Section 5.3-3.5-5 from the required 20 foot parking lot setback from a right-of-way and the minimum 15 foot wide landscape area to allow 4 feet along Railroad Street; B) Sections 5.3-3.5(D) and 5.3-3.6(D) from the required interior parking lot landscaping requirements of providing 8-foot wide end parking lot islands and landscape islands in every row of parking for every 10 spaces; C) Section 5.3-3.6 (C) from the minimum 8-foot wide perimeter parking lot setback to allow 6 feet; and D) Section 5.3-3.2A to allow a reduced stall size for the property legally described as follows:

Lots 11, 12, 13, 14, and 15 in Block 3 in the Original Plat of Nunda, being a part of the East Half of the Southeast Quarter of Section 32, Township 44 North, Range 8 East of the Third Principal Meridian, according to the Plat thereof recorded August 13, 1868 in Book 43 of Deeds, page 296, in McHenry County, Illinois.

commonly known as 50 to 54 Railroad Street, Crystal Lake, Illinois.



SECTION II: Said Special Use is issued with the following conditions:

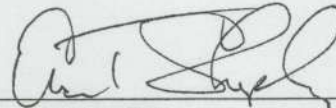
1. Plans approved by City Council, with changes reflecting staff and advisory board recommendations:
  - A. Site plan with landscaping
  
2. The following Zoning Ordinance variations are hereby granted:
  - A. Section 5.3-3.5-5 from the required 20 foot parking lot setback from a right-of-way and the minimum 15 foot wide landscape area to allow 4 feet along Railroad Street;
  - B. Sections 5.3-3.5(D) and 5.3-3.6(D) from the required interior parking lot landscaping requirements of providing 8-foot wide end parking lot islands and landscape islands in every row of parking for every 10 spaces;
  - C. Section 5.3-3.6 (C) from the minimum 8-foot wide perimeter parking lot setback to allow 6 feet along the northern perimeter; and
  - D. Section 5.3-3.2A to allow a reduced stall size of 8.5 feet in width.

Section III: That the City Clerk be and is hereby directed to amend the official zoning map of the City of Crystal Lake and all pertinent records of the City of Crystal Lake to show the issuance of a Special Use Permit in accordance with the provisions of this Ordinance, as provided by law.

Section IV: That this Ordinance shall be in full force and effect from and after its passage and approval as provided by law.

Dated this 17<sup>th</sup> Day of August, 2004.

APPROVED:

  
\_\_\_\_\_  
MAYOR

SEAL

ATTESTED:

  
\_\_\_\_\_  
CITY CLERK