



**#2013-61**  
**Martin Chevrolet**  
**Project Review for Planning and Zoning Commission**

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**Meeting Dates:** January 15, 2014

- Requests:**
- 1) Special Use Permit Amendment to allow expansion of an automobile dealership, a drive-through use (car wash), and an electronic message center sign;
  - 2) Variations from:
    - (a) The minimum required setback of 30 feet along Exchange Drive to allow the addition to be as close as 25 feet from the property line and a future car wash to be as close as 8 feet from the property line;
    - (b) The maximum allowable impervious surface coverage of 65% to allow the site as presented;
    - (c) The maximum allowable building height for the principal structure of 28 feet to allow 42 feet;
    - (d) The maximum allowable height for an accessory structure of 25 feet to allow an entrance monument and 3 flag poles that are up to 110 feet tall;
    - (e) The Ordinance requirements to allow accessory structures to be located in the front yard;
    - (f) The various standards for parking spaces including stall length, parking lot islands, island width and landscaping;
    - (g) The standards for elevated displays;
    - (h) The requirement that repair bays are not fronting adjacent major roadways to allow the bays to front along Northwest Highway and Exchange Drive
    - (i) The standards for drive-through uses.

**Location:** 5220 Northwest Highway

**Acreage:** 8.8 acres

**Existing Zoning:** “B-2” General Commercial

**Surrounding Properties:**

North:	“M” Manufacturing
South:	“B-2” General Commercial
East:	“M” Manufacturing and “B-2” General Commercial
West:	“B-2 PUD” General Commercial PUD

**Staff Contact:** Latika Bhide (815-356-3615)

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**Background:**

- This property was annexed into the City in 1984 and received a Special Use Permit for the Reichert Chevy dealership.
- At the time the dealership was constructed, Exchange Drive had not been platted. The dealership was designed with separate buildings for sales and service.
- Martin Chevy is planning phased renovations to the property. These include additions to the existing sales building on the south and west sides, connecting the sales and the service buildings, addition of a car wash on the west side of the service building, as well as a new entry monument and flag poles.

**Land Use Analysis:**

- Details: The site layout would basically stay the same. The existing building would be refaced with a new facade and an addition on the south elevation. This addition will require a variation from the maximum allowable height in the “B-2” district from 28 feet to allow 42 feet. An addition to the existing sales building is also proposed on the west side. The proposed addition will encroach 5 feet into the required yard abutting street setback along Exchange Drive. An addition along the west side of the service building is proposed to accommodate the car wash. This addition will encroach 22 feet into the required setback and will be as close as 8 feet from the property line along Exchange Drive.

The layout of the customer parking spaces along the front of the building is slightly altered to accommodate the addition. The petitioner is also requesting the addition of 4 display pads (elevated 2-foot high) along the front of the building and 2 along Route 14.

The petitioner is also requesting to allow the addition of an entry monument - Chevy arch, along Route 14. This would require a variation to allow an accessory structure in the front yard and a possible variation from the maximum allowable height for an accessory structure of 25 feet. Dimensional details for the entry monument are not provided. Along with the entry monument, the petitioner is requesting to allow 3 flag poles in the front yard in the southwest corner of the property. The center flag post is proposed to be 110’ tall with the 2 flanking side post 88’ tall. The flags are proposed to remain lit at all times.

- Other variations: Along with the variations listed above, the proposed project will required variations from other provisions of the UDO as listed below:
  - The maximum allowable impervious surface coverage of 65% to allow the site as presented: The site currently exceeds the maximum allowable impervious surface coverage of 65% and will continue to exceed this requirement.
  - The various standards for parking spaces including stall length, parking lot islands, island width and landscaping: Parking lot islands with landscaping are not required for display areas, but must be provided for customer and employee parking areas. The new parking proposed along the front of the building does not meet this requirement. Islands (8 feet in width) are required at both ends of parking rows and one island for every 10 parking spaces in a row and islands are required to be landscaped. The proposed islands do not meet the UDO requirements. The new parking spaces along the front of the building are proposed to be 17.5 feet. The

reduced length for a parking stall is permitted only where wheel stops are provided as they allow an overhang of 1 ½ feet.

- The requirement that repair bays are not fronting adjacent major roadways to allow the bays to front along Northwest Highway and Exchange Drive: The proposed addition along the west side of the building, though setback from Route 14 will be facing the adjacent roadways.
- Limited Use Criteria: The existing dealership is approved as a Special Use. The petitioner is seeking a SUP amendment to allow the proposed changes. Per the provisions of the UDO, auto dealerships are permitted as a Limited Use if the criteria are met. The criteria are provided below. Also provided below are criteria for a drive-through
- Signage: Several drawings indicate new signs or sign changes, however no details are provided. Details of all signs including LED Traffic indicators over door must be provided. If the proposed wall signs exceed the previously approved area for this dealership, then sign variations will be necessary.

Freestanding signs: The UDO permits one freestanding sign that is 80 sf in area and 9 feet tall for commercial properties. At this time, there are two freestanding signs present on this property. These signs exceed the maximum allowable 9 feet height. The petitioner has indicated that they would like to install a free-standing sign similar to the one recently installed at the Brilliance Honda facility on Route 176. The Brilliance sign is 18 feet in height and 74 square feet in area. It is not clear if that sign will replace one of the two freestanding signs at this location. If identical to the Brilliance sign, the proposed EMC sign will not meet the following criteria from the UDO:

- a) EMC cannot exceed 32 square feet or 40% of the sign’s total area.
- b) The proposed 18 foot height exceeds the UDO’s requirement of 9 feet.
- c) It is assumed that the other provisions regarding timing, illumination, duration, and other safety requirements will be met by this proposed EMC sign.

A summary chart with details of the signage for other car dealerships within the City is attached.

**Findings of Fact:**

**SPECIAL USE PERMIT AMENDMENT**

The petitioner is requesting a Special Use Permit Amendment to allow changes to the site including the additions of an EMC sign. 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*

More specifically automobile sales and passenger car rental & leasing must comply with the following standards:

- a. Display areas: All vehicle display areas must be paved with an approved surface (Approved surface shall mean asphalt/bituminous, concrete/P.C.C. and any surface that is approved by the City Engineer). Display areas shall be setback a minimum of 5 feet from all adjacent property lines and 10 feet from roadways.  
*Some of the existing display area does not meet this requirement. However, that area is existing and only seal coating is proposed there.*
- Meets                       Does not meet
- b. Lighting: All lighting shall be designed and installed to prevent glare or excessive light spillover onto adjacent properties, in accordance with the requirements of Article 4-800, Exterior Lighting Standards.  
*Allowable lighting levels for auto dealerships are outlines in the UDO. A photometric plan illustrating light levels must be submitted.*
- Meets                       Does not meet
- c. Public Address Systems: If outdoor speaker or public address systems are installed, the maximum decibel level at the property line shall not exceed 55 where adjoining residential property and 65 where adjoining non-residential property.
- Meets                       Does not meet
- d. Repair bays: Repair bays shall not front adjacent major arterial or collector right-of-ways or towards property that is residential property.  
*Repair bays are designed to front along Northwest Highway. These are being requested through the SUP Amendment.*
- Meets                       Does not meet
- e. Landscaping: Landscaping is not required within or surrounding vehicle display areas. Parking lot landscaping in accordance with Article 4-400, Landscaping and Screening Standards shall be provided for employee and customer parking areas.
- Meets                       Does not meet
- f. Elevated vehicles: For automobile sales uses, up to 2 new vehicles are permitted on an elevated display, with a maximum height of the structure display being no more than 5 feet.  
*Elevated displays exceeding the provisions of the UDO are being requested through the SUP Amendment.*
- Meets                       Does not meet
- g. Accessory uses: Accessory uses and structures, such as car wash facilities and their incidental functions (vacuums and air compressors) shall be set back a minimum distance of 50 feet from all rear and side property lines abutting residential property. These facilities shall not be open to the public, unless as Special Use Permit is obtained.  
*Car wash facilities are being proposed and are included as part of the this SUP Amendment.*

*Meets*                       *Does not meet*

h. Parking on right-of-way: No vehicles offered for sale shall be parked on the public right-of-way.

*Meets*                       *Does not meet*

Drive-through uses must comply with the following standards:

a. General

(i) Drive-through windows and lanes shall not be placed between the right-of-way of the primary street and the associated building.

*Meets*                       *Does not meet*

(ii) Drive-thru windows and lanes shall be placed to the side or rear of the building served. Where allowed, as part of a Planned Unit Development approval or through a variation, drive-thru windows and lanes placed between the right-of-way of primary street and the associated building shall require landscape plantings installed and maintained along the entire length of the drive-thru lane, located between the drive-thru lane and the adjacent right-of-way (not including an alley) in accordance with the provisions of Section 4-400 Landscaping and Screening Standards.

*Meets*                       *Does not meet*

(iii) Drive-through windows shall not be permitted on the side of a building adjoining any residential property.

*Meets*                       *Does not meet*

b. Special Use Required: Where a drive-through is adjacent to a residential property, a Special Use is required.

*Meets*                       *Does not meet*

c. Stacking space criteria: Stacking spaces shall be provided for any use having a drive-through. The following general standards shall apply to all stacking spaces for drive-through stations:

(i) Stacking spaces and lanes for drive-through stations shall not impede on and off-site traffic movement, shall not cross or pass through off street parking areas, and shall not create a potentially unsafe condition where crossed by pedestrian access to a public entrance of a building.

*Meets*                       *Does not meet*

(ii) Drive-through lanes shall be separated from off-street parking areas. Individual lanes shall be striped, marked, or otherwise distinctly delineated.

*Meets*                       *Does not meet*

(iii) Bypass lanes and other parking lot drive aisles immediately adjacent to the drive-through lane(s) shall maintain the same direction of traffic flow as the drive-through.

*Meets*                       *Does not meet*

(iv) Approach lanes for drive-through facilities shall have a minimum width of 12 feet as measured from the face of the curb. The City Engineer may administratively approve the following reductions in width for constrained sites:

One lane: reduction to 11 feet

Two or more lanes: reduction to 10 feet per lane

*Meets*

*Does not meet*

(v) All drive-through facilities shall be provided with a bypass lane with a minimum width of 10 feet.

*Meets*

*Does not meet*

(vi) Alleys or driveways in residentially zoned areas adjacent to drive-through facilities shall not be used for the circulation of customer traffic.

*Meets*

*Does not meet*

(vii) Each stacking space shall be a minimum of 10 feet wide by 20 feet long.

*Meets*

*Does not meet*

(viii) All drive-through facilities shall be provided with an “escape” route from an existing queue.

*Meets*

*Does not meet*

(ix) Estimates of anticipated drive-through traffic, processing rates, or other operational data from other existing comparable facilities shall be provided.

*Meets*

*Does not meet*

d. Required number of stacking spaces for specific uses: The required number of stacking spaces are to be provided before the location of the first stop (order window, order pedestal, order board, etc.) The uses below shall provide the following minimum numbers of stacking spaces:

(ii) Car wash: 4 stacking spaces per bay/stall for self-service establishments and 5 stacking spaces per bay/stall for an automated establishment.

*Meets*

*Does not meet*

Additional stacking spaces may be required by the City Engineer. Please refer to Article 4-200, Off-Street Parking and Loading, for further clarification.

Details for the proposed drive through car wash are not provided as the car wash addition is not contemplated as part of the initial phase.

**2030 Comprehensive Land Use Plan Review:**

The Comprehensive Land Use Plan designates the property in question as Commerce, which is intended for areas of commercial and business activity. The following goals are applicable to this request:

Land Use

**Goal:** *Maintain a dynamic and sustainable base of commercial uses that provides a solid tax base, goods, services and jobs to the city as well as the surrounding region through*

***coordination in the Unified Development Ordinance, Comprehensive Land Use Plan and Economic Development Strategic Plan.***

**Supporting Action:** Promote, retain and attract businesses that provide a diverse tax base.

Economic Development

**Goal:** *Establish marketing efforts to attract and retain businesses throughout the City.*

**Supporting Action:** Continue to solicit the retail businesses which are most likely to succeed in various retail nodes in Crystal Lake.

**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, Martin Chevrolet, received 1-9-14
  - B. Engineering Plan Set, Manhard, dated 11-22-13
  - C. Site Dimensional and Paving Plan Sheet, received 12-13-13
  - D. Architectural Plan Set, Simon, dated 11-20-13
2. Variations
  - A. Building Height: A variation to allow portion of the sales building to be 42 feet is granted through this request.
  - B. Building Setbacks: Variations from the minimum required setback of 30 feet along Exchange Drive to allow the addition to be as close as 25 feet from the property line and a future car wash to be as close as 8 feet from the property line are granted.
  - C. Parking Standards: Variations from the various standards for parking spaces including stall length, parking lot islands, island width and landscaping are granted in accordance with the submitted plans.
  - D. Entry Monument: Details for the entry monument must be provided. No signage or logos are permitted on the entry monument. Variations to allow a height of greater than 25 feet for the entry monument must be approved as part of this request.
  - E. Elevated Display Pads: A variation to allow six display pads, elevated no taller than 2-foot is granted in accordance with the submitted plans.
  - F. Repair Bays: A variation to allow repair bays fronting Route 14 along the west side of the building is granted in accordance with the submitted plans.
3. Site Plan
  - A. Car Wash: Details for the car wash are not provided at this time. Detailed plans must be submitted. The proposed car wash must be architecturally compatible with the building. Review of the details by the Engineering Division may generate additional requirements.
  - B. Photometric Plan: A photometric plan must be submitted to determine light levels of all proposed exterior lighting including building exterior lighting and parking lot lighting. The light levels must be in accordance with the UDO.
  - C. Lighting: The plans indicate that the flag poles will remain lit at all times. The UDO encourages the lowering of flags at sunset to avoid the need for lighting. If proposed to be



lit, the luminaires shall be setback no more than 30% of the pole height nor closer than 15% of the object height unless it can be demonstrated that a closer mounting will result in less sky illumination. No single luminaire shall not exceed 1100 lumens up to 45° maximum inclination or 800 lumens up to 60° maximum inclination and collectively not exceed 12,000 lumens.

D. Roof Top Units: It appears that new rooftop units are being proposed. RTU's must be screened per the provisions of the Ordinance. Provide information on how the units will be screened.

4. Signage

A. Details of all proposed signage will be provided. If the area of the wall signage exceeds the previously approved signage for this dealership, then a sign variation will be necessary.

B. If the EMC is approved, it is recommended that the EMC should be lowered into a 9-foot tall sign that and replace one freestanding sign on the property. The EMC must incorporate and architectural feature from the principal building.

5. 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.

# City of Crystal Lake Development Application

Office Use Only

File # 13-61

Project Title: \_\_\_\_\_

### Action Requested

Annexation

Comprehensive Plan Amendment

Conceptual PUD Review

Final PUD

Final PUD Amendment

Final Plat of Subdivision

Preliminary PUD

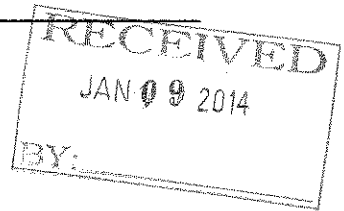
Preliminary Plat of Subdivision

Rezoning

Special Use Permit

Variation

Other



### Petitioner Information

Name: Martin Chevrolet

Address: 5220 Northwest Highway

Phone: 815 459 4000

Fax: \_\_\_\_\_

E-mail: DHoyland@Martin-Chevy.com

### Owner Information (if different)

Name: Martin Chevrolet

Address: 5220 Northwest Highway

Phone: 815 459 4000

Fax: \_\_\_\_\_

E-mail: DHoyland@Martin-Chevy.com

### Property Information

Project Description: Martin Chevrolet

Project Address/Location: 5220 Northwest Highway

PIN Number(s): 10-04-475-009

**Development Team**

Please include address, phone, fax and e-mail

Developer: Martin Chevrolet

Simon\_Yu@Simon-Design-Group.com

Architect: Simon Design Group, Simon Yu 847 572 3002, 500 Lake Cook Road, Deerfield, Ill

Attorney: Kenneth A. Rawson 308 West Erie, Suite 700 312 203 7556 KennethRawson1@GMail.com

Engineer: Manhard, Jim Frayn 847 343 5550, Vernon Hills, JFrayn@Manhard.com

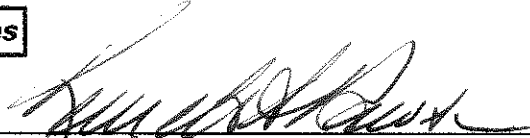
Landscape Architect: Manhard

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

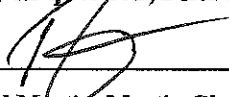
Surveyor: William Vanderstappen

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

**Signatures**

 8/2/14  
PETITIONER: Kenneth A. Rawson Date

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

 8/2/14  
OWNER: Todd Martin, Martin Chevrolet 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.

**Martin Chevrolet**  
PUD Modification and Variations

**History:** The current dealership location was originally developed by the Reichert Family in 1982, prior to that time it was located in down town Crystal Lake near the Train Station. In 1982 they purchased the land and constructed the current buildings. That was 32 years ago. At that time Exchange Road did not exist. The dealership was constructed with separate Sales and Service buildings. The Service building is 80 feet from the Sales office and it is 4 feet lower in elevation. These are the buildings which are the subject of this petition.

In 2002 an addition for Express Service for cars ( Oil Change ) was added to the main Sales building. This addition will be torn down and replaced with a service drive for Cars and larger Commercial vehicles. The development is hindered by the original location of the buildings. The existing structure has 10' doors which accommodate cars but will not accommodate larger commercial trucks. The larger commercial vehicles require 12 foot doors which is the reason for one of the variations. With 12' doors the building will protrude 5 feet into the building set back line.

In June of 2010, during the depth of the recession Mr. Reichert sold the dealership to Dennis Alf and it became known as "Crystal Lake Chevrolet". Mr. Reichert retained ownership of the land and buildings and leased them to Alf. Martin Chevrolet, with Chevrolet's blessing, purchased the dealership from Alf in June of 2012 and assumed the lease with Reichert. Martin Chevrolet purchased the land and buildings from Mr. Reichert on December 20, 2013. During Alf's tenure of the dealership's reputation declined severely and Chevrolet rated the dealership as "UNSATISFACTORY" as **151<sup>st</sup> out of 159** dealerships in the **8** state region. **The resurrection of the reputation for the Chevrolet dealership in Crystal Lake has been a daunting and difficult undertaking.** Chevrolet's 2011 Performance Review of Alf's, Crystal Lake Chevrolet, is set forth below.

<b>2011 DEALER RETAIL SALES PERFORMANCE REVIEW - SUMMARY</b>						
Through June 2011 CYTD						
<b>Dealership Name:</b> CRYSTAL LAKE CHEVROLET, INC						
<b>City:</b>	CRYSTAL LAKE	<b>Region:</b>	NORTH CENTRAL REGION			
<b>State:</b>	IL	<b>Zone:</b>	5118 CHV CHICAGO/IN			
<b>GM Lines (C/B/G/K):</b>	C	<b>District:</b>	1163 CHV N CHICAGO			
<b>BAC:</b>	263302	<b>APR:</b>	CHICAGO SEC 2 - NORTH			
<b>Illinois, Indiana, Wisconsin, Ohio, Iowa</b>		<b>SDA/MDA:</b>	M			
<b>Minnesota, Michigan and South Dakota</b>		<b>Location Point:</b>	2465			
<p>As provided by the Dealer Sales and Service Agreement, General Motors has reviewed Dealer's overall sales performance to determine the Retail Sales Index based on a comparison of Dealer's reported retail sales to the sales necessary to equal state average market share in Dealer's currently assigned APR/AGSSA. A Retail Sales Index of 100 is the minimum standard for Dealer to be considered in compliance with its commitment under Article 5 to effectively sell and promote the purchase, lease, and use of Divisional products. However, General Motors retail market share expectations may be higher in the Dealer's Area of Primary Responsibility.</p>						
	Dealer Reported Retail Sls.	Sales to Equal State Avg.	Sales Variance From State Avg.	Retail Sales Index	Rank in State (RSI)	Dealer Rating
Chevrolet Car	106	237	-131	44.73	151 of 159	Unsatisfactory
Chevrolet LD Truck	124	219	-95	56.62	137 of 159	Unsatisfactory
Chevrolet Car/LD Truck	230	456	-226	50.44	148 of 159	Unsatisfactory
Buick						
GMC LD Truck						
Cadillac						

**Physical Problems with Original Buildings and Chevrolet:** The current main Sales office is located in excess of 420 feet from Route 14. The optimal distance would be 40 feet. Traffic on Route 14 cannot see the Sales office displays, promotions or vehicles. In addition, the current Sales structure is 3 feet lower than Route 14 further handicapping visibility.

The Sales and Service buildings are separated by 80 feet with a difference in elevation of 4 feet which in winter weather makes going from one building to the other difficult and with ice and snow, dangerous for customers and employees. Obviously the existing Sales office is outdated.

Alf also entered into an agreement with Chevrolet that he would reconstruct the dealership by the December 2012 and at the time of Mr. Martin's purchase Alf was already in default. Alf's agreement required the dealership to undertake \$2,500,000 in improvements pursuant to plans and specifications designed by Chevrolet's Architects. Martin Chevrolet found these plans to be unacceptable. Martin Chevrolet retained the Simon Design Group in 2013 to completely redesign the dealership and has received Chevrolet's approval for new extensively revised plans which are the subject of this petition. Current budgets are in excess of the original Alf estimates.

As discussed one of the major site disadvantages of the current Sales office is the distances from Route 14. (420 feet and 3 feet lower) It is not financially feasible to move the entire Sales structure closer to Route 14. We hope this problem is partially addressed by the following two variations.

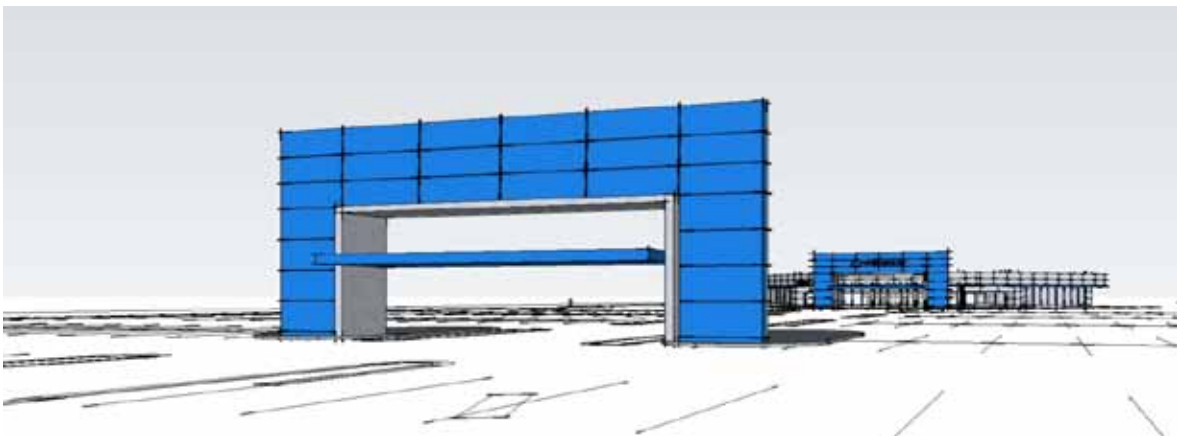
**Entry Monument (Chevrolet Logo) on the entrance on Route 14.**

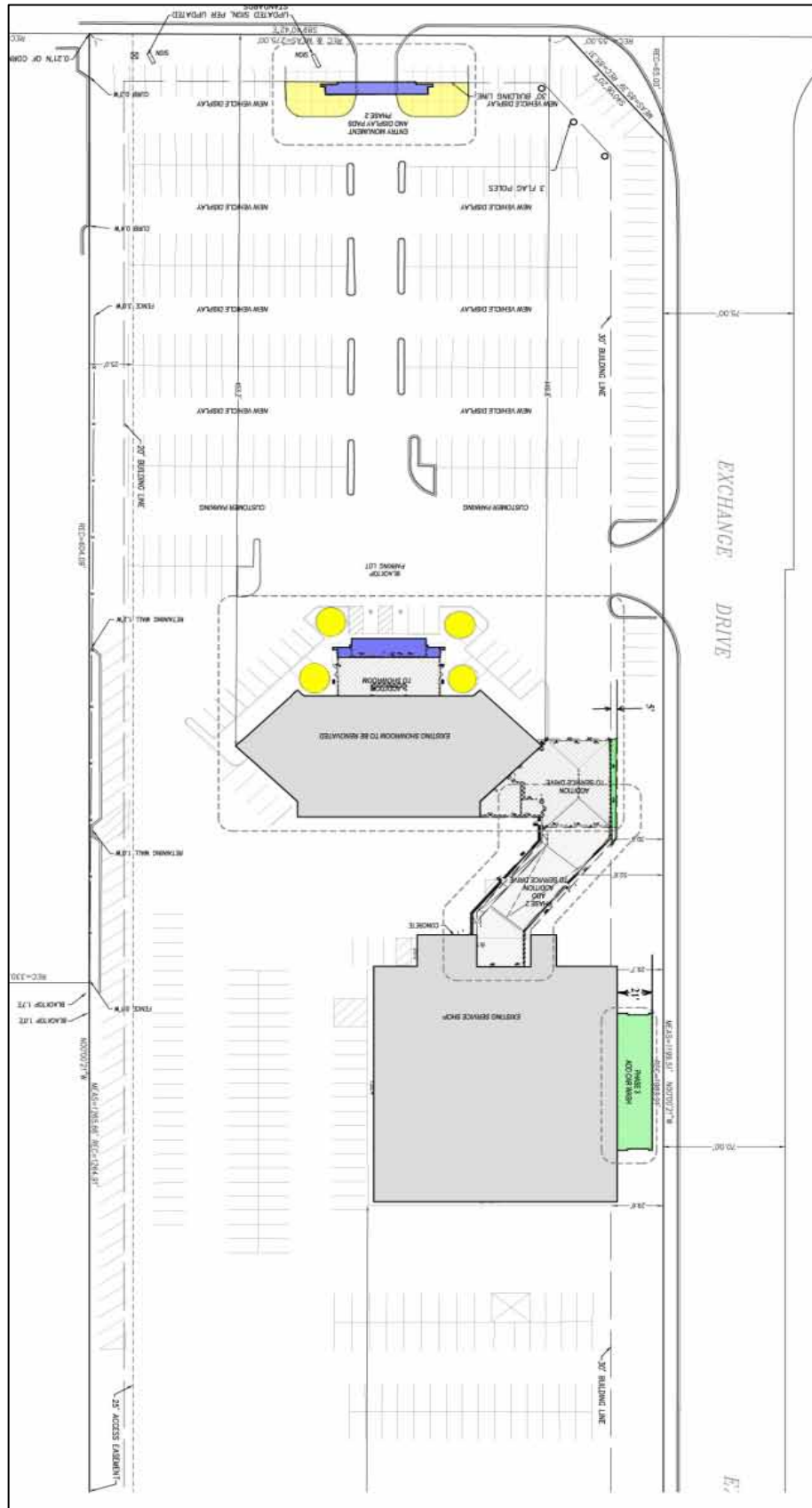
As discussed the dealership is located 420 feet back from and 3 lower than Route 14, creating a marketing handicap.

A person sitting in a car on Route 14 cannot see the showroom. The inventory parked on the lot adjacent to Route 14 further blocks viability. Other dealerships are located 40 to 50 feet from the road and their showroom, products and promotions are readily visible to passing public.

The new dealership will have a larger Chevrolet entrance arch but that will still be very far back from the highway. We hope of the entry monument well help overcome this handicap.

The entry monument is a smaller replicate of the Chevrolet entrance mandated by Chevrolet. It would be located at the entrance on Route 14.. It would be the entrance from Route 14 to the dealership and will bring customers onto an internal road of 1 block (approximate) to the Sales office.





**Front Chevrolet Elevation:** Due to the distance ,Chevrolet has approved a front elevation a little larger than standard with a height of 37' 11" feet and width of 60 feet which requires a variation of the height limitation of 28 feet.

This is far from optimal for an auto dealership. The traffic on Route 14 still cannot set the showroom, but it does alert a prospective customer to the dealership and its entrance. Hopefully this helps create a feeling of "luxury arrival".



**Martin Chevrolet Exclusive Customer Services:**

Current Martin Chevrolet policies which are not standard on other Chevrolet dealerships are set forth below. These affect the variations requested. These are the same services offered by "luxury" dealerships i.e., Lexus, Infiniti, Acura, Mercedes etc..

**Oil Change and Filter:** Any purchaser of any vehicle (whether Chevrolet or not) from the dealership receives **free** life time Oil Change and Filter. This is included as standard in every sale and is not an additional cost to the customer.

**Car Wash:** All vehicles are vacuumed and washed before they are returned to the customer. Any Martin Chevrolet purchaser can have his car washed any time he desires, without regard to service, without charge and without limitation during the life time of his ownership.

**Lunch:** During the summer months the dealership serves lunch to their customers on Saturdays without charge

Martin Chevrolet has found these services improve and help preserve customer loyalty. They help bring in new customers from other communities.

**American Flags:**

Three American Flags will be purchased from US Flag and Flagpole Supply LP. This fits with Chevrolet's presentation as an Iconic American Car Company.

**Description of Flags:**

**1 Main Center Flag:**

100 ft above ground total feet 110'  
Carbon Steel A-36  
Bottom Diameter 14" top Diameter 6"  
Weight 5,393 lbs.  
Wind load: 130 mph un flagged, 90 mph flagged.  
Flag Size: 30' x 60'

**2 Flanking Side Flags:**

80 ft above ground total feet 88'  
Carbon Steel A-36  
Bottom Diameter 10" top Diameter 6"  
Weight 4,523 lbs.  
Wind load: 130 mph un flagged, 90 mph flagged.  
Flag Size: 25' x 50'

**Installation schedule and Cost:** The main center flag (100 feet ) will be installed first with the 2 Side flags ( 80 feet ) to follow at a later date. Estimated cost of flag poles without installation is \$33,012. In addition the 30' by 60' flag is estimated to cost in excess of \$1,500 and the two side flags 25' by 50' in excess of \$1,400 each. In conjunction with future lighting improvements, they will remain lit 24/7

**Location: Route** 14 and Exchange Road.

**Serra Chevrolet, Southfield Michigan:**

The picture below is of the identical flags from the same supplier already installed in the Serra Chevrolet dealership in Southfield Michigan. In discussions with manager we learned they and the city love them.





**Car Wash:**

**Location Needs:**

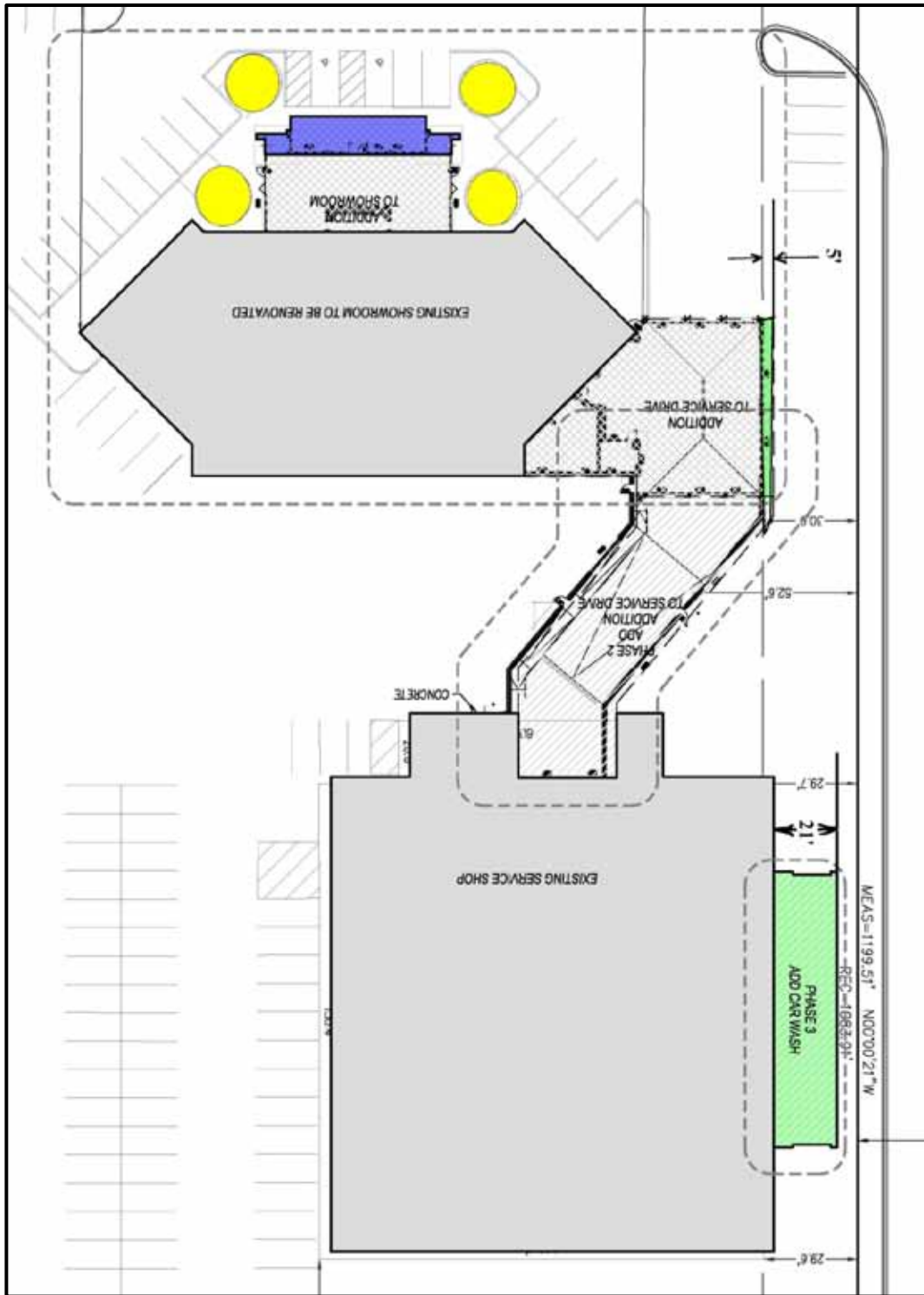
The car wash has to be located so the mechanics can easily drop the vehicles off after repair work. Customers have to have easy access to the car wash without interfering with the other operations of the dealership. The location best suited is adjacent to the Service building opposite the Shopping Center parking lot. This allows customers to drive in for a wash and leave without interfering with other traffic in the dealership.

**Encroachments:**

Location of the Car Wash will encroach 21 feet into the building set back line. See exhibit below. The encroachment has no line of sight issues. Customers can pull straight in and then out through the entrance cut on Exchange Road. By locating the car wash adjacent to the Service building the staff can supervise any issues which arise. This is needed because all customers can have their car washed car any time they wish. Thus, the facility has to be readily supervised by the staff. The location also facilitates the washing of all cars in for service which are then driven to customer pick up point.

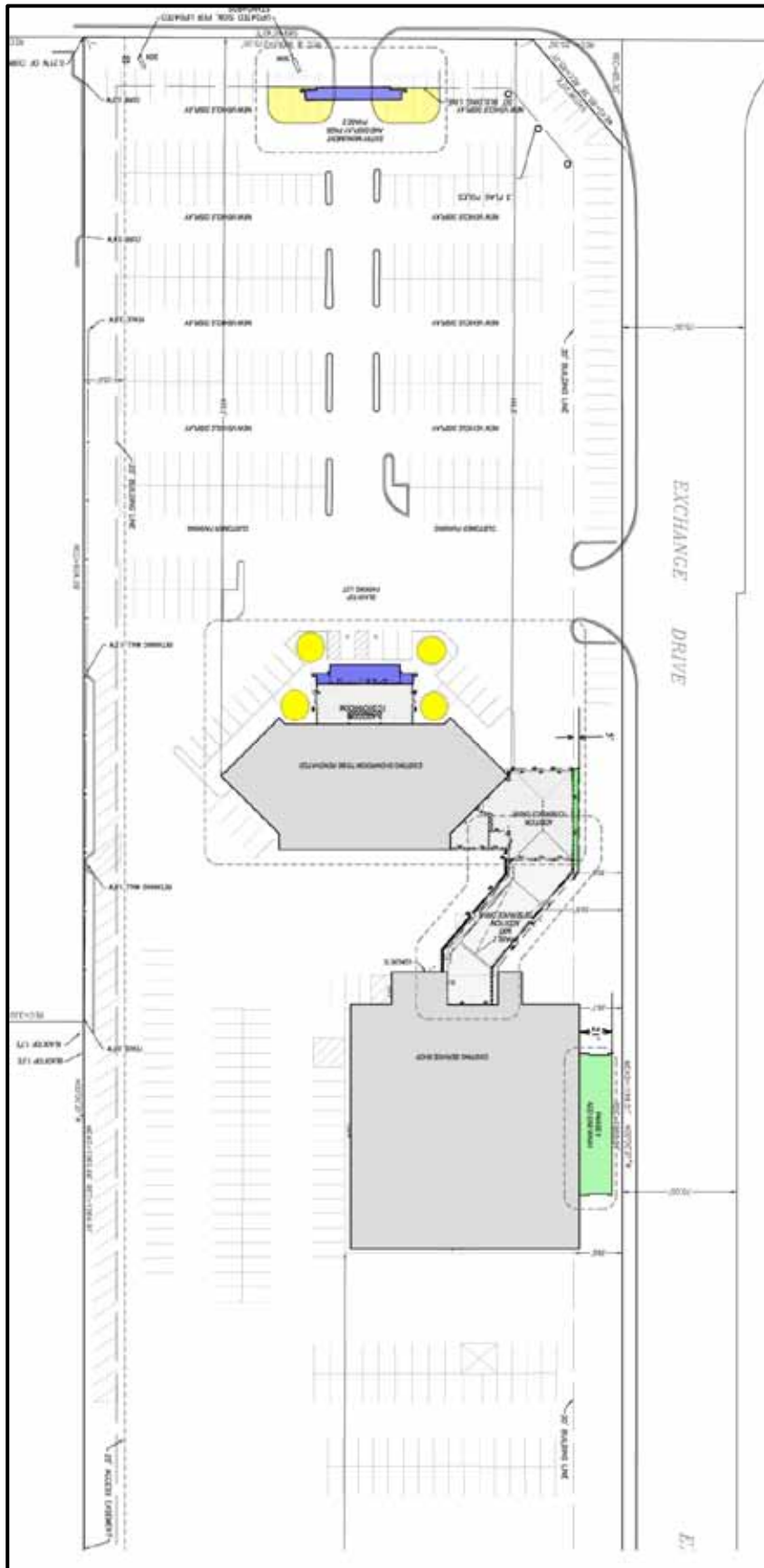
**Service Building Encroachment:**

Chevrolet's architects have designed the Service Building with 12 foot wide doors while the current service building has only 10 foot doors. The 12 foot doors will facilitate servicing larger Chevrolet commercial vehicles as well as cars. Unfortunately the variation is mandated due to the current location of the main sales structure which cannot be moved. The structure with 12 foot doors for commercial vehicles will encroach 5 feet into the set back building line on Exchange Road



**Display Pads**

There will be 4, pads elevated 2' high for vehicle display in the New Retail Sales Facility and 2 at the entrance on Route 14



Electric Sign Route 14

We would like permission to put the same type of sign as displayed at Honda's new site on Route 14 (subject to set back restrictions) east of the stop light at Route 14 and Exchange.



Respectfully submitted"

Martin Chevrolet

By: \_\_\_\_\_

Kenneth A. Rawson

## PUBLIC NOTICE

### BEFORE THE PLANNING AND ZONING COMMISSION OF THE CITY OF CRYSTAL LAKE, MCHENRY COUNTY, ILLINOIS

IN THE MATTER OF THE APPLI-  
CATION OF Martin Chevrolet aka  
5220 Northwest LLC

#### LEGAL NOTICE

Notice is hereby given in compli-  
ance 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 Martin Chevrolet  
(5220 Northwest LLC) relating to  
the following described real estate  
commonly known as 5220 North-  
west Highway, Crystal Lake, Illinois  
60014 PIN: 19-04-476-009.

This application is filed for the  
purposes of seeking a Special Use  
Permit Amendment in accordance  
with the provisions of Article 2,  
Land Use; Article 3, Density and Di-  
mensional Standards; Article 4, De-  
velopment and Design Standards;  
and Article 9, Administration of the  
UDO; for an automobile dealer and  
a drive-through use (car wash) in  
the "B-2" General Commercial dis-  
trict at the above-mentioned loca-  
tion. The project as proposed will  
require variations from: the mini-  
mum required setback of 30 feet  
along Exchange Drive to allow the  
addition to be as close as 25 feet  
from the property line and a future  
car wash to be as close as 10 feet  
from the property line; the maxi-  
mum allowable impervious surface  
coverage of 85% to allow the site  
as presented; the maximum allow-  
able building height for the princi-  
pal structure of 28 feet to allow 40  
feet; the maximum allowable  
height for an accessory structure of  
25 feet to allow an entrance monu-  
ment and 3 flag poles that are up  
to 100 feet tall; to allow accessory  
structures to be located in the front  
yard; the various standards for  
parking spaces including stall  
length, parking lot islands, island  
width and landscaping; the stan-  
dards for elevated displays; the re-  
quirement that repair bays are not  
fronting adjacent major roadways  
to allow the bays to front along  
Northwest Highway and Exchange  
Drive; those standards for drive-  
through uses that are not met; as  
well as any other variations that  
may be necessary to allow the  
plans as presented. Plans for this  
project can be viewed at the City of  
Crystal Lake Planning and Eco-  
nomic Development Department at  
City Hall.

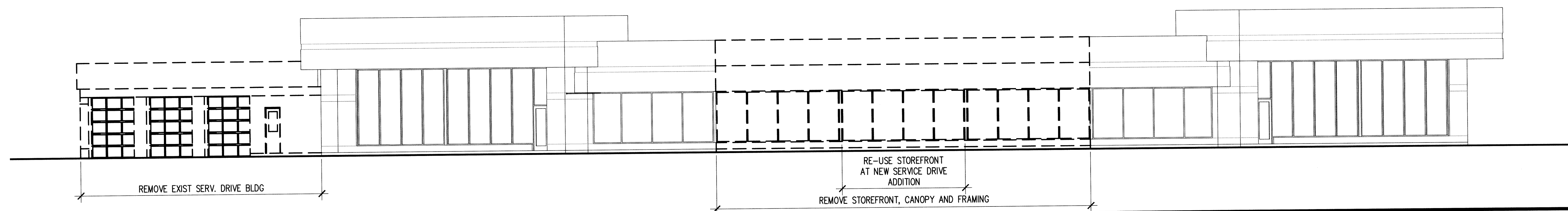
A public hearing before the  
Planning and Zoning Commission  
on the request will be held at 7:30  
p.m. on Wednesday, January 15,  
2014, at the Crystal Lake City Hall,  
100 West Woodstock Street, at  
which time and place any person  
determining to be heard may be  
present.

Tom Hoyden, Chairperson

Planning and Zoning Commission  
City of Crystal Lake

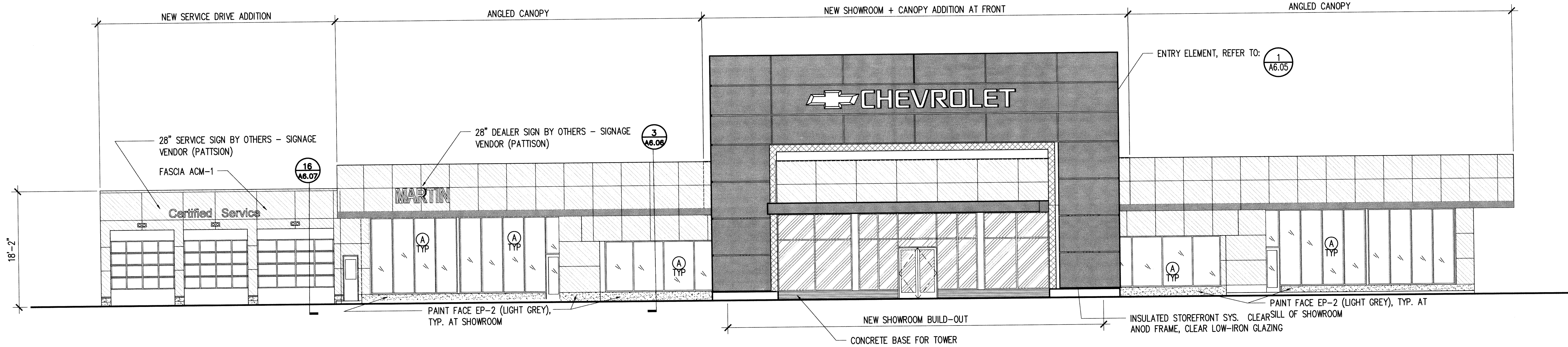
(Published in the Northwest Herald  
December 28, 2013)





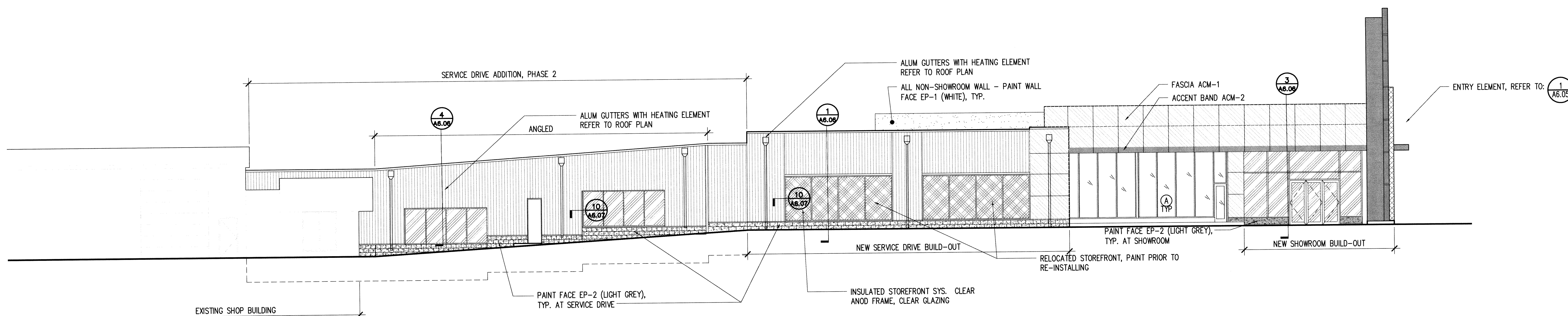
**EXISTING EXTERIOR ELEVATION - FRONT**  
SCALE: 1/8" = 1'-0"

**EX**



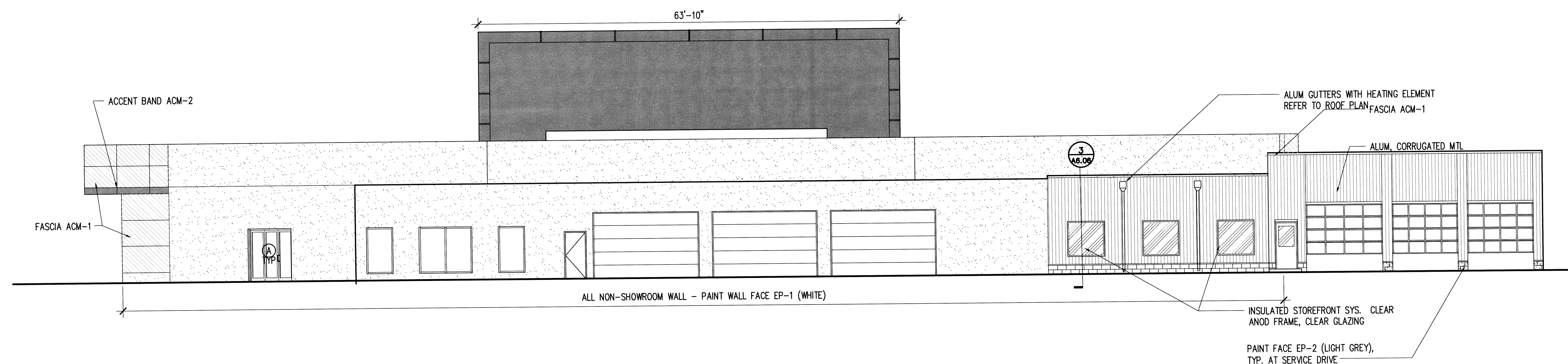
**EXTERIOR ELEVATION - FRONT**  
SCALE: 1/8" = 1'-0"

**01**



**EXTERIOR ELEVATION - LEFT**  
SCALE: 1/8" = 1'-0"

**02**



**EXTERIOR ELEVATION - BACK**  
SCALE: 1/8" = 1'-0"

**03**

**KEYNOTES**

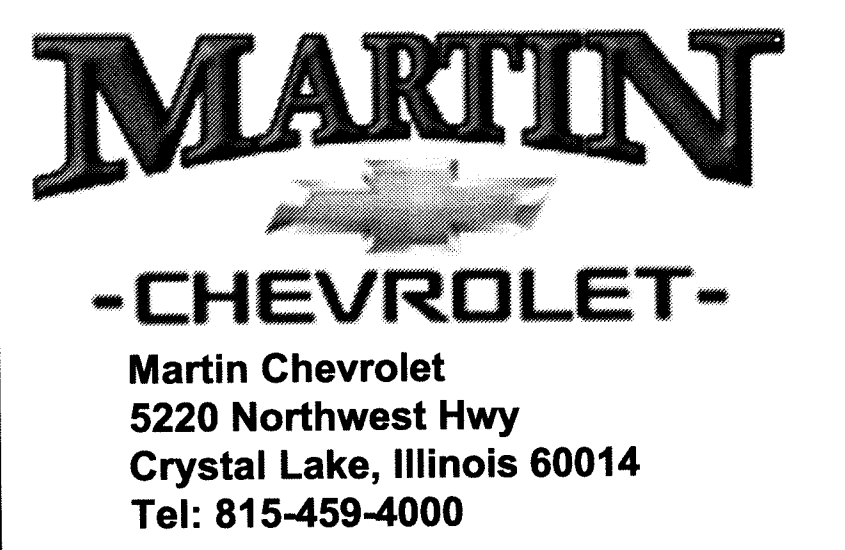
- KEYED NOTES**
- ① PAINT EXISTING STOREFRONT MULLIONS EP-3 (INTERIOR AND EXTERIOR) - AT ENTIRE STOREFRONT
  - ② CONTRACTOR TO SURVEY EXISTING MASONRY WALL. PATCH AS NEEDED, SEAL ENTIRE EXISTING CMU WALL
  - ③ REPLACE WEATHER SEAL ON 4 PANES OF EXTERIOR GLASS.
  - ④ FULLY GLAZED OVERHEAD SECTIONAL DOOR WITH OPERATOR. COORD OPERATOR LOCATION WITH OWNER

**MATERIALS LEGEND**

- ACM-1 ALUM. COMPOSITE MTL**  
COLOR: SILVER  
LOCATION: FACIA  
MFR: ALPOLIC OR EQUAL  
TEXT: BRIGHT ALUM.  
METALLIC  
CONTACT: DAVE KEARNEY  
757-382-5724  
ALT. MFR: ALUCOBOND, ALCOA
- ACM-2 ALUM. COMPOSITE MTL**  
COLOR: BLUE  
LOCATION: ENTRY & BLUE BAND FASCIA  
MFR: ALPOLIC OR EQUAL  
CXB BLUE, COLOR MATCH PMS300  
CHEVROLET BLUE  
CONTACT: DAVE KEARNEY  
757-382-5724  
ALT. MFR: ALUCOBOND, ALCOA
- ACM-3 ALUM. COMPOSITE MTL**  
COLOR: ACCENT SILVER  
LOCATION: ENTRY HIGHLIGHT AREA  
MFR: ALPOLIC OR EQUAL  
DM HLZ ALUM. BRUSHED-HAIRLINE  
CONTACT: DAVE KEARNEY  
757-382-5724  
ALT. MFR: ALUCOBOND, ALCOA
- GL-1 GLAZING, GLASS DOORS**  
COLOR: CLEAR GLASS WITH ANODIZED ALUMINUM APPEARANCE OR SILVER METALLIC FRAMING  
LOCATION: ENTRY & BUILDING FRONTAGE  
MFR: IN SPECS
- EP-1 EXTERIOR PAINT**  
COLOR: WHITE  
LOCATION: SERVICE BUILDING  
MFR: BENJAMIN MOORE  
OC-61 WHITE DIAMOND  
NOTES: EXTERIOR GRADE PAINT, PROVIDE MODAC PRIMER OVER MASONRY REFER TO SPECS.
- EP-2 EXTERIOR PAINT**  
COLOR: SILVER  
LOCATION: SHOWROOM STRUCTURE  
PAINT TO MATCH ACM-1  
MFR: BENJAMIN MOORE  
2121-40 SILVER HALF DOLLAR  
NOTES: EXTERIOR GRADE PAINT, PROVIDE MODAC PRIMER OVER MASONRY REFER TO SPECS.
- EP-3 EXTERIOR PAINT**  
COLOR: SILVER  
LOCATION: EXISTING STOREFRONT MULLIONS (INTERIOR AND EXTERIOR)  
MFR: CRESENT BRONZE. (OR EQUAL)  
PAUL SOBROSKI 1800-445-6810.  
NOTES: 2 COAT OF PAINT + TOP CLEAR COAT MEDIUM OIL CONTACT
- MTL-1 METAL PANEL**  
COLOR: 8946 SILVERSMITH  
LOCATION: SERVICE DRIVE  
PAINT TO MATCH ACM-1  
MFR: CENTRIA - FORMAWALL DIMENSIONAL SERIES D559 2" INTEGRATED INSULATED PANEL OR EQUAL  
NOTES: VERTICAL PROFILE

**SHEET NOTES**

**PROJECT:**



**ARCHITECT:**



**CIVIL:**



**STRUCTURAL:**



**ELECT:**

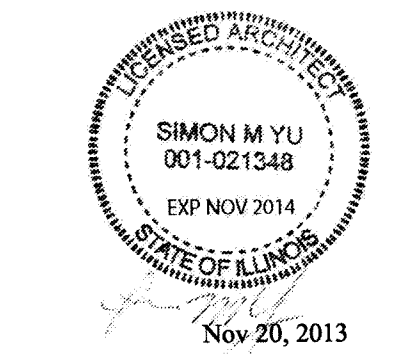


**MECH/PLUMBING:**



Issue	Date & Issue	Description
	JULY 12, 2013	GMFI DESIGN REVIEW
	JULY 18, 2013	GMFI DESIGN REVIEW - RESUBMITTED
	Nov 20, 2013	ISSUED FOR PERMIT

**Seal/Signature**



**Project Name**

MARTIN CHEVROLET - CRYSTAL LAKE

**Project Number**

1303

**CAD File Name**

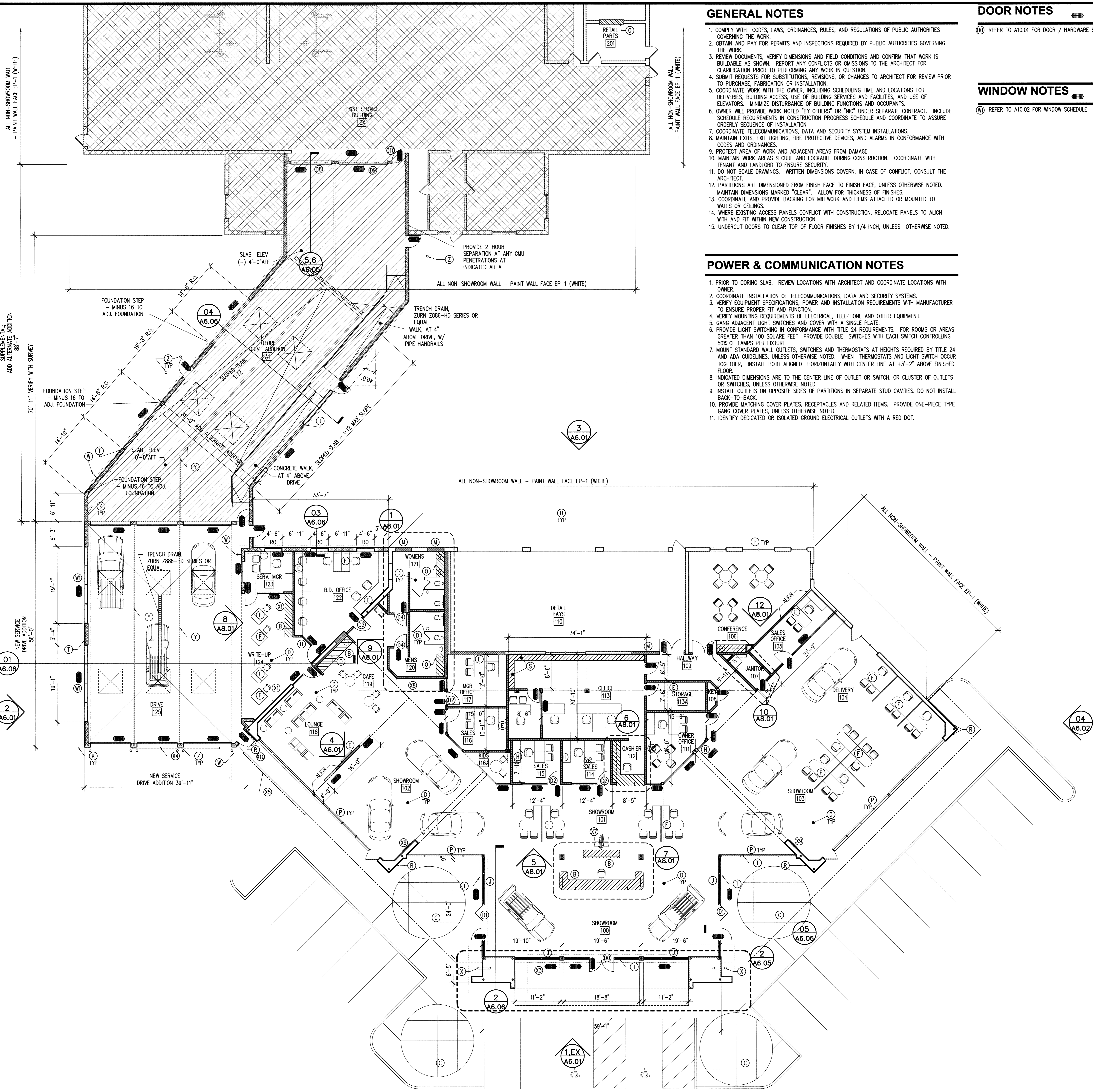
Description

EXT. ELEVATION

**A06.01**

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**GENERAL NOTES**

1. COMPLY WITH CODES, LAWS, ORDINANCES, RULES, AND REGULATIONS OF PUBLIC AUTHORITIES GOVERNING THE WORK.
2. OBTAIN AND PAY FOR PERMITS AND INSPECTIONS REQUIRED BY PUBLIC AUTHORITIES GOVERNING THE WORK.
3. REVIEW DOCUMENTS, VERIFY DIMENSIONS AND FIELD CONDITIONS AND CONFIRM THAT WORK IS BUILDABLE AS SHOWN. REPORT ANY CONFLICTS OR OMISSIONS TO THE ARCHITECT FOR CLARIFICATION PRIOR TO PERFORMING ANY WORK IN QUESTION.
4. SUBMIT REQUESTS FOR SUBSTITUTIONS, REVISIONS, OR CHANGES TO ARCHITECT FOR REVIEW PRIOR TO PURCHASE, FABRICATION OR INSTALLATION.
5. COORDINATE WORK WITH THE OWNER, INCLUDING SCHEDULING TIME AND LOCATIONS FOR DELIVERIES, BUILDING ACCESS, USE OF BUILDING SERVICES AND FACILITIES, AND USE OF ELEVATORS. MINIMIZE DISTURBANCE OF BUILDING FUNCTIONS AND OCCUPANTS.
6. OWNER WILL PROVIDE WORK NOTED "BY OTHERS" OR "NIC" UNDER SEPARATE CONTRACT. INCLUDE SCHEDULE REQUIREMENTS IN CONSTRUCTION PROGRESS SCHEDULE AND COORDINATE TO ASSURE ORDERLY SEQUENCE OF INSTALLATION.
7. COORDINATE TELECOMMUNICATIONS, DATA AND SECURITY SYSTEM INSTALLATIONS.
8. MAINTAIN EXITS, EXIT LIGHTING, FIRE PROTECTIVE DEVICES, AND ALARMS IN CONFORMANCE WITH CODES AND ORDINANCES.
9. PROTECT AREA OF WORK AND ADJACENT AREAS FROM DAMAGE.
10. MAINTAIN WORK AREAS SECURE AND LOCKABLE DURING CONSTRUCTION. COORDINATE WITH TENANT AND LANDLORD TO ENSURE SECURITY.
11. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. IN CASE OF CONFLICT, CONSULT THE ARCHITECT.
12. PARTITIONS ARE DIMENSIONED FROM FINISH FACE TO FINISH FACE, UNLESS OTHERWISE NOTED. MAINTAIN DIMENSIONS MARKED "CLEAR". ALLOW FOR THICKNESS OF FINISHES.
13. COORDINATE AND PROVIDE BACKING FOR MILLWORK AND ITEMS ATTACHED OR MOUNTED TO WALLS OR CEILINGS.
14. WHERE EXISTING ACCESS PANELS CONFLICT WITH CONSTRUCTION, RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION.
15. UNDERCUT DOORS TO CLEAR TOP OF FLOOR FINISHES BY 1/4 INCH, UNLESS OTHERWISE NOTED.

**POWER & COMMUNICATION NOTES**

1. PRIOR TO CORING SLAB, REVIEW LOCATIONS WITH ARCHITECT AND COORDINATE LOCATIONS WITH OWNER.
2. COORDINATE INSTALLATION OF TELECOMMUNICATIONS, DATA AND SECURITY SYSTEMS.
3. VERIFY EQUIPMENT SPECIFICATIONS, POWER AND INSTALLATION REQUIREMENTS WITH MANUFACTURER TO ENSURE PROPER FIT AND FUNCTION.
4. VERIFY MOUNTING REQUIREMENTS OF ELECTRICAL, TELEPHONE AND OTHER EQUIPMENT.
5. GANG ADJACENT LIGHT SWITCHES AND COVER WITH A SINGLE PLATE.
6. PROVIDE LIGHT SWITCHING IN CONFORMANCE WITH TITLE 24 REQUIREMENTS. FOR ROOMS OR AREAS GREATER THAN 100 SQUARE FEET PROVIDE DOUBLE SWITCHES WITH EACH SWITCH CONTROLLING 50% OF LAMPS PER FIXTURE.
7. MOUNT STANDARD WALL OUTLETS, SWITCHES AND THERMOSTATS AT HEIGHTS REQUIRED BY TITLE 24 AND ADA GUIDELINES, UNLESS OTHERWISE NOTED. WHEN THERMOSTATS AND LIGHT SWITCH OCCUR TOGETHER, INSTALL BOTH ALIGNED HORIZONTALLY WITH CENTER LINE AT +3'-2" ABOVE FINISHED FLOOR.
8. INDICATED DIMENSIONS ARE TO THE CENTER LINE OF OUTLET OR SWITCH, OR CLUSTER OF OUTLETS OR SWITCHES, UNLESS OTHERWISE NOTED.
9. INSTALL OUTLETS ON OPPOSITE SIDES OF PARTITIONS IN SEPARATE STUD CAVITIES. DO NOT INSTALL BACK-TO-BACK.
10. PROVIDE MATCHING COVER PLATES, RECEPTACLES AND RELATED ITEMS. PROVIDE ONE-PIECE TYPE GANG COVER PLATES, UNLESS OTHERWISE NOTED.
11. IDENTIFY DEDICATED OR ISOLATED GROUND ELECTRICAL OUTLETS WITH A RED DOT.

**DOOR NOTES**

10 REFER TO A10.01 FOR DOOR / HARDWARE SCHEDULE

**WINDOW NOTES**

10 REFER TO A10.02 FOR WINDOW SCHEDULE

**KEY NOTES**

- SCALE: -
1. PAINT ENTIRE EXTERIOR OF BUILDING WITH EXTERIOR GRADE WHITE PAINT (EP-1). SANDBLAST, PATCH, OR CONVERT ALL RUST SPOTS ON EXTERIOR METAL.
  2. MILLWORK COUNTER WITH COUNTER PER IMAGE SPECIFICATIONS - REFER TO ELEV.
  3. STAINED CONCRETE DISPLAY PAD, 8" HIGHER THAN ADJACENT GRADE.
  4. PROVIDE ISOLATION MEMBRANE PRIOR TO FLOOR TILE INSTALLATION ON CRACKS AND EXPANSION JOINTS.
  5. PROVIDE DUPLEX POWER, DATA AND PHONE TO VENDOR PROVIDED FURNITURE.
  6. PROVIDE FLOOR BOX W/ NICKLE-PLATED FACE - DUPLEX POWER, DATA AND PHONE TO VENDOR PROVIDED FURNITURE.
  7. PAINT STOREFRONT EP-3, BOTH INTERIOR AND EXTERIOR OF STOREFRONT. REFER TO EXTERIOR ELEVATIONS FOR PAINT.
  8. INTERIOR STOREFRONT SYSTEM - CLEAR ALUM FRAME, CLEAR TEMPERED 3/8" GLAZING, 7'-4" HIGH. SYSTEM FROM HEAD TO FLOOR.
  9. 2.5X7.5 CLEAR ANOD. ALUM. INSULATED CURTAINWALL SYSTEM, THERMALLY BROKEN FRAME, INSULATED LOW-IRON GLAZING, KAWNEER 1600 OR EQUAL.
  10. 3" WIDE x 3" WIDE x 1/4" THK X 8FT HIGH PAINTED STL ANGLE FOR CORNER GUARD.
  11. INFL TO MATCH EXISTING WALL CONSTRUCTION.
  12. 3/4" COUNTER TOP, GR-1. REFER TO A8.01 FOR MATERIAL INFORMATION.
  13. PAINT EXISTING STOREFRONT, INSIDE AND OUTSIDE. REFER TO EXTERIOR ELEVATION. REFER TO NOTE G.
  14. ACM ON VAPROSHIELD ON EXISTING FACADE.
  15. 3/4" MAPLE VENEER TOP ON VENDOR-PROVIDED FURNITURE DRAWERS.
  16. PAINT WITH MASONRY GRADE PAINT (MODAC) AT MASONRY BELOW THE METAL PANELS. REFER TO ELEVATION FOR COLORS.
  17. PAINT WITH MASONRY GRADE PAINT (MODAC) AT MASONRY, REFER TO ELEVATION FOR COLORS.
  18. HOSE-BIB, WEATHERPROOF AT EXTERIOR.
  19. ROOF DRAIN, CONNECTED TO STORM.
  20. YELLOW LANE STRIPING.
  21. 48" HIGH METAL BOLLARD, CONCRETE FILLED, EMBED 48" INTO SLAB, PAINT SAFETY-BLUE.

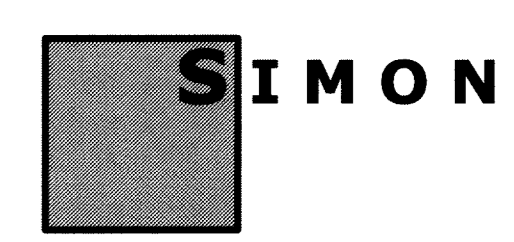
**ACCESSORIES NOTES**

- SCALE: -
1. SERVICE HOURS SIGN, PROVIDE 20AMP DISCONNECT - OWNER PROVIDED, OWNER INSTALLED.
  2. AFTER HOUR DROP BOX - OWNER PROVIDED + INSTALLED.
  3. ENTRY TOWER - PROVIDE 20AMP DISCONNECT - SIGN BY VENDOR (BLAIR).
  4. CERTIFIED SERVICE SIGN, CONTRACTOR TO PROVIDE 20AMP DISCONNECT - SIGN BY VENDOR (PATTISON).
  5. DEALER SIGN, PROVIDE 20AMP DISCONNECT - SIGN BY VENDOR (PATTISON).
  6. ROAD WALLPAPER - BY VENDOR (DCI). OWNER PROVIDED, CONTRACTOR INSTALLED.
  7. PRODUCT LITERATURE STAND - BY VENDOR (DCI).
  8. SLAT WALL - BY VENDOR (DCI) - OWNER PROVIDED, CONTRACTOR INSTALLED.
  9. WALL MOUNTED GM SIGN SCREEN - BY VENDOR (DCI) - OWNER PROVIDED, CONTRACTOR INSTALLED.
  10. AFTER HOURS DROP BOX - BY VENDOR (DCI) - OWNER PROVIDED, CONTRACTOR INSTALLED.

**WALL SCHEDULE**

- SCALE: -
- MTL FURRING (7/8" CHANNEL 16" O.C.) W/ GYP BOARD WALL TO CEILING
  - 3-5/8" MTL STUD, 1 LAYER OF 5/8" GYP BOARD WALL TO CEILING
  - 3 5/8" MTL STUD, GYP BOARD BOTH SIDES OF WALL, MATCH ADJACENT PARTITION HEIGHT - S: SOUND INSULATION IN STUDS - P:
  - VAPROSHIELD BUILDING WRAP, ACM METAL PANELS
  - 6" MTL STUDS @16" O.C., DENSGLASS GOLD SHEATHING, INSULATION IN STUDS, VAPROSHIELD BUILDING WRAP, ACM METAL PANELS
  - 8" CMU BLOCK (REF TO STRUC) W/ INSULATION IN CELLS, TYVEK BUILDING WRAP, ACM METAL PANELS (REFER TO ELEVATIONS)
  - 8" CMU BLOCK (REF TO STRUC) W/ INSULATION IN CELLS, TYVEK BUILDING WRAP, INSULATED CORRUGATED METAL PANELS (REFER TO ELEVATION)
  - STOREFRONT SYSTEM - CLEAR ANODIZED ALUM 4.5X2 FRAME, CLEAR GLAZING

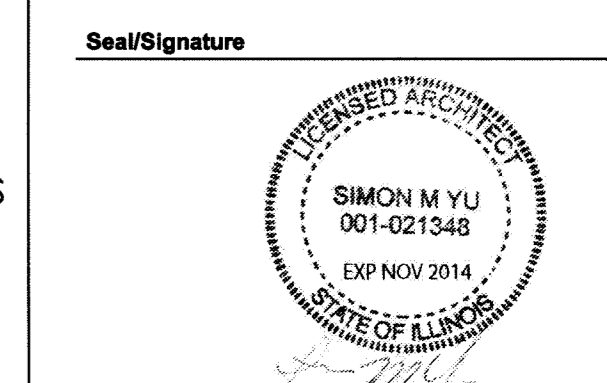
PROJECT:



CIVIL:

STRUCTURAL:

Issue	Date & Issue	Description
	JULY 12, 2013	GMFI DESIGN REVIEW
	JULY 18, 2013	GMFI DESIGN REVIEW - RESUBMITTED
	Nov 20, 2013	ISSUED FOR PERMIT
	Aug 28, 2013	INTERNAL PROGRESS REVIEW



Project Name  
MARTIN CHEVROLET - CRYSTAL LAKE

Project Number  
1303

CAD File Name

Description

FLOOR PLAN

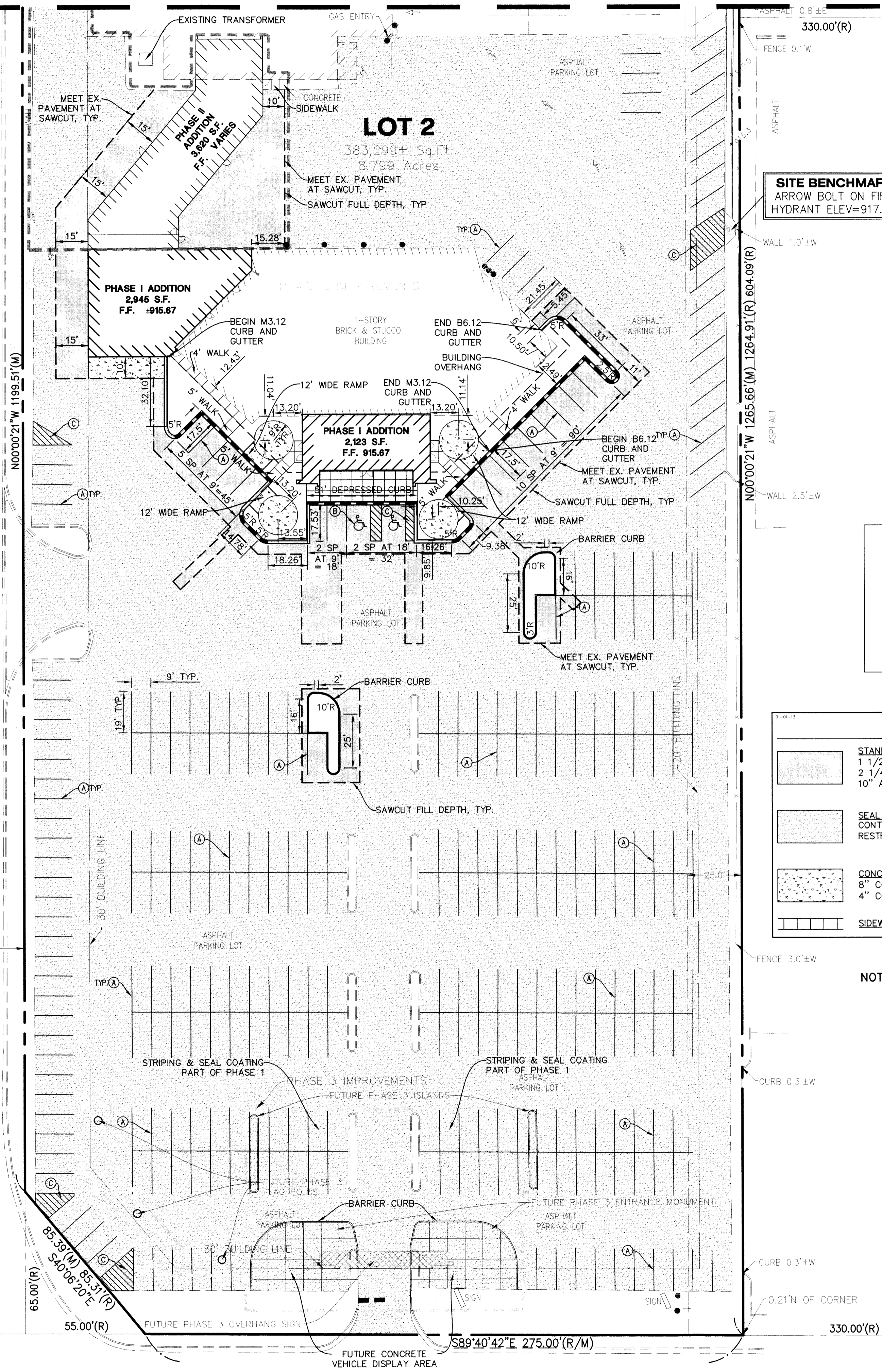
36 X 48 ISCELL SCALE

**A2.01**



MATCHLINE SEE RIGHT

EXCHANGE DRIVE



SITE BENCHMARK  
ARROW BOLT ON FIRE  
HYDRANT ELEV=917.05

NOTE: SHOULD CITY OF CRYSTAL LAKE NOTES AND MANHARD CONSULTING, LTD. NOTES CONFLICT, CITY NOTES TAKE PRECEDENCE.

**PAVEMENT MARKING LEGEND**

(A)	4" YELLOW LINE
(B)	LETTERS AND SYMBOLS PAVEMENT MARKINGS
(C)	4" YELLOW DIAGONAL AT 45° SPACED 2' O.C.

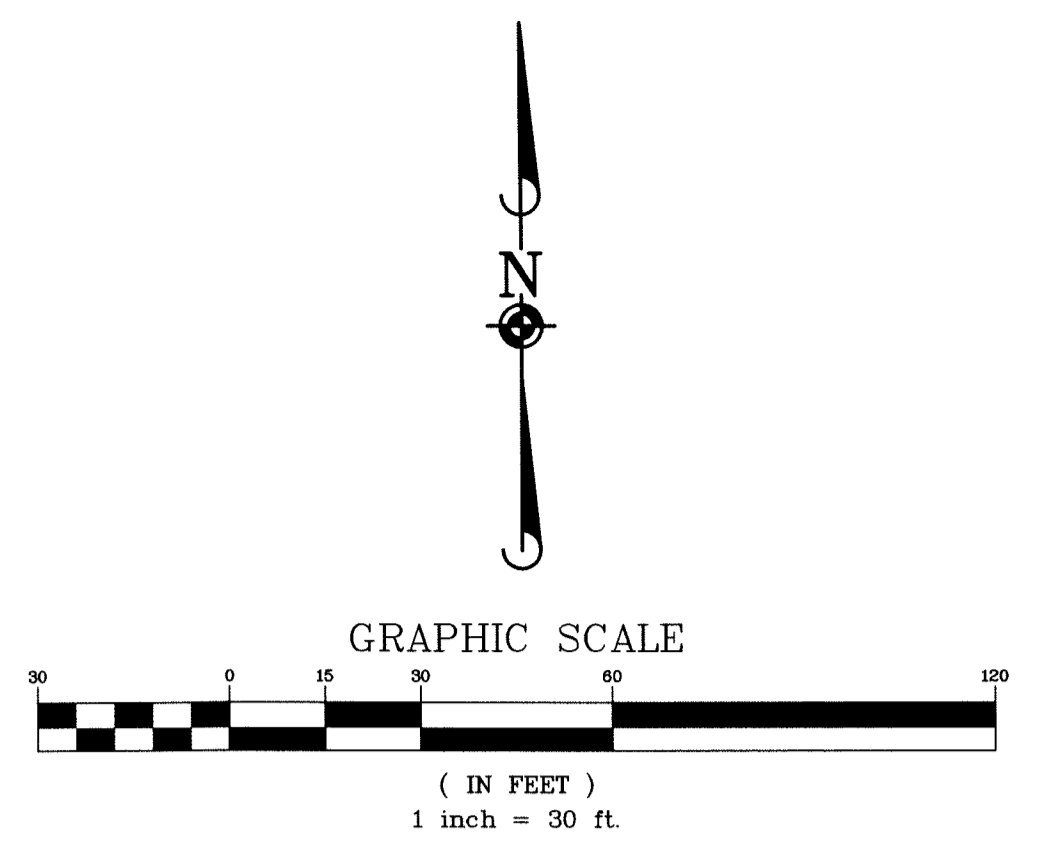
**PHASING LEGEND**

---	PHASE II IMPROVEMENTS - BUILDING CONNECTION - PAVEMENT IMPROVEMENTS
---	PHASE III IMPROVEMENTS - CAR WASH ADDITION - ENTRANCE MONUMENT - PAVEMENT IMPROVEMENTS

**PAVEMENT LEGEND**

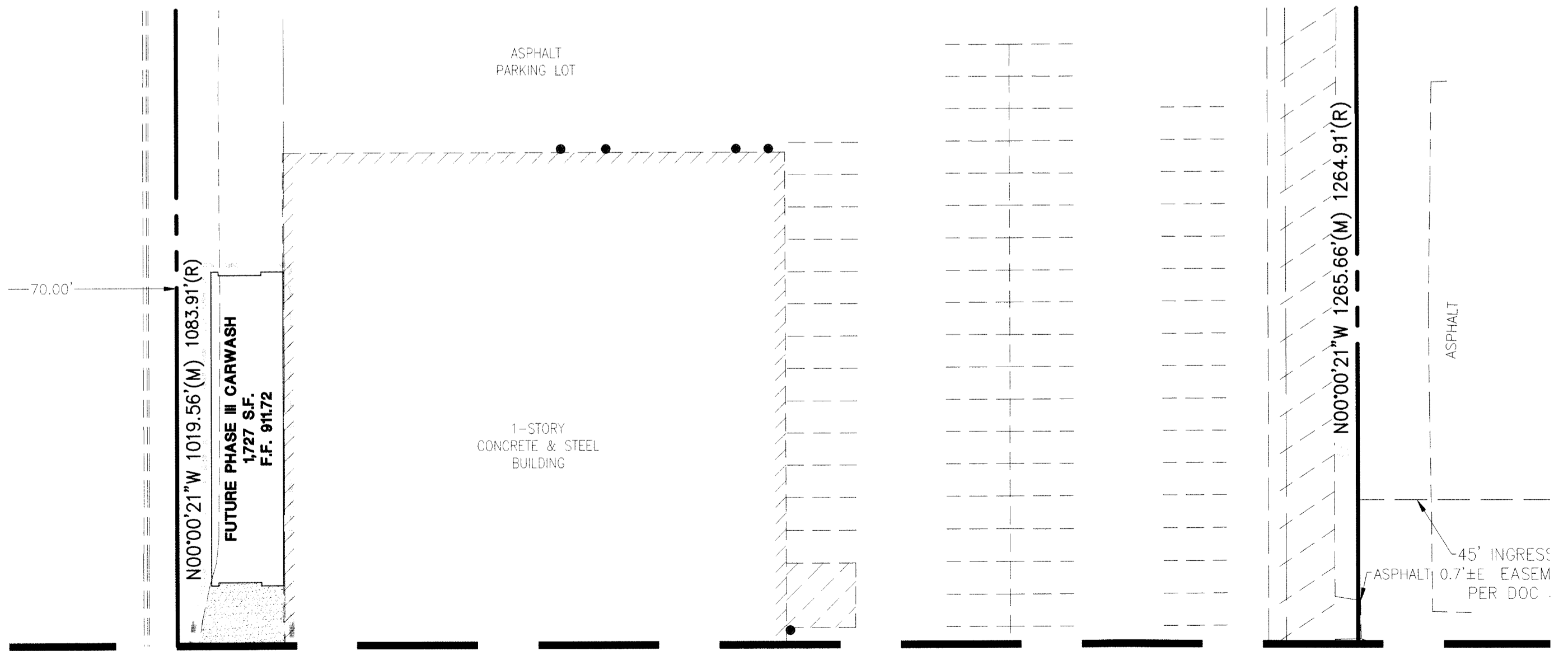
[Pattern]	<b>STANDARD DUTY PAVEMENT</b> 1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50 2 1/4" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19.0, N50 10" AGGREGATE BASE COURSE, TYPE B
[Pattern]	<b>SEAL COAT PAVEMENT</b> CONTRACTOR TO SEALCOAT PARKING LOT AND DRIVE AISLES AND RESTRIPE ALL PARKING STALLS ONSITE (SEE SPECIFICATIONS)
[Pattern]	<b>CONCRETE PAVEMENT</b> 8" CONCRETE PAVEMENT W/ 6 X 6 W1.4 WWF 4" COMPACTED AGGREGATE BASE, TYPE B
[Pattern]	<b>SIDEWALK</b>

NOTE: ENTIRE LOT TO BE SEAL COATED AND RESTRIPED



- SITE DIMENSIONAL AND PAVING NOTES:**
- ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
  - ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
  - ALL CURB RADI SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
  - TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2-#4 BARS x 18" LONG DOWELED INTO EXISTING.
  - BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
  - IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS SIDEWALKS, CURBING, CANOPIES, RAMPS AND HANDICAP ACCESS ETC. HAVE BE SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
  - LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
  - ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
  - SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
  - DEPRESS CURB & GUTTER AT ALL SIDEWALK AND PATH LOCATIONS FOR HANDICAP ACCESS AS PER FEDERAL AND STATE STANDARDS.
  - THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.

- CITY OF CRYSTAL LAKE PAVING NOTES:**
- ALL SUBGRADES AND BASES SHALL BE PROOF-ROLLED AND APPROVED BY THE ENGINEERING DIVISION PRIOR TO BASE OR BINDER INSTALLATION.
  - SUBGRADE AND PROPOSED PAVEMENTS SHALL BE FINISHED BY THE EXCAVATION CONTRACTOR WITHIN 0.1 FOOT PLUS OR MINUS, OF PLAN ELEVATION.
  - THE PAVING CONTRACTOR SHALL ENSURE THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISHED TOP OF SUBGRADE ELEVATION HAS BEEN GRADED WITHIN THE TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE PAVING CONTRACTOR ADVISES THE OWNER AND ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT THE CONTRACTOR HAS APPROVED AND ACCEPTS RESPONSIBILITY FOR THE SUBGRADE.
  - FOR THE PURPOSE OF PROVIDING HANDICAP ACCESSIBILITY AND COMPLYING WITH THE AMERICAN DISABILITY ACT AND CITY STANDARDS, CURB SHALL BE DEPRESSED AT LOCATION WHERE PUBLIC WALKS OR PEDESTRIAN PATHS INTERSECT CURB LINES AT STREET INTERSECTIONS AND OTHER LOCATIONS AS DIRECTED.
  - 3/4 IN THICK PREMOULDED FIBRE EXPANSION JOINTS WITH TWO (2) NO. 4 PLAIN ROUND STEEL DOWEL BARS SHALL BE INSTALLED AT DESIGNATED INTERVALS AND AT ALL P.C., P.T., CURB RETURNS AND AT THE END OF EACH POUR. ALTERNATE ENDS OF THE DOWEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES.
  - 3/4 IN THICK FIBRE EXPANSION JOINTS SHALL BE USED IN EVERY CASE WHERE THE SIDEWALK COINCIDES WITH THE CURB AND GUTTER. CONTRACTION JOINTS SHALL BE SAW CUT AT DESIGNATED INTERVALS IN THE CURB. THE COST OF THESE JOINTS SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
  - ALL POURED IN PLACE CONCRETE CURB AND GUTTER SHALL INCORPORATE TWO (2) NO. 4 REINFORCING BARS INSTALLED WHEREVER THE CURB AND GUTTER CROSSES UTILITY SERVICE LINES, THE COST OF WHICH SHALL BE CONSIDERED INCIDENTAL TO THE COST OF CONCRETE CURB AND GUTTER.
  - SIDEWALKS (WHERE REQUIRED) SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE CONSTRUCTION PLANS. ALL SIDEWALK CONCRETE SHALL BE A MINIMUM OF 6.1 BAG MIX (OR IDOT CLASS SI CONCRETE) AND SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT TWENTY EIGHT (28) DAYS. CONTRACTION JOINTS SHALL BE SET FOUR (4) FOOT CENTERS, AND ONE-HALF INCH (1/2 INCH) PREMOULDED FIBRE EXPANSION JOINTS AT FORTY (40) FOOT CENTERS AND WHERE THE SIDEWALK MEETS THE CURB OR ANOTHER SIDEWALK, OR AT THE END OF EACH POUR. ALL SIDEWALKS CONSTRUCTED OVER UTILITY TRENCHES AND/OR ABUTTING DRIVEWAY APRONS SHALL BE REINFORCED WITH THREE (3) NO. 4 REINFORCING BARS (10 FOOT MINIMUM LENGTH).



MATCHLINE SEE LEFT

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PROJ. MGR.: JGC  
PROJ. ASSOC.: JEM  
DRAWN BY: JEM  
DATE: 11-22-13  
SCALE: 1"=30'  
SHEET 3 OF 8  
MCHCL 130872

PENDING APPROVAL - NOT FOR CONSTRUCTION