#2016-19
Crystal Lake Senior Residences – SUP
Project Review for Planning and Zoning Commission

Meeting Date: June 15, 2016

Request: Special Use Permit for the Crystal Lake Senior Residences, a Continuing Care Retirement Community without nursing facilities.

Location: 295 Pathway Court

Acreage: Approximately 6 acres

Zoning: R-2 Single Family

Surrounding Properties:
North: R-2 Single Family
South: R-2 Single Family
East: B-2 General Commercial
West: R-2 Single Family

Staff Contact: Elizabeth Maxwell (815.356.3615)

Background:

- The site is Lot 3, a 6-acre-lot, and was created as part of the Immanuel Lutheran subdivision. As part of that subdivision, a traffic study was commissioned that planned for a 120-unit senior living development on this parcel. An update to this traffic study has been completed and is attached with this packet.
- When Immanuel Lutheran went through their subdivision process, there was discussion that the connection from Teckler Boulevard was needed to cross the railroad tracks and connect to Main Street at Congress Parkway. In 2007, City Council made the determination that each lot could come forward with their development proposal prior to the roadway construction. City staff is currently working on an action plan for City Council's consideration for these improvements.
- The petitioner requested a conceptual review on February 17, 2016. The PZC was favorable of the project and like the site and building design. The minutes from that meeting are attached.

Development Analysis:

Land Use/Zoning

- The site is currently zoned R-2 Single Family Residential. Senior housing is classified as Continuing Care Retirement Community without nursing facilities and is allowed as a Special Use within this zoning district.
- The current land use is Urban Residential. This would allow for a variety of residential uses including single-family and multi-family uses and senior housing would be compatible with this.

General

- The project is for seniors and includes low and very low income seniors, providing a housing option for residents wishing to remain in Crystal Lake.
- It features 1 and 2 bedroom units with all appliances.
- The project's location is in close proximity to the bike path, park areas, and shopping.

Site Layout

- Two driveway connections are shown off Pathway Court leading into the site. The first is the main access which leads to the parking area. The second is a grass paver area for emergency access around the building.
- The three-story building is along the south half of the lot, far from the single-family residences, with an open courtyard area on the south side.
- There is a required second emergency access to the north leading to Sunset Terrace. This can be a gated access. A condition of approval has been added for this access.

Building Elevations

- The building has been designed to appear very residential in character with a pitched roof with several dormers, residential style siding, and large windows.
- The building is 40 feet in height which is the maximum for "other" use in the R-2 district. Some architectural details may extend above this height.
- The building would be constructed with Hardi-Board cement fiber siding with a stone base.
- Glazed masonry tile provides an accent color in the bay areas and over the main entrance.
- The proposed site and building meet the Design Standards in the UDO.

Landscape

- The petitioner has provided a landscape plan illustrating trees in the parking lot and creating a boulevard type look with trees flanking the entrance drive and courtyard area.
- Additional shrubs, flowers and ground cover would be placed around the building and site.
- There is also a community garden section for the residents.

- There is an existing tree line area along the north side of the site adjacent to the residential area that would remain. There are also some existing trees along Main Street. These areas would provide additional screening for this site from the neighboring uses and allow the residents some privacy.
- There are walking paths around the property. The path on the north side going west and east would be a public path and a condition of approval has been added requiring an easement for this path.

Parking

- The parking lot provides 126 parking spaces. The requirement for Continuing Care Retirement Community is 0.5 spaces per dwelling unit. This is typically for nursing care facilities and not independent living. This would only require 40 parking spaces. The requirement for apartments is 1.5 per 1 bedroom and 2 per 2 bedroom and 0.25 for guest parking. Using this calculation would require 160 spaces. For this type of use, the parking demand is somewhere in the middle, as usually each unit only has 1 car and then some employee parking. 126 spaces should be sufficient to support the parking needs of the project.

Findings of fact:

SPECIAL USE PERMIT

The petitioner is requesting approval of a Special Use Permit to allow a Continuing Care Retirement Community without nursing facilities. A Special Use requires separate review because of its 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*

DESIGN CRITERIA

The UDO specifies specific design criteria for new development. There are 7 criteria groups, which 3 of those being mandatory. Staff has reviewed the proposed development against the standards listed and has made a determination that the project meets all the mandatory and optional standards. The results are as follows:

1. Site Layout – building orientation
   ☒ *Meets* ☐ *Does not meet* ☐ *Not Applicable*

2. Site Layout – building orientation to street edges
   ☒ *Meets* ☐ *Does not meet* ☐ *Not Applicable*

3. Site Layout – building orientation to non-street property lines
   ☒ *Meets* ☐ *Does not meet* ☐ *Not Applicable*

4. Building Design – mass and form
   ☒ *Meets* ☐ *Does not meet* ☐ *Not Applicable*

5. Building Design – Façade Articulation (Mandatory)
   ☒ *Meets* ☐ *Does not meet* ☐ *Not Applicable*

6. Building Design – Roof Articulation (Mandatory)
   ☒ *Meets* ☐ *Does not meet* ☐ *Not Applicable*

7. Building Design – Building Materials (Mandatory)
   ☒ *Meets* ☐ *Does not meet* ☐ *Not Applicable*

Roadway and Railroad Improvements:

When Immanuel Lutheran went through their subdivision process, there was discussion that the connection from Teckler Boulevard was needed to cross the railroad tracks and connect to Main Street at Congress Parkway. In 2007, City Council made the determination that each lot could come forward with their development proposal prior to the roadway construction. City staff is currently working on an action plan for City Council's consideration for these improvements.

Recommended Conditions:

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

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
   A. Application (Gardner Capital, received 05/16/16)
   B. Project Narrative (Gardner Capital, received 05/16/16)
   C. Plat of Survey (Smith Engineering, dated 11/21/85, received 06/16/16)
   D. Site Plan (Site Design Group, dated 05/13/15, received 05/16/16)
   E. Landscape Plan (Harley Ellis Devereaux, dated 02/27/15, received 06/16/16)
   F. Elevations (Harley Ellis Devereaux, dated 02/27/15, received 06/16/16)
   G. Engineering Plans (Manhard, dated 05/13/16, received 05/16/16)
   H. Stormwater Narrative (Manhard, dated 05/13/16, received 05/16/16)
   I. Traffic Study Memo (CivilTech, dated 06/09/16, received 06/09/16)

2. Provide a Plat of Easement for the east/west walking path along the north side of the property.

3. An emergency access shall be provided between the parking lot area and Sunset Terrace.

4. The petitioner shall provide the necessary information to comply with Chapter 595 of the City Code for stormwater review.

5. Any tree removal requires replacement and shall comply with the standards in the UDO.

6. When the Immanuel Lutheran subdivision was approved a condition of approval stated, "Prior to any development approval of Lots 1, 2 or 3, the Congress Parkway connection will be secured as a public right-of-way. All of the benefited properties within the subdivision will pay their proportional fair share of the improvements." Being a benefited property, this lot is responsible for its fair share of the improvements required in this area, which may include roadway and intersection improvements, railroad line removal and relocation and the creation of a new rail storage yard.

7. The petitioner shall address all of the review comments and requirements of the Community Development, Fire Rescue, Police, and Public Works Departments, the City's Traffic Consultant and of the City's Stormwater Consultant.

City of Crystal Lake
Development Application

Office Use Only
File # _____

Project Title: Senior Residences of Crystal Lake

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**
- X **Special Use Permit**
- ___ **Variation**
- ___ **Other**

Petitioner Information

Name: Gardner Capital Development Illinois, LLC

Address: 401 N. Michigan Ave., Suite 1200

Chicago, IL 60611

Phone: (312) 836-3688

Fax: _____

E-mail: tjbrantley@att.net

Owner Information (if different)

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

Address: 300 Pathway Court

Crystal Lake, Illinois 60014

Phone: (815) 459-1441

Fax: _____

E-mail: lmobley@immanuelcl.org

Property Information

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

Project Address/Location: 295 Pathway Ct., Crystal Lake, IL 60014

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

Development Team

Please include address, phone, fax and e-mail

Developer: Scott Puffer, SVP Midwest, Gardner Capital Development Illinois, LLC, 401 N. Michigan Ave., Suite 1200, Chicago, IL 60611

Architect: Mark Jones, HED, 1 East Wacker Drive, Suite 200, Chicago, IL 60601

Attorney: Thomas C. Zanck, Zanck, Coen, Wright & Saladin, P.C., 40 Brink St., Crystal Lake, IL 60014
phone (815) 459-8800, fax (815) 459-8429, tzanck@zcwlaw.com

Engineer: TBD

Landscape Architect: Justin Rossman, Site Design Group, Ltd., 888 S. Michigan Ave., Suite 1000, Chicago, IL 60605, phone (312) 427-7240

Planner: TBD

Surveyor: TBD

Other:

Signatures

GARDNER CAPITAL DEVELOPMENT ILLINOIS, LLC, petitioner

By: Scott E. A.
Its: Sr VP Development - Midwest

5/13/16
Date

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

HOME STATE BANK TRUST NO. 4629, owner

By: _____
Its: _____

_____
Date

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

Development Team

Please include address, phone, fax and e-mail

Developer: Scott Puffer, SVP Midwest, Gardner Capital Development Illinois, LLC, 401 N. Michigan Ave., Suite 1200, Chicago, IL 60611

Architect: Mark Jones, HED, 1 East Wacker Drive, Suite 200, Chicago, IL 60601

Attorney: Thomas C. Zanck, Zanck, Coen, Wright & Saladin, P.C., 40 Brink St., Crystal Lake, IL 60014 phone (815) 459-8800, fax (815) 459-8429, tzanck@zcwlaw.com

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Planner: TBD

Surveyor: TBD

Other:

Signatures

GARDNER DEVELOPMENT LLC, petitioner

Capital Illinois

By: _____ _____

Its: _____ **Date**

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

HOME STATE BANK TRUST NO. 4629, owner

By: Barbara Burget 4/27/16

Its: BARBARA BURGET ~~ASST. TRUST OFFICER~~ **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.

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

PUBLIC NOTICE

BEFORE THE PLANNING AND ZONING COMMISSION OF THE CITY OF CYRSTAL LAKE

IN THE MATTER OF THE APPLICATION OF
GARDNER CAPITAL DEVELOPMENT ILLINOIS, LLC

LEGAL NOTICE

Notice is hereby given in compliance with the Zoning Ordinance 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 Gardner Capital Development Illinois, LLC relating to the following described real estate:

LOT 11 IN RESUBDIVISION OF LOTS 1 AND 2 OF COMMONS OF CRYSTAL LAKE SUBDIVISION OF PART OF SECTION 5, TOWNSHIP 43 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEROF RECORDED JUNE 11, 1980 AS DOCUMENT NUMBER 796131 BEING A RESUBDIVION OF LOTS 1 AND 2 OF COMMONS OF CRYSTAL LAKE, RECORDED DECEMBER 1, 1986 AS DOCUMENT NUMBER 964327, IN MCHENRY COUNTY, ILLINOIS.

commonly known as 295 Pathway Ct., Crystal Lake, IL 60014

This application is filed for the purpose of seeking a Special Use Permit to allow a Continuing Care Retirement Community with amenity driven senior residences, pursuant to the requirements of Section 9-200 (D) of the Crystal Lake Zoning Ordinance.

A public meeting before the Planning and Zoning Commission on the request will be held at 7:30 p.m. on June 1, 2016, at the Crystal Lake City Hall, 100 West Woodstock Street, at which time and place any person determining to be heard may be present.

Thomas Hayden,
Chair Planning and Zoning Commission
City of Crystal Lake

(Published in the Northwest Herald May 17, 2016) 1188110

GIS consortium MapOffice™



Map created on **June 9, 2016**.

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SENIOR RESIDENCES of CRYSTAL LAKE
Project Narrative

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

Address:
NE corner Parkway Court off of Teckler Blvd.

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

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

- *Very low-income seniors*.....10% of the apartments will be set-aside for seniors at or below 30% of the AMI ensuring that seniors with little or no regular income will have an opportunity to reside at the property and make use of its services and social support programs. These apartments will receive an allocation of project-based section 8 vouchers from the McHenry County Housing Authority.

- *Affordable rents for seniors*....Rents for all apartments will be structured so as not to exceed more than 30% of a residents certified income as confirmed by the leasing staff. Typical rents for a one bedroom apartment will range from $345-$733 while two bedroom apartments will rent for $415-$880 per month making them among the most affordable in the entire community.

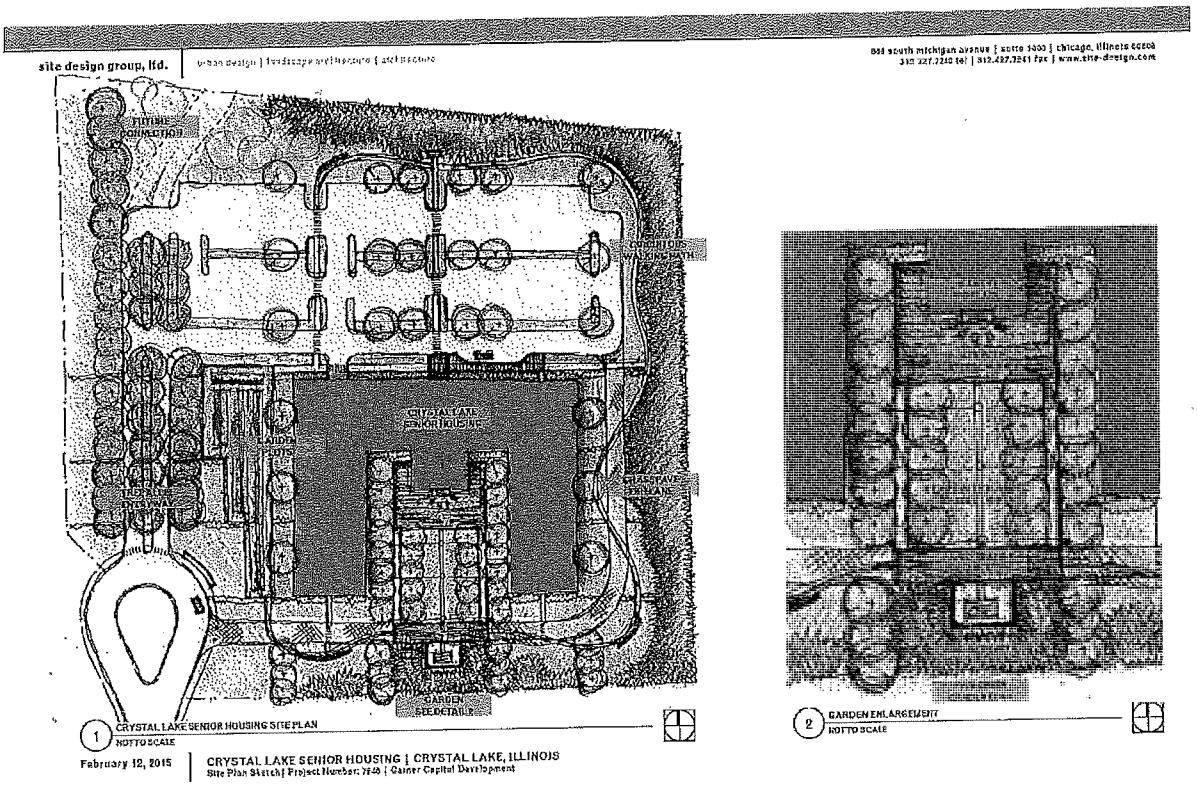
- *Housing services for the elderly*....At 80 units and over 90,000 square feet the project will feature more amenities than other older senior facilities including facilities for home health care services, a full exercise suite and a dedicated theater room. The manager, HODC and other participating local supportive agencies will be actively providing empowerment services, recreational activities and other amenities geared towards the lifestyles and needs of aging households.

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

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

Common features:

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



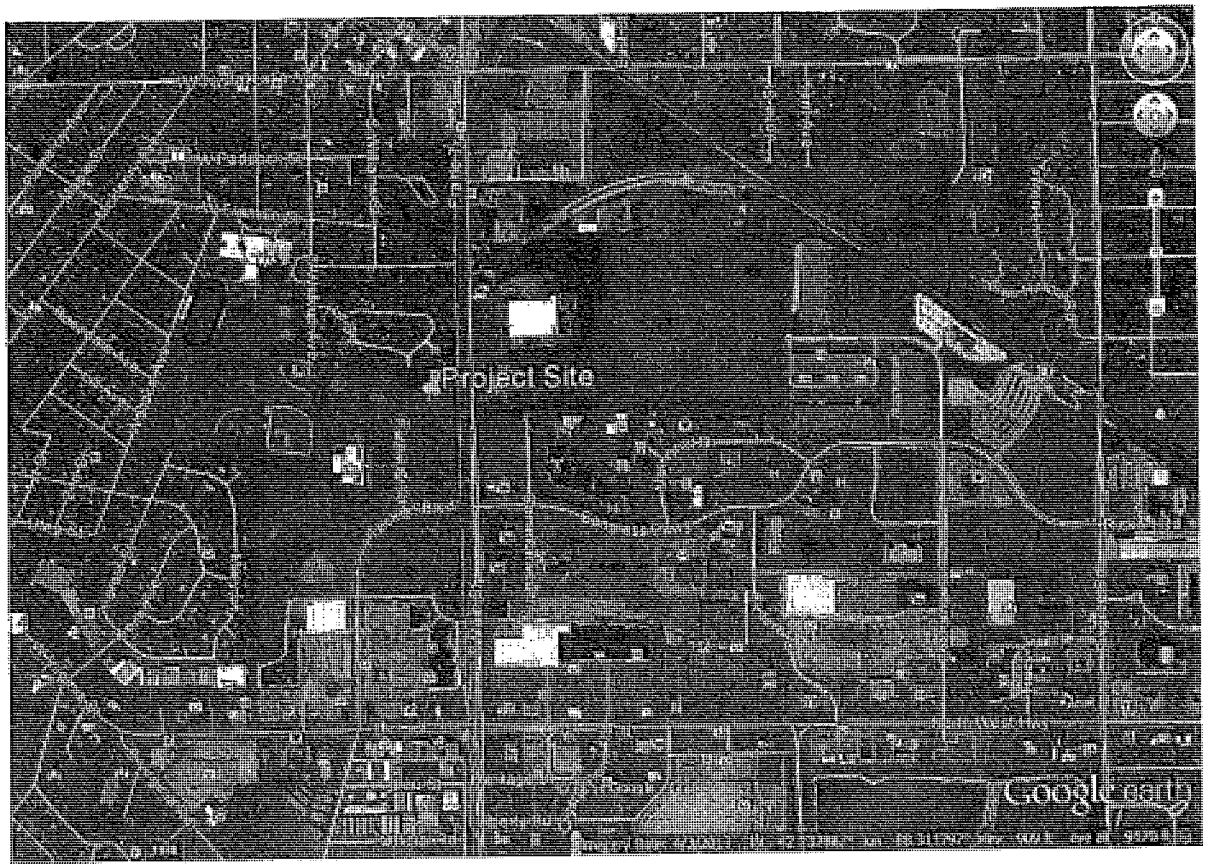
Community description:

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

Among the city's sites of interest is the historic downtown district; having recently undergone a revitalization, it is home to many small specialty shops and businesses, and is a popular local shopping district. Also located in the downtown district is the Raue Center for the Arts, which seats 750 and performs plays and hosts concerts throughout the year. Raue Center has recently transformed itself into a regional destination spot by providing a Jazz Festival launched by Ramsey Lewis.

Another large presence in the city is the Crystal Lake Park District, which runs all of the city's numerous parks and the yearly events which take place within them. Two major parks run by the park district are Veterans Acres, along Walkup Road, and Main Beach, along the namesake Crystal Lake. Two former gravel quarries have been allowed to fill with water, forming an area known as the Vulcan Lakes, also stretching into Lake in the Hills and Algonquin. The two northernmost lakes are now known as Three Oaks Recreation Area. Recreational operations at this site started in Autumn, 2010, and it has since become one of the most popular destinations in Crystal Lake.

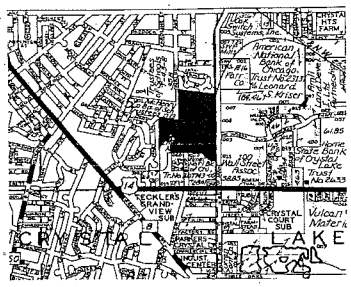
The City is split diagonally by Northwest Highway(rt14) a major SE/NW arterial and also Route 31 along its eastern edge. Route 31 is the primary means to travel northbound from Interstate 90 into the McHenry County communities. Crystal Lake hosts many modes of public transportation. The Metra Rail Union Pacific Northwest Line makes it easier for residents of Crystal Lake to get to Chicago where the majority of them are employed. The Taxi cab services that mainly serve the city are known as Crystal Lake Cab Company, Crystal Lake Taxi Services, and American Dependable: also serving Crystal Lake is the Pace Bus system owned by the RTA (Regional Transit Authority).



SMITH ENGINEERING CONSULTANTS, INC.
ENGINEERS SURVEYORS PLANNERS

ALTA / A.C.S.M.
LAND TITLE SURVEY

Lot 11 in Resubdivision of Lots 1 and 2 of Commons of Crystal Lake Subdivision of part of Section 5, Township 43 North, Range 8 East of the Third Principal Meridian, according to the Plat thereof recorded June 11, 1980 as Document No. 796131, said Resubdivision of Lots 1 and 2 of Commons of Crystal Lake being recorded December 1, 1986 as Document No. 954327, in McHenry County, Illinois.



HILL DRIVE
SUNSET
CRYSTAL HILLS SUBDIVISION
FOUND IRON PIPE
REC.= N 82°42'17" W
MEAS.= N 83°10'29" W
DEED.= 1154.20' REC.= 1157.03'
MEAS.= 1157.15'
FENCE 0.2' N
FOUND IRON PIPE IN LINE FENCE N 0.2' W OF FENCE N

LOT 11
GROSS AND NET AREA = 60.413± ACRES

ZONING IS SHOWN AS R-2PUD PER CITY OF CRYSTAL LAKE ZONING MAP DATED 2/20/92

DEED= 915.09' REC.= 915.09'
MEAS.= 915.26'
REC.= N 00°32'00" W
MEAS.= N 00°40'03" W

FOUND IRON PIPE
DEED= 599.08' REC.& MEAS.= 598.99'
REC.= S 81°33'00" E
MEAS.= S 81°59'40" E
SET IRON BAR

REC.& MEAS.= 623.62'
REC.= N 00°08'00" E
MEAS.= N 00°00'38" E
FENCE ON LINE
FENCE 0.3' EAST
NE. COR. OF SHED 0.75' WEST
SE. COR. OF SHED 0.77' WEST

REC.& MEAS.= 2308.96'
REC.= N 00°12'00" W
MEAS.= N 00°14'38" W

CHICAGO AND NORTHWESTERN RAILROAD

MARY LANE
COLBY'S HOME ESTATES
2ND ADDITION TO COLBY'S HOME ESTATES
GAIL CT.

FOUND IRON BAR
N 45°39'32" W
REC.& MEAS.= 305.37'
S 44°01'34" W
REC.= 450.00' MEAS.= 450.08'
FOUND IRON BAR
REC.= 370.00' MEAS.= 370.21'
N 45°56'58" E
FOUND IRON BAR

LOT 10
STORMWATER RETENTION EASEMENT AND OPEN SPACE

B-209 91.7
B-204 102.2
B-203 99.5
B-205 100.2
B-206 99.5
B-207 100.3
B-208 99.3
MEAS.= 1181.52'
B-202 98.0
B-210 98.1
B-200 98.5
B-201 99.2

270'
75'
40'
263'
30 FT. EMERGENCY OVERLAND DRAINAGE EASEMENT TO BE VACATED WHEN TECKLER BLVD IS EXTENDED NORTH.
405'
400'
85'
15'
45'
143.2'
30'
813'
171'
192'
BIKE PATH
97'

REC.= 130.07'
MEAS.= 130.22'
N 00°08'34" W
FOUND IRON BAR
REC.= 220.13'
N 89°40'37" W
REC.= 381.58'
REC.= 564.10'
REC.= 196.13'
LOT 6
LOT 8
BENCHMARK: TOP NUT ASSUMED ELEVATION=100.00

LOT 1
LOT 2
EXISTING BUILDING
LOT 3
DEMOLISHED BUILDING
LOT 5
TECKLER BLVD.
LOT 9
EXISTING BUILDING
PUMP ISLANDS
BERM W/TANK SUPPORTS
FOUND IRON BAR
REC.= 35.33'
MEAS.= 35.13'
S 88°40'56" W
FUEL RAILCAR TRANSFER
177'
111'
162'
25'
8'
5'

BORING LOCATION PLAN
60.4 ACRE PARCEL
MAIN STREET AND ROUTE 14
CRYSTAL LAKE, ILLINOIS

NOTE:
Chicago Title Insurance Company Commitment for Title Insurance Order No. 1409 000003948 WH, Dated 11/18/95, was used for this Survey

STATE OF ILLINOIS } S.S.
COUNTY OF McHENRY }

Certified to: 1. Deergrove Associates, an Illinois partnership
2. First Security Bank of Cary-Grove
3. Chicago Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys", jointly established and adopted by ALTA and ACSM in 1992, and includes items 1-4, 6 and 11 of Table A thereof, and pursuant to the Accuracy Standards (as adopted by ALTA and ACSM and in effect on the date of this certification) of a Urban Survey, as defined therein and have inspected F.I.R.M. Map Community-Panel No.170476 0002 Dated September 4, 1985, and have determined that the subject property is not located within a Special Flood Hazard Area. The subject property is located within Zone "C" (Minimal flood hazard).

Dated this 30th day of NOVEMBER 19 95

Professional Illinois Land Surveyor Number.

TESTING SERVICE CORPORATION
457 EAST GUNDERSEN DRIVE
CAROL STREAM, ILLINOIS 60188
JANUARY 1998 L- 44,000

BK.____ PG.____

LEGEND
- WATERMAIN MANHOLE
- VALVE VAULT
- FIRE HYDRANT
- UTILITY POLE

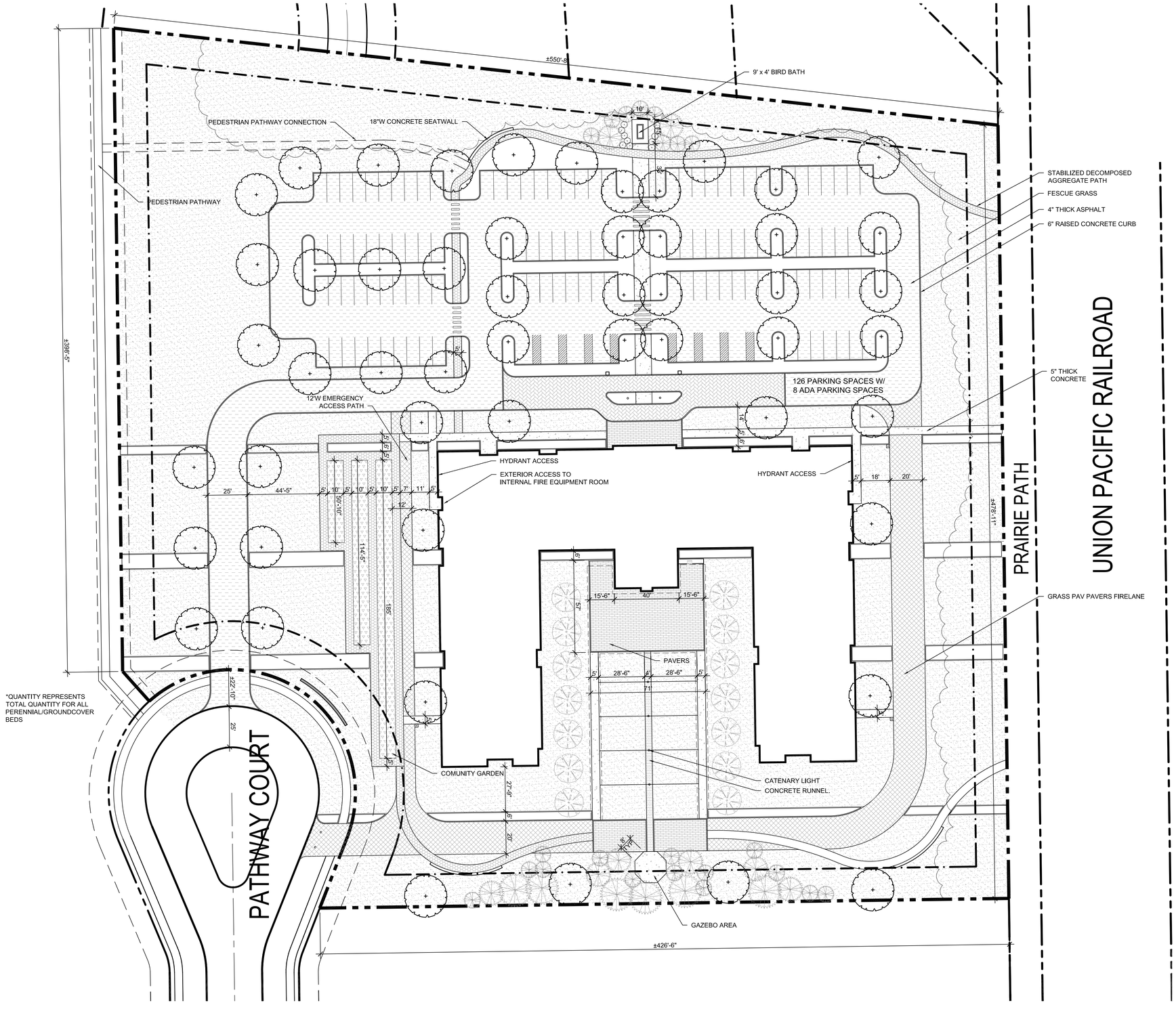
NOTE: NO PORTIONS OF THIS PARCEL ARE LOCATED WITHIN A FLOODPLAIN (PER F.I.R.M. MAP COMMUNITY PANEL NO. 170476 0002, DATED SEPTEMBER 4, 1985), OR WITHIN ANY WETLANDS PER NATIONAL WETLAND INVENTORY MAPS.

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft

ORDERED BY: ROBERT KAMM
CLIENT: KAMM & SHAPIRO LTD.
DRAWN BY: CC TM CHECKED BY: SMH
SCALE: 1" = 100' SEC. 5 T. 43 R. 8
JOB NO.: 95063g-14 (Upd. 94-0070)
DATE.: 11-21-95
REVISIONS:
ALL DISTANCES SHOWN IN FEET AND DECIMAL PARTS THEREOF

N

2 of 2



*QUANTITY REPRESENTS TOTAL QUANTITY FOR ALL PERENNIAL/GROUNDCOVER BEDS

1 DIMENSION PLAN
1" = 30'-0"

0 10 20 30 40 50 60'

GENERAL NOTES:

1. COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES FOR ALL WORK AND OPERATIONS.
2. KEEP ALL AREAS CLEAN, NEAT AND ORDERLY AT ALL TIMES, CLEAR OF RUBBISH AND DEBRIS. LEGALLY DISPOSE OF ALL MATERIALS REMOVED FROM THE SITE.
3. DO NOT INTERFERE WITH USE OF ADJACENT PROPERTIES INCLUDING BUT NOT LIMITED TO BUILDINGS, PARKING LOTS, STREETS OR ALLEYS.
4. PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS, FENCING, FURNISHINGS AND PLANTINGS, TREES AND LAWNS FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS, AND OTHER HAZARDS CREATED BY SITE IMPROVEMENTS. IF ANY DAMAGE OCCURS, REPAIR TO ORIGINAL CONDITION AT NO ADDITIONAL COST.
5. PROTECT AND/OR RESTORE EXISTING LAWN TO EXCELLENT CONDITION WITH TOPSOIL AND SOD.
6. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES INCLUDING, BUT NOT LIMITED TO, DEMOLITION, CONSTRUCTION ACCESS, STORAGE OF MATERIALS, STAGING, EXCAVATION FOR PROPOSED WORK INCLUDING OVER EXCAVATION TO ALLOW FOR PROPOSED WORK SHALL BE RESTORED WITH TOPSOIL AND SOD AT NO ADDITIONAL COST.
7. VERIFY SITE CONDITIONS BEFORE PROCEEDING WITH WORK AND REPORT ANY CONFLICT TO AOR.
8. VERIFY DIMENSIONS IN FIELD.
9. COORDINATE WORK WITH ALL OTHER TRADES.

LEGEND

- SHADE TREE
- EVERGREEN TREE/SHRUB
- GROUNDCOVER/PERENNIALS
- FESCUE GRASS
- COMMUNITY GARDEN PLANTINGS
- 5" THICK CONCRETE
- 4" THICK ASPHALT
- UNIT PAVERS
- UNIT PAVERS
- GRASS PAV PAVERS
- STABILIZED DECOMPOSED AGGREGATE
- CONCRETE RUNNEL
- 6"W x 6"H RAISED CONCRETE CURB
- CONCRETE SEATWALL

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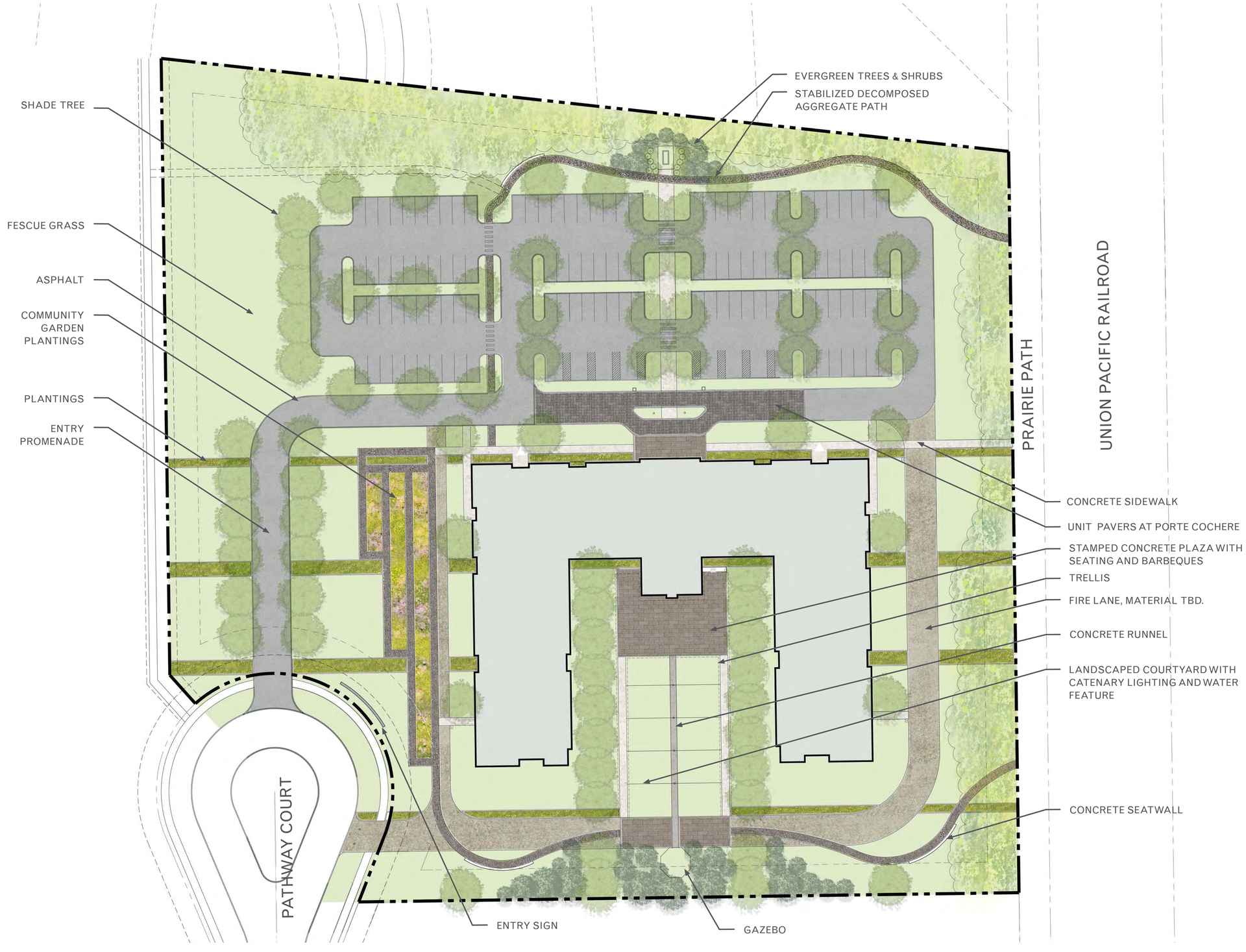
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DIMENSION PLAN

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proj no	7548
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1 LANDSCAPE SITE PLAN

SCALE: 1" = 30'-0"

0 10 20 30 40 50 60'

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Proposed Improvements
for
SENIOR LIVING DEVELOPMENT
NORTHEAST CORNER OF PATHWAY COURT
CITY OF CRYSTAL LAKE, ILLINOIS

01-01-16 OWNER/DEVELOPER
MR. THOMAS BRANTLEY
GARDNER CAPITAL
8000 MARYLAND AVENUE, SUITE 910
CLAYTON, MISSOURI 63105

01-01-16 ARCHITECT
HARLEY ELLIS DEVEREAUX
1 EAST WACKER DRIVE, SUITE 200
CHICAGO, IL 60601
(312) 324-7410

STANDARD SYMBOLS

01-01-16

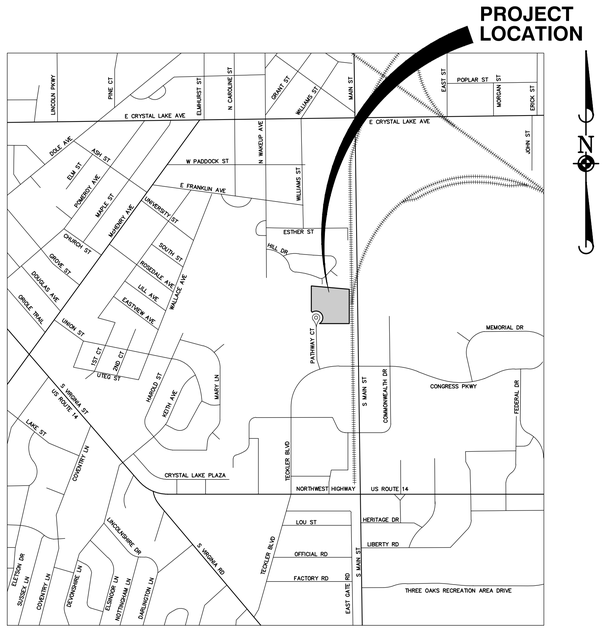
EXISTING		PROPOSED
	STORM SEWER	
	SANITARY SEWER	
	COMBINED SEWER	
FM	FORCEMAIN	FM
	DRAINTILE	
W	WATER MAIN	W
E	ELECTRIC	E
G	GAS	G
T	TELEPHONE	T
OH	OVERHEAD WIRES	OH
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	STORM INLET	
	CLEANOUT	
	HAY BALES	
	RIP RAP	
	VALVE IN VAULT	
	VALVE IN BOX	
	FIRE HYDRANT	
	BUFFALO BOX	
	FLARED END SECTION	
	STREET LIGHT	
	SUMMIT / LOW POINT	S/L
795.20 / 790.25	RIM ELEVATION / INVERT ELEVATION	795.25 / 790.20
	DITCH OR SWALE	
	DIRECTION OF FLOW	
	OVERFLOW RELIEF SWALE	
764	1 FOOT CONTOURS	764
	CURB AND GUTTER	
	DEPRESSED CURB AND GUTTER	
	REVERSE CURB AND GUTTER	
	SIDEWALK	
	DETECTABLE WARNINGS	
	PROPERTY LINE	
	EASEMENT LINE	
	SETBACK LINE	
	MAIL BOX	
	SIGN	
	TRAFFIC SIGNAL	
	POWER POLE	
	GUY WIRE	
	GAS VALVE	
	HANDHOLE	
E	ELECTRICAL EQUIPMENT	
T	TELEPHONE EQUIPMENT	
XXXXXX	CHAIN-LINK FENCE	
	SPOT ELEVATION	792.8 G
	BRUSH/TREE LINE	
16"	DECIDUOUS TREE WITH TRUNK DIA. IN INCHES (TBR)	16"
25'	CONIFEROUS TREE WITH HEIGHT IN FEET (TBR)	25'
S	SILT FENCE	S
	RETAINING WALL	
	WETLAND	

ABBREVIATIONS

01-01-16

ADJ	ADJUST	F/L	FLOW LINE	R	RADIUS
AGG.	AGGREGATE	FM	FORCE MAIN	R.O.W.	RIGHT-OF-WAY
ARCH	ARCHITECT	G	GROUND	RCP	REINFORCED CONCRETE PIPE
B.A.M.	BITUMINOUS AGGREGATE MIXTURE	GAS	GAS	REM	REMOVAL
B-B	BACK TO BACK	G/F	GRADE AT FOUNDATION	REV	REVERSE
B/C	BACK OF CURB	GW	GUY WIRE	RR	RAILROAD
B/P	BOTTOM OF PIPE	HDWL	HEADWALL	RT	RIGHT
B/W	BACK OF WALK	HH	HANDHOLE	SAN	SANITARY
B-BOX	BUFFALO BOX	HWL	HIGH WATER LEVEL	SF	SQUARE FOOT
BIT.	BITUMINOUS	HYD.	HYDRANT	SHLD.	SHOULDER
BM	BENCHMARK	INL	INLET	SL	STREET LIGHT
B.O.	BY OTHERS	INV.	INVERT	SMH	SANITARY MANHOLE
C.E.	COMMERCIAL ENTRANCE	IP	IRON PIPE	ST	STORM
CB	CATCH BASIN	LT	LEFT	STA.	STATION
CL	CENTERLINE	MAX.	MAXIMUM	STD	STANDARD
CMP	CORRUGATED METAL PIPE	MB	MAILBOX	SW	SIDEWALK
CNTRL	CONTROL	M/E	MEET EXISTING	SY	SQUARE YARDS
C.O.	CLEANOUT	MH	MANHOLE	TBR	TO BE REMOVED
CONC.	CONCRETE	MIN.	MINIMUM	T	TELEPHONE
CY	CUBIC YARD	NWL	NORMAL WATER LEVEL	T-A	TYPE A
D	DITCH	P.E.	PRIVATE ENTRANCE	T/C	TOP OF CURB
DIA.	DIAMETER	PC	POINT OF CURVATURE	T/F	TOP OF FOUNDATION
DIP	DUCTILE IRON PIPE	PCC	POINT OF COMPOUND CURVE	T/P	TOP OF PIPE
DIWM	DUCTILE IRON WATER MAIN	PGL	PROFILE GRADE LINE	T/W	TOP OF WALK
DS	DOWNSPOUT	PI	POINT OF INTERSECTION	T/WALL	TOP OF WALL
DT	DRAIN TILE	PL	PROPERTY LINE	TEMP	TEMPORARY
E	ELECTRIC	PP	POWER POLE	TRANS	TRANSFORMER
E-E	EDGE TO EDGE	PROP.	PROPOSED	V.B.	VALVE BOX
ELEV.	ELEVATION	PT	POINT OF TANGENCY	VCP	VITRIFIED CLAY PIPE
E/P	EDGE OF PAVEMENT	PVC	POLYVINYL CHLORIDE PIPE	V.V.	VALVE VAULT
EX.	EXISTING	PVC	POINT OF VERTICAL CURVATURE	WL	WATER LEVEL
F.E.	FIELD ENTRANCE	PVI	POINT OF VERTICAL INTERSECTION	WM	WATER MAIN
F-F	FACE TO FACE	PVT	POINT OF VERTICAL TANGENCY		
F.F.	FINISHED FLOOR	P	PAVEMENT		
FES	FLARED END SECTION	P.U.D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT		

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LOCATION MAP
N.T.S.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLESHEET
2	SITE DIMENSIONAL AND PAVING PLAN
3	SOIL EROSION AND SEDIMENT CONTROL PLAN
4	GRADING PLAN
4A	GRADING PLAN (EXISTING TOPOGRAPHY)
5	UTILITY PLAN
6	CONSTRUCTION DETAILS
7	CONSTRUCTION DETAILS
8	CONSTRUCTION DETAILS
9	CONSTRUCTION DETAILS

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GAS NICOR GAS 1844 FERRY ROAD NAPERVILLE, IL 60563 (630) 399-0600 CONTACT: CONSTANCE LANE	SANITARY SEWER CITY OF CRYSTAL LAKE 100 W. WOODSTOCK STREET CRYSTAL LAKE, IL 60014 (815) 356-3614 CONTACT: VICTOR RAMIREZ
SEWER CITY OF CRYSTAL LAKE 100 W. WOODSTOCK STREET CRYSTAL LAKE, IL 60014 (815) 356-3614 CONTACT: VICTOR RAMIREZ	TELEPHONE AT&T 2004 MINER STREET DES PLAINES, IL 60016 (847) 888-6864 CONTACT: HECTOR SAUREZ

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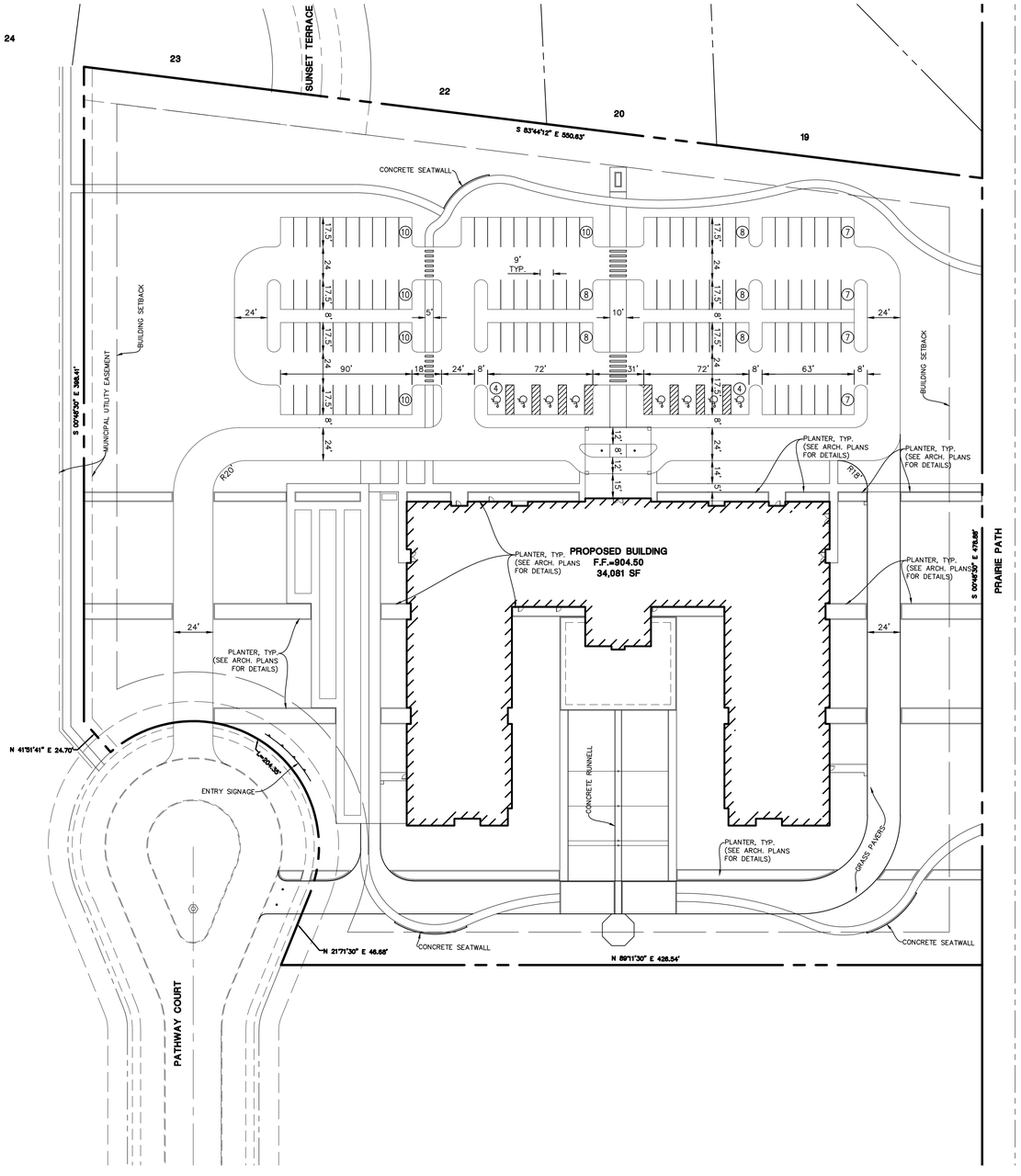
SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
TITLESHEET

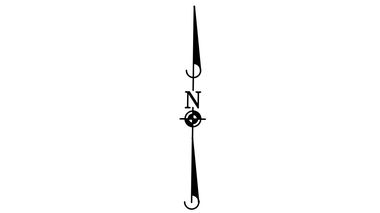
PROJ. MGR.:	JGC
PROJ. ASSOC.:	JSP
DRAWN BY:	AS
DATE:	05-13-16
SCALE:	N.T.S.

SHEET 1 OF 9
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01-01-16

SITE DATA

SITE AREA	6.00 ACRES
PARKING PROVIDED	118 SPACES
HANDICAP PROVIDED	8 SPACES
PARKING RATIO	3.70 SPACES/1000 S.F.

01-01-16

SITE DIMENSIONAL AND PAVING NOTES:

1. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
2. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
3. ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
4. TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2-#6 BARS x 18" LONG DOWELED INTO EXISTING CURB.
5. 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. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING.
6. IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. 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.
8. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
9. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
10. DEPRESS CURB & GUTTER AT ALL SIDEWALK AND PATH LOCATIONS FOR HANDICAP ACCESS PER FEDERAL AND STATE STANDARDS.
11. 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.

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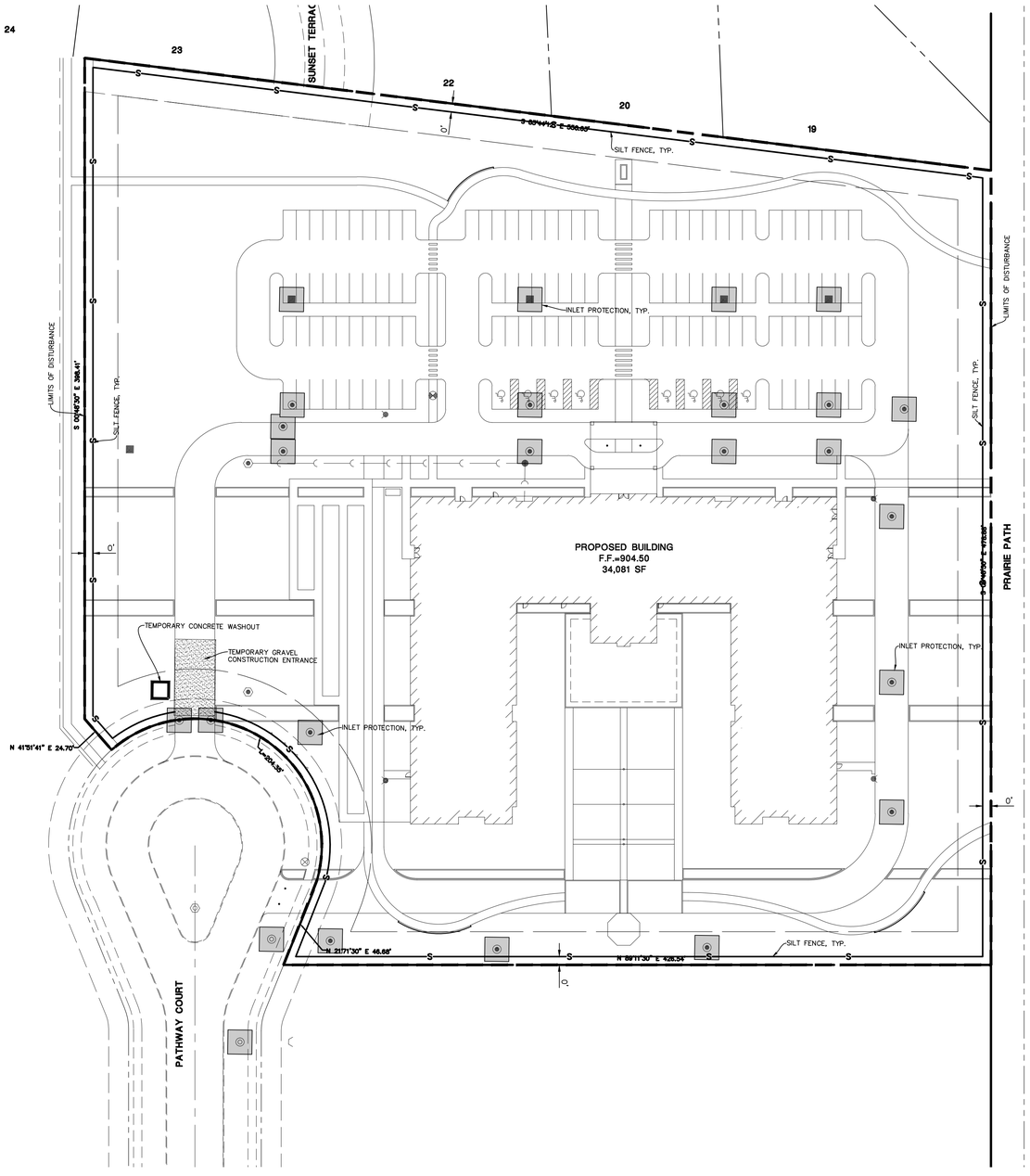
SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
SITE DIMENSIONAL AND PAVING PLAN

PROJ. MGR.:	JGC
PROJ. ASSOC.:	JSP
DRAWN BY:	AS
DATE:	05-13-16
SCALE:	1"=40'

SHEET
2 OF 9
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LEGEND

- TEMPORARY SILT FENCE (PERIMETER EROSION BARRIER)
- TEMPORARY GRAVEL CONSTRUCTION ENTRANCE
- TEMPORARY STORM STRUCTURE PROTECTION
- PAVEMENT DRAINAGE FLOW
- SWALE DRAINAGE FLOW
- LIMITS OF DISTURBANCE/CONSTRUCTION

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

SOIL EROSION AND SEDIMENTATION CONTROL GENERAL NOTES:

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL".
2. MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE OWNER, SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
3. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
4. INSTALL ALL PERIMETER SILT FENCING PRIOR TO ANY CLEARING OR GRADING. ONSITE SEDIMENT CONTROL MEASURES AS SHOWN AND SPECIFIED BY THIS EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO INITIATING CLEARING, GRADING, STRIPPING, EXCAVATION OR FILLING ACTIVITIES ON THE SITE.
5. IF STORMWATER DETENTION IS NOT REQUIRED THE CONTRACTOR SHALL CONSTRUCT DITCHES, SWALES, SEDIMENT TRAPS AND SILTATION CONTROL MEASURES AS REQUIRED TO INTERCEPT SURFACE WATERS BEFORE THEY FLOW ONTO ADJACENT PROPERTY.
6. DISTURBED AREA SHALL BE STABILIZED BY SEEDING AT A MINIMUM, WITHIN SEVEN (7) DAYS OF COMPLETION OF DISTURBANCE UNLESS THE AREA WILL BE DISTURBED WITHIN FOURTEEN (14) DAYS AND GRASS SOWN AS NECESSARY TO RE- ESTABLISH VEGETATION FOR CONTROL OF SILTATION AND SOIL EROSION.
7. TEMPORARY SEED MIXTURE SHALL BE APPLIED AT 64 LBS/ACRE.
8. INLET PROTECTION SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE.
9. TOPSOIL STOCKPILES SHALL BE SEEDED WITHIN SEVEN (7) CALENDAR DAYS OF COMPLETION FOR EROSION CONTROL UNLESS THEY WILL BE DISTURBED WITHIN FOURTEEN (14) CALENDAR DAYS. ALL SOIL STORAGE PILES SHALL BE PROTECTED FROM EROSION WITH SILT FENCE ON THE DOWN SLOPE SIDE OF THE PILES.
10. WATER PUMPED DURING CONSTRUCTION OPERATION SHALL BE FILTERED.
11. DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING WATER DISPERSED FROM A TRUCK MOUNTED TANK WITH STANDARD DISCHARGE HEADER TO PROVIDE A UNIFORM RATE OF APPLICATION.
12. TEMPORARY GRAVEL CONSTRUCTION ENTRANCES SHALL BE MAINTAINED, ADJUSTED OR RELOCATED AS NECESSARY TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC ROADWAYS. ANY SEDIMENT REACHING A PUBLIC ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING BEFORE THE END OF EACH WORKING DAY.
13. ANY LOOSE MATERIAL THAT IS DEPOSITED IN THE FLOW LINE OF ANY GUTTER OR DRAINAGE STRUCTURE DURING CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
14. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE CLIENT OR OTHER JURISDICTIONAL GOVERNMENTAL ENTITIES.
15. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN 30 DAYS OF FINAL STABILIZATION.

CONSTRUCTION SEQUENCE:

1. INSTALL SILT FENCE AT LOCATIONS AS INDICATED ON THE PLANS.
2. PROVIDE STABILIZED CONSTRUCTION ENTRANCE.
3. CONSTRUCT TEMPORARY SEDIMENT TRAPS AND/OR BASINS.
4. STRIP EXISTING TOPSOIL FROM PROPOSED STORMWATER MANAGEMENT AREAS AND STOCKPILE WHERE SHOWN ON PLANS.
5. PROVIDE SILT FENCE AROUND THE BASE OF THE STOCKPILES.
6. COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING AND SODDING OF STORMWATER MANAGEMENT FACILITIES.
7. CUT AND FILL SITE TO PLAN SUB-GRADE.
8. CONSTRUCT UNDERGROUND IMPROVEMENTS, i.e. SANITARY SEWER WATERMAIN AND STORM SEWER**, ETC.
9. CONSTRUCT PAVEMENT IMPROVEMENTS PER PLAN.
10. COMPLETE CONSTRUCTION OF SITE WITH PERMANENT STABILIZATION.
11. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.

** INSTALL INLET PROTECTION AROUND DRAINAGE STRUCTURES AS CONSTRUCTED.

SOIL PROTECTION CHART

STABILIZATION CHART	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDINGS			A			*	*		*			
DORMANT SEEDINGS	B									B		
TEMPORARY SEEDINGS			C			D						
SODDING			E**									
MULCHING	F											

A – KENTUCKY BLUEGRASS 90 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 30 LBS./AC.
B – KENTUCKY BLUEGRASS 135 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 45 LBS./AC. 2 TONS STRAW MULCH PER ACRE
C – SPRING OATS 100 LBS./AC.
D – WHEAT OR CEREAL RYE
E – SOD (NURSERY GROWN KENTUCKY BLUEGRASS)
F – STRAW MULCH 2 TONS PER ACRE
* IRRIGATION NEEDED DURING JUNE, JULY AND SEPTEMBER
** IRRIGATION NEEDED FOR 2-3 WEEKS AFTER SODDING

NOTE: THIS CHART IS A GUIDE TO ASSISTS THE CONTRACTOR IN UNDERSTANDING OPTIONS FOR SOIL STABILIZATION. THE LANDSCAPE PLAN SHALL TAKE PRECEDENCE OVER THIS CHART. ANY CONFLICT SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT PRIOR TO THE START OF CONSTRUCTION.

"THESE EROSION CONTROL PLANS ARE A PORTION OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) TOTAL REQUIREMENTS FOR A COMPLETE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AS REQUIRED BY THE GENERAL NPDES PERMIT NO. ILR10. CLIENT AND/OR CONTRACTOR WILL BE RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF THE GENERAL NPDES PERMIT AND COMPILATION OF THE COMPLETE SWPPP."

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DRAWN BY | REVISIONS | DATE

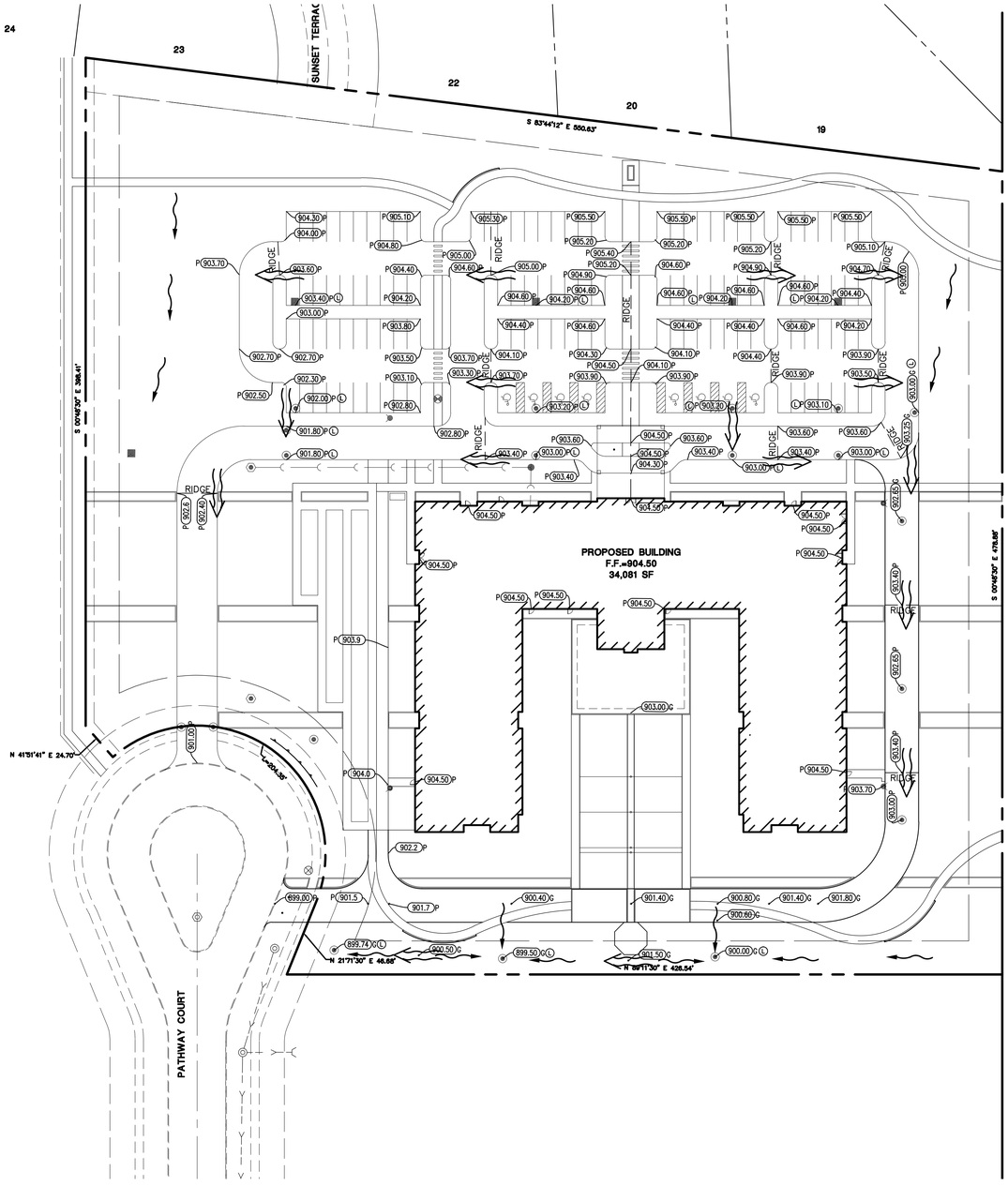
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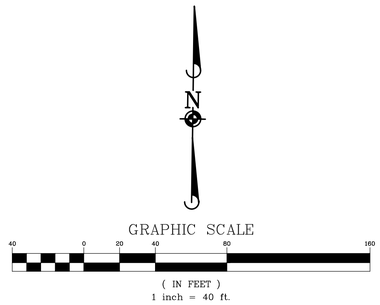
SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
SOIL EROSION AND SEDIMENT CONTROL PLAN

PROJ. MGR.: JGC
PROJ. ASSOC.: JSP
DRAWN BY: MRH
DATE: 05-13-16
SCALE: 1"=40'

SHEET 3 OF 9
GAC.CLIL01

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01-20-16

GRADING NOTES:

1. RETAINING WALL DESIGN TO BE PROVIDED BY OTHERS.
2. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
3. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
4. MEET EXISTING GRADE AT PROPERTY LIMITS UNLESS NOTED OTHERWISE.
5. CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SCHEDULING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
6. 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.
7. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
8. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
9. ALL UNSURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 6 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
10. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY SMITH ENGINEERING CONSULTANTS ON 05-19-06. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
11. TRANSITIONS FROM DEPRESSED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 1:2 UNLESS OTHERWISE NOTED.

DRAWN BY	REVISIONS	DATE
-	-	-

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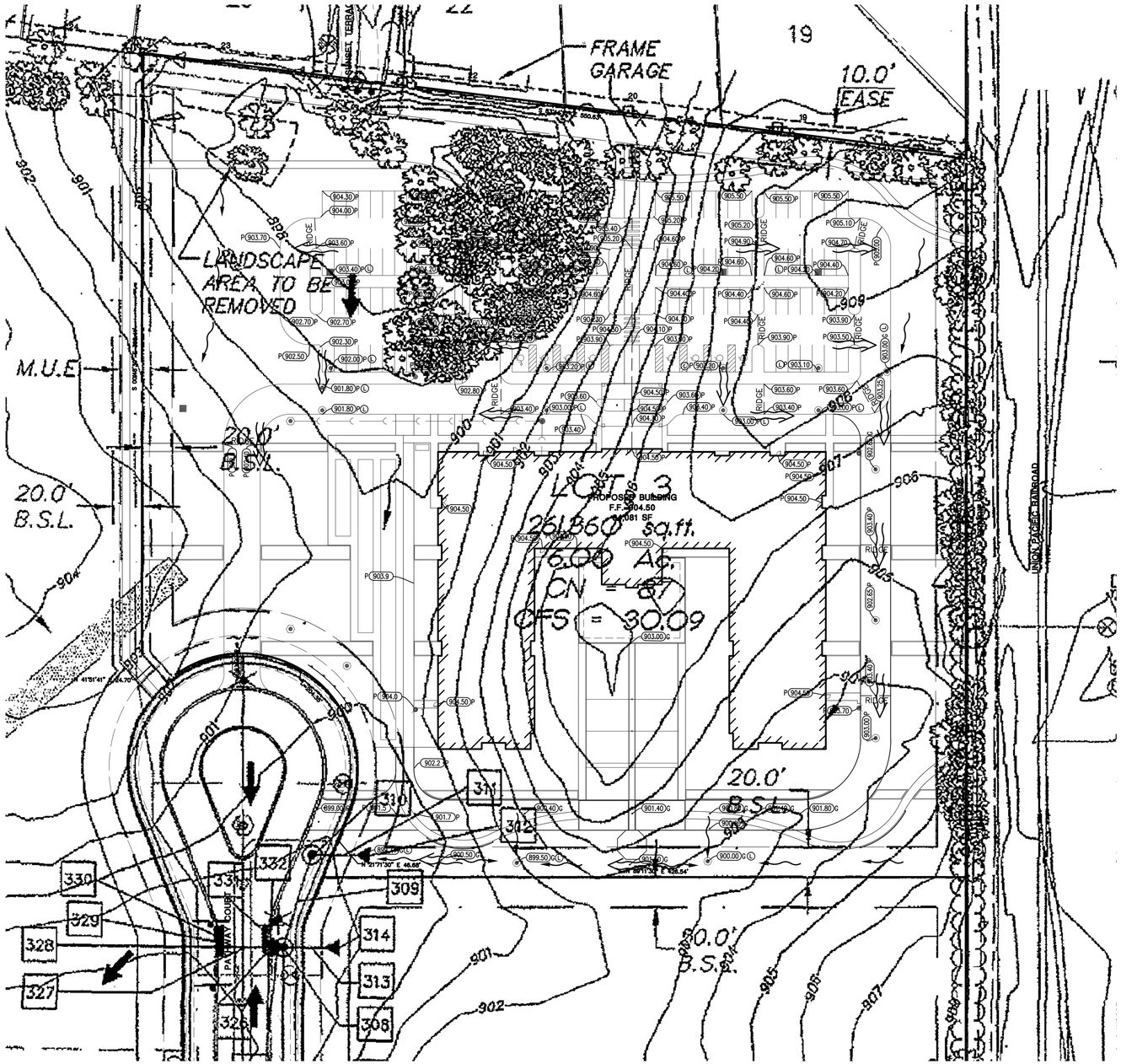
SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
GRADING PLAN

PROJ. MGR.:	JGC
PROJ. ASSOC.:	JSP
DRAWN BY:	AS
DATE:	05-13-16
SCALE:	1"=40'

SHEET 4 OF 9
GAC.CLIL01

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May 13, 2016 - 11:39 Data Name: P:\Projects\01\data\Eng\Preliminary\04-PRELIM-GRAD.dwg Updated By: mhorras



01-01-16

GENERAL NOTE:

1. PLEASE NOTE THAT THE TOPOGRAPHIC SURVEY SHOWN IS BASED ON A SCANNED RECORD SURVEY DATED 06-05-08 FOR REFERENCE PURPOSES ONLY AND DOES NOT REFLECT THE FINAL TOPOGRAPHIC SURVEY THAT WILL BE USED.

N

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

01-01-16

GRADING NOTES:

1. RETAINING WALL DESIGN TO BE PROVIDED BY OTHERS.
2. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
3. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
4. MEET EXISTING GRADE AT PROPERTY LIMITS UNLESS NOTED OTHERWISE.
5. CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SCHEDULING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
6. 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.
7. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
8. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
9. ALL UNSURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 6 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
10. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY SMITH ENGINEERING CONSULTANTS ON 05-19-06. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
11. TRANSITIONS FROM DEPRESSED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 1:2 UNLESS OTHERWISE NOTED.

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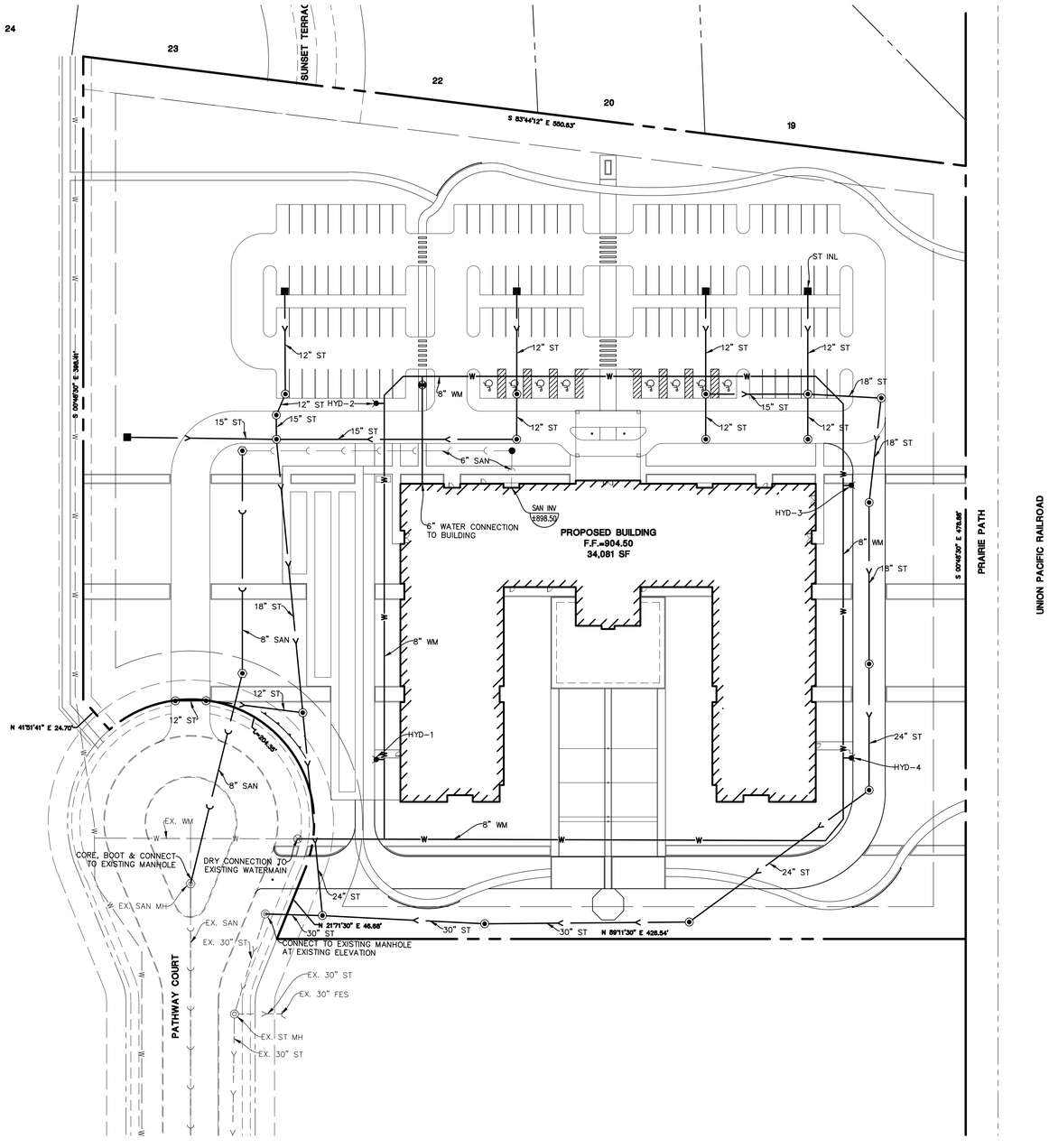
SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
GRADING PLAN (EXISTING TOPOGRAPHY)

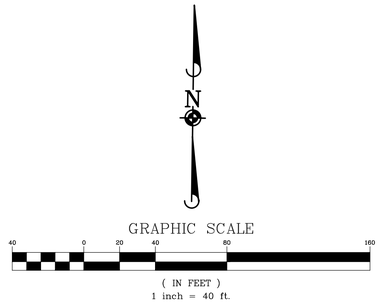
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May 13, 2016 - 11:39 Dwg. Name: P:\Civil\01\Vlog\Civil\Preliminary\01-PRELIM-GRAD.dwg Updated By: mhorvos





07-01-16

UTILITY NOTES:

1. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT 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 EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
3. 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.
4. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER, WATER MAIN AND DRY UTILITY LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
6. LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
7. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
8. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
9. AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
10. ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
11. ALL WATER MAIN SHALL BE 5'-6" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
12. ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
13. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HERE ON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.
14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE OR STORM MANHOLE TO FES.
15. PROVIDE CONCRETE COLLAR FOR ALL MANHOLES & VALVE VAULTS IN PAVEMENT, NOT ADJACENT TO CURB. SEE CONCRETE COLLAR DETAIL ON DETAIL SHEET.
16. CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO EXISTING SANITARY MANHOLES.
17. EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
18. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
19. ALL D.I. WATERMAIN FITTINGS SHALL BE WRAPPED.

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SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
UTILITY PLAN

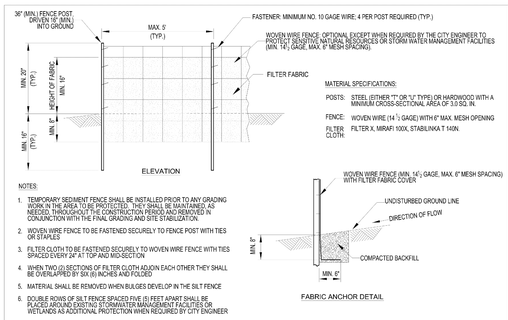
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PROJ. ASSOC.:	JSP
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DATE:	05-13-16
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EC-01



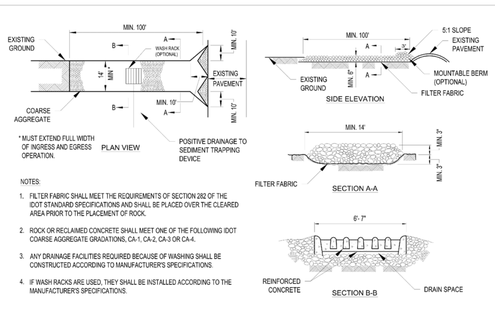
NOTES:

1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED AS NEEDED, THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POST WITH TIES OR STAPLES.
3. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID-SECTION
4. WHEN TWO (2) SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX (6) INCHES AND FOLDED
5. MATERIAL SHALL BE REMOVED WHEN BULGES DEVELOP IN THE SILT FENCE
6. DOUBLE ROWS OF SILT FENCE SPACED FIVE (5) FEET APART SHALL BE PLACED AROUND EXISTING STORMWATER MANAGEMENT FACILITIES OR WETLANDS AS ADDITIONAL PROTECTION WHEN REQUIRED BY CITY ENGINEER

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	SILT FENCE	EC-01	City of Crystal Lake Illinois
2.		Date: 12/4/2012	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

EC-02



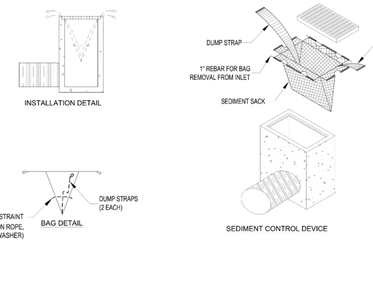
NOTES:

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF SECTION 282 OF THE IDOT STANDARD SPECIFICATIONS AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACEMENT OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATIONS, CA-1, CA-2, CA-3 OR CA-4.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
4. IF WASH RACKS ARE USED, THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	CONSTRUCTION ENTRANCE	EC-02	City of Crystal Lake Illinois
2.		Date: 01/31/2012	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

EC-04



Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	INLET SEDIMENT CONTROL DEVICE	EC-04	City of Crystal Lake Illinois
2.		Date: 11/2/2007	
3.		Drawn: EM / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02a

GENERAL SITE WORK:

1. Pre-Construction meeting shall be conducted with City Staff and all Contractors prior to commencing any grading or underground utility construction activities (schedule meeting with the Community Development Department at 815-356-3605).
2. 24-hour Emergency contact numbers shall be provided to City Staff at the Pre-Construction meeting.
3. Working hours shall be limited to the hours of 7:00 a.m. and 7:00 p.m. on weekdays only (except in cases of emergency). Non-emergency work on weekends or holidays is not permitted per City Code except under written permission from the City Engineer. The owner is responsible for the City inspector cost of overtime inspection beyond the normal eight (8) hour day, including weekends and holidays.
4. Public/private streets shall be kept free of dirt and debris with regular cleaning, sweeping, and scraping conducted by the Contractor. Junk and debris shall not be allowed to accumulate, blow, or scatter onto streets or adjacent properties.
5. J.U.L.I.E. shall be contacted for utility locations on-site and in the adjacent rights-of-way.
6. Contractor shall provide and maintain fencing, barricades, traffic control signs, and other safeguarding measures during the course of all work to protect the public from the construction operations.
7. Maintain access to adjacent streets during construction. No closing of streets unless approval is first obtained from the agency with jurisdiction (City of Crystal Lake, McHenry County Department of Transportation, Illinois Department of Transportation, etc).
8. Any damage to public right-of-way, public utilities, streets, curb, etc. shall be repaired/replaced as soon as possible and as directed by the City Engineer.
9. The contractor shall give the City of Crystal Lake, Illinois Department of Transportation, and any other governmental agency having jurisdiction, at least two (2) working days notice excluding Saturday and Sunday prior to the initiation of any phase of construction. Contractor shall immediately notify if construction has ceased and renew the two (2) working day notification thereafter.
10. The Contractor shall be responsible for obtaining all required permits for construction prior to commencement along or across existing streets or highways. The Contractor shall make arrangements for the proper bracing, shoring and other protection of all roadways before construction begins.

GRADING:

1. The grading and construction of the site improvements shall not cause ponding of storm sewer water. All areas adjacent to these improvements shall be graded to allow positive drainage.
2. The proposed grading elevations shown on the plans are finished grade. A minimum of six (6) inches of topsoil is to be placed before finished grade elevations are achieved.
3. Embankment material within parkway and open space areas shall be compacted to a minimum of ninety percent (90%) of maximum density in accordance with ASTM Specification D-1557 (modified proctor method), or to such other density as may be determined appropriate by the soils engineer.
4. All subgrade material shall have a minimum CBR (California Bearing Ratio) of 3.0 as determined by the soils engineer, or base replacement and pavement design revisions shall be provided which are adequate to obtain equivalent pavement strength.
5. Proposed pavement areas, building pads, driveways and sidewalks and yard/open space areas shall be excavated or filled to plus or minus 0.1 foot of design subgrade elevations by the Contractor.
6. Any borrow pit locations shall be identified by the Contractor on a copy of the approved site plans and forwarded to the Engineering Division at least 24-hours prior to excavation. Provide backfill compaction reports from a geotechnical engineer and as-built plans to the Engineering Division for any borrow pit area.
7. Backfill shall be monitored by a geotechnical engineer on-site with compaction reports forwarded to the Engineering Division for review.
8. Water truck shall be on-site at all times during mass-grading operations and be available as needed for the purposes of dust control or at the request of City Staff.
9. Use of City fire hydrants is not allowed unless approved (separate from this permit) by the Public Works Department and a hydrant meter and RPZ is obtained from the City of Crystal Lake Water Division (815-356-3614). Only the City of Crystal Lake Water Division may operate valves and hydrants.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	STANDARD NOTES AND SPECIFICATIONS	GE-02a	City of Crystal Lake Illinois
2.		Date: 01/30/15	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02b

TOPSOIL STOCKPILING:

1. Location of any on-site topsoil stockpiles shall be identified on the approved plans with silt fence installed around the perimeter of the stockpile.
2. Topsoil stockpiled for future use shall be relatively free from large roots, sticks, weeds, brush, stones larger than one (1) inch diameter, or other litter and waste products including other extraneous materials not conducive to plant growth.
3. Topsoil shall be stockpiled in sequence to eliminate any re-handling or double movements by the Contractor. Failure to properly sequence the stockpiling operations shall not constitute a claim for additional compensation. No material shall be stockpiled in front yards, in utility easements, or in the right-of-way lines.
4. If a stockpile is to remain in place for more than (14) calendar days, it is required that the stockpile meet the requirements as outlined in section 595 of the City Code.

UNDERGROUND UTILITY:

1. The Contractor shall coordinate water main, water service, sanitary and storm sewer inspections and testing with the Community Development at least 24 hours in advance.
2. All main line sanitary shall be cleaned and televised (provide DVD to the City's Engineering Division).
3. All manhole or valve covers shall be imprinted "City of Crystal Lake Sanitary", or "City of Crystal Lake Storm", or "City of Crystal Lake Water" as directed by the City.
4. Reference the latest edition of the Standard Specifications for Water and Sewer Main Construction in Illinois.
5. Existing manholes to be circular cored and booted.

EROSION CONTROL:

1. All specified erosion control measures shall be installed and maintained per the requirements of the Crystal Lake Stormwater Ordinance in accordance with the active NPDES permit.
2. All slopes 4:1 or steeper shall be sodded or blanketed immediately after mass earthwork.
3. All overland flow routes to be stabilized by sod or blanket.
4. Erosion control measures to be inspected and approved by City Engineering Division prior to additional work on site.
5. Continuous monitoring of erosion control measures is required. Maintain records of weekly reports per the City of Crystal Lake Stormwater Ordinance.
6. The Contractor shall implement any additional erosion control measures deemed necessary by the City per the standards of the City Of Crystal Lake Stormwater Ordinance.
7. All storm sewer catch basins, sumps and/or retention basins provided are to be cleaned at the end of construction of the project prior to final acceptance. Cleaning may also be required during the course of the construction of the project if it is determined that the silt and debris traps are not properly functioning and their performance is impaired.
8. Rip-rap material RR 2 (6") - RR4 (16") shall be in accordance with Article 281 and grouted in place according to Article 601 of the IDOT Standard Specifications.
9. Projects of 1 Acre or greater must obtain an NPDES permit prior to commencement of any construction activity.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	STANDARD NOTES AND SPECIFICATIONS	GE-02b	City of Crystal Lake Illinois
2.		Date: 01/30/15	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02c

SANITARY SEWER:

1. Non-shear stainless steel couplings shall be used when connecting sewer pipes of dissimilar materials and pipes with no hub joints. When connecting to an existing sanitary sewer by means other than an existing wye or manhole, contractor shall use a Sewer-Tap and hub-wye or hub-tee saddle.
2. Unless an alternate method is approved, water stop gaskets shall be provided at all sanitary sewer manhole connections. Type and manufacturer to be approved by the City.
3. PVC plastic sewer pipe and fittings of sizes 4-inch through 15-inch shall conform to the latest revised specification requirements of ASTM D3034 for type PSM polyvinyl chloride (PVC) sewer pipe and fittings of minimum wall thickness SDR 35.
4. Joints shall be either the solvent weld type conforming to the latest revised specification requirements of ASTM D2564 and ASTM D2855, or elastomeric gasket type conforming to the latest revised specification requirements of ASTM D1869 and ASTM D3212.
5. A thicker walled pipe such as SDR 26 may be specified by the engineer depending on design and/or field conditions.
6. PVC plastic sewer pipe and fittings of sizes 18-inch through 36-inch shall conform to the latest revised specification requirements of ASTM F679 or polyvinyl chloride (PVC) large diameter ribbed gravity sewer pipe and fittings, with integral bell gasketed joints and elastomeric gaskets to form a watertight seal conforming to the latest revised specification requirements of ASTM F477 or ASTM D3212.
7. Pipe and fittings shall be the products of one approved manufacturer only, and there shall not be any mixing of pipe and fittings of different manufacturers between manholes.
8. The handling and installation of pipe, assembly or joints, and manhole connections shall be in accordance with the manufacturer's recommendations.
9. Gasket-type waterstop collars consist of a neoprene collar and a stainless steel band or other approved manhole waterstop shall be installed wherever the pipe passes through the manhole walls to provide a watertight joint to prohibit infiltration into the sewer system.
10. PVC pipe shall be installed in accordance with the latest revised specification requirements of ASTM D2321 using either compacted class I or class II granular embedment materials for bedding, haunching and initial backfill of 12 inches over the top of pipe to provide the necessary support for the pipe so that the maximum deflection does not exceed five percent of the pipe's original internal diameter.
11. The Contractor shall provide the necessary tools and equipment and perform the work materials and pipes with no hub joints. When connecting to an existing sanitary sewer by less than ten percent (10%) of the remainder of the sewer project at random locations selected by the engineers no sooner than 30 days after backfilling has been completed. In the event that deflection exceeds the maximum limit of five percent (5%), the Contractor shall test all other new flexible pipe for deflection. Deflection shall be tested by use of either a mandrel or rigid ball having a diameter equal to ninety-five percent (95%) of the inside diameter of the pipe, and the test shall be performed without using mechanical pulling devices. Wherever the deflection limitation is exceeded, the contractor shall uncover the pipe, carefully replace compacted embedment and backfill material, and retest for deflection.
12. The Contractor shall subject all sanitary sewers, including service lines, to an air test. Allowable infiltration shall not exceed 100 gallons per inch diameter of pipe per mile per day.

    The Contractor shall also televise all public sanitary sewers. Televising of sanitary sewer, cost for televising, and testing shall be the responsibility of the Contractor.
13. Cast Iron Soil Pipe: service weight cast iron soil pipe and fittings conforming C.I.S.P.I. Specification HS-67 with compression type rubber gasket joints conforming to ASTM specification C564, or other suitable materials approved by the City Engineer.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	STANDARD NOTES AND SPECIFICATIONS	GE-02c	City of Crystal Lake Illinois
2.		Date: 01/30/15	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

GE-02d

WATER MAIN:

1. Water main shall be Ductile Iron or Molecularly Oriented Polyvinyl Chloride (PVCO).
   a) Ductile Iron water main shall be Class 52 conforming to ANSI/AWWA C151/A21.51-09.
   b) Gaskets and cast iron fittings shall conform to ANSI/AWWA C111/A21.11 and ANSI/AWWA C110/A21.10 respectively.
   c) PVCO - See City Detail UW-12 and UW-13.
2. Thrust blocking or Mega-Lug or pre-approved equal shall be installed on water mains at all bends, tees, elbows, etc. except as noted below.
3. Thrust blocks not permitted with 45 degree vertical bends in water main (these shall be restrained with Mega-Lug or pre-approved equal.
4. When specified, ductile iron pipe shall be encased in polyethylene and shall conform with ANSI/AWWA C105/A21.10 - 10 and ASTM A674-10.
5. Minimum cover from finished grade to top of water main shall be six (6) feet; Maximum cover shall be eight (8) feet.
6. Water Main Taps: An Illinois licensed plumber is required for any water main tap.
7. All water mains shall be subjected to a pressure test and a separate leakage test at system pressure for 24 hours by the Contractor. Hydrostatic pressure test and leakage test shall be based on 125 PSI for two (2) hours. Water mains shall be chlorinated in accordance with the Standard Specifications.
8. The Underground Contractor shall consider incidental to the contract any chlorination and testing of existing water main where connections to and conclusion of such mains is indicated on the drawing.

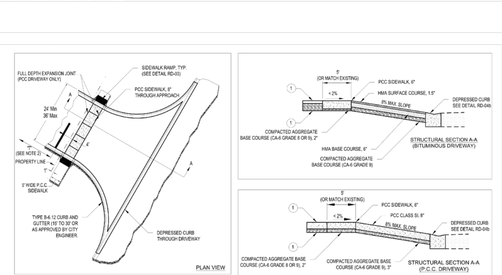
PAVING:

1. All subgrades and bases shall be proof-rolled and approved by the Engineering Division prior to base or binder installation.
2. Subgrade and proposed pavements shall be finished by the Excavation Contractor to within 0.1 foot plus or minus, of plan elevation.
3. 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.
4. For the purpose of providing handicap accessibility and complying with the American Disability Act and City Standards, curbs shall be depressed at locations where public walks or pedestrian paths intersect curb lines at street intersections and other locations as directed
5. ¼ inch thick premolded fiber 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.
6. ½ inch thick fiber 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.
7. 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.
8. 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 fourteen (14) days. Contraction joints shall be set at five (5) foot centers, and one-half inch (½ inch) premolded fiber expansion joints at fifty (50) 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).

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	STANDARD NOTES AND SPECIFICATIONS	GE-02d	City of Crystal Lake Illinois
2.		Date: 01/30/15	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

RD-01a



NOTES:

1. MAX. APPROACH GRADE = 8%
2. FOR THICKNESS OF PAVEMENT "T", VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE A MINIMUM OF 9 INCHES. FOR HMA BASE COURSE PAVEMENT SECTIONS THE GUTTER FLAG SHALL BE SAME THICKNESS AS PAVEMENT STRUCTURE.
3. TRANSITION FROM FULL CURB TO DEPRESSED CURB IN 1 TO 1.5 LINEAL FEET.

LEGEND:

1. FOR PARKING LOT SEE UNIFIED DEVELOPMENT ORDINANCE. APPENDIX SECTION A-700.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	DRIVEWAY: COMMERCIAL APPROACH	RD-01a	City of Crystal Lake Illinois
2.		Date: 01/30/15	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

RD-03

INSERT THE APPLICABLE IDOT STANDARD(S):

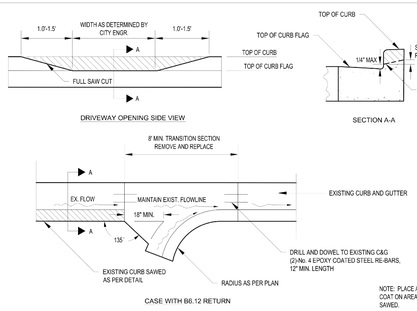
424001
424006
424011
424016
424021
424026

THE MOST CURRENT VERSION MUST BE USED.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	CURB RAMPS FOR SIDEWALK	RD-03	City of Crystal Lake Illinois
2.		Date: 05/19/2015	
3.		Drawn: JH / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

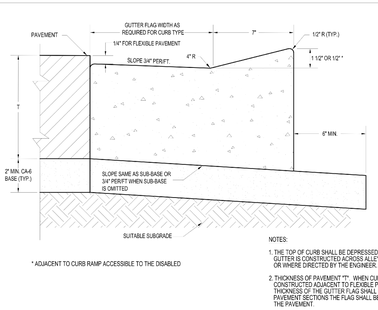
RD-04a



Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	DEPRESSED CURB: ENTRANCE BY SAWING	RD-04a	City of Crystal Lake Illinois
2.		Date: 01/30/15	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

RD-04b



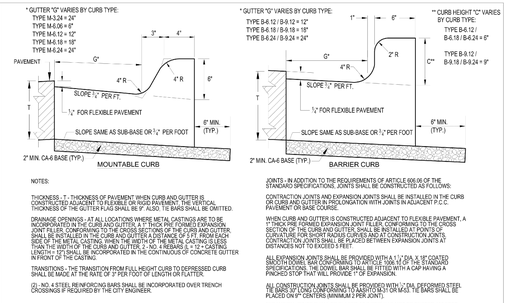
NOTES:

1. THE TOP OF CURB SHALL BE DEPRESSED WHERE THE CURB AND GUTTER IS CONSTRUCTED ACROSS ALLEYS AND FOR PRIVATE DRIVES OR WHERE DIRECTED BY THE ENGINEER.
2. THICKNESS OF PAVEMENT "T". WHEN CURB AND GUTTER IS CONSTRUCTED ADJACENT TO FLEXIBLE PAVEMENT, THE VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE 9 INCHES. FOR BAM PAVEMENT SECTIONS THE FLAG SHALL BE THE SAME THICKNESS AS THE PAVEMENT.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	DEPRESSED CURB: DETAIL	RD-04b	City of Crystal Lake Illinois
2.		Date: 01/30/15	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

RD-05a



NOTES:

THICKNESS - T - THICKNESS OF PAVEMENT WHEN CURB AND GUTTER IS CONSTRUCTED ADJACENT TO FLEXIBLE OR RIGID PAVEMENT, THE VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE 9". ALSO, 1'E BARS SHALL BE OMITTED.

DRAINAGE OPENINGS - AT ALL CLOSURES WHERE METAL EXTRUSIONS ARE TO BE INCORPORATED IN THE CURB AND GUTTER, A ½" THICK PREFORMED EXPANSION JOINT FILLER, CONFORMING TO THE CROSS SECTIONS OF THE CURB AND GUTTER, SHALL BE INSTALLED IN THE CURB AND GUTTER A DISTANCE OF 3 FT. FROM EACH SIDE OF THE OPENING. WHEN THE WIDTH OF THE METAL CASTING SLEEVE EXCEEDS THE WIDTH OF THE CURB AND GUTTER, THE EXCESS EXPANSION JOINT LENGTH, IF ANY, SHALL BE INCORPORATED IN THE CONTINUOUS OF CONCRETE GUTTER IN FRONT OF THE CASTING.

TRANSITIONS - THE TRANSITION FROM FULL HEIGHT CURB TO DEPRESSED CURB SHALL BE MADE AT THE RATE OF 3" PER FOOT OF LENGTH OR FLATTER.

(2) - NO. 4 STEEL REINFORCING BARS SHALL BE INCORPORATED OVER TRENCH CROSSINGS IF REQUIRED BY THE CITY ENGINEER.

JOINTS - IN ADDITION TO THE REQUIREMENTS OF ARTICLE 606.06 OF THE STANDARD SPECIFICATIONS, JOINTS SHALL BE CONSTRUCTED AS FOLLOWS:

CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE INSTALLED IN THE CURB OR CURB AND GUTTER IN ACCORDANCE WITH JOINTS IN ADJACENT P.C.C. PAVEMENT OR BASE COURSE.

WHEN CURB AND GUTTER IS CONSTRUCTED ADJACENT TO FLEXIBLE PAVEMENT, A ½" THICK PRE FORMED EXPANSION JOINT FILLER, CONFORMING TO THE CROSS SECTION OF THE CURB AND GUTTER, SHALL BE INSTALLED AT POINTS OF CURVATURE FOR SHORT RADIUS CURVES AND AT CONSTRUCTION JOINTS. THESE EXPANSION JOINTS SHALL BE PLACED BETWEEN EXPANSION JOINTS AT DISTANCES NOT TO EXCEED 130 FEET.

ALL EXPANSION JOINTS SHALL BE PROVIDED WITH A 1 ½" DIA. X 18" COATED SMOOTH DOWEL BAR WITH ONE END GREASED AND CAPPED, OR WITH THE STANDARD SMOOTH DOWEL THE CONCRETE SHALL BE TOOLED WITH A CAP HAVING A FINISHED STOP THAT WILL PROVIDE 1" OF EXPANSION.

ALL CONSTRUCTION JOINTS SHALL BE PROVIDED WITH 1" DIA. DEFORMED STEEL TIE BARS 30" LONG CONFORMING TO AASHTO M31 OR M53. TIE BARS SHALL BE PLACED ON 4'-0" CENTERS MINIMUM (7 PER JOINT).

EXPANSION JOINTS SHALL BE PLACED AT INTERVALS NOT TO EXCEED 100 FEET.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015	CURB: CONCRETE CURB AND GUTTER	RD-05a	City of Crystal Lake Illinois
2.		Date: 04/15/2015	
3.		Drawn: DD / Checked: AW	
4.			

1. ENGINEERING AND BUILDING ENGINEERING DETAILS AND STANDARDS

DRAWN BY	REVISIONS	DATE
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-	-	-
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SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
CONSTRUCTION DETAILS

PROJ. MGR.:	JGC
PROJ. ASSOC.:	JSP
DRAWN BY:	MRH
DATE:	05-13-16
SCALE:	N.T.S.

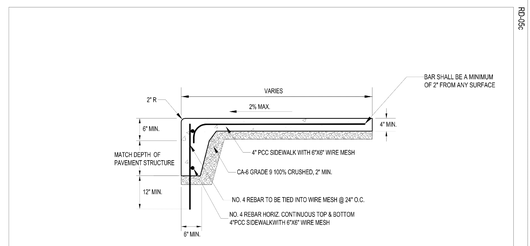
SHEET 6 OF 9

GAC.CLIL01

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May 13, 2016 - 12:12 Dwg Name: P:\Civil\01\Data\Eng\Preliminary\06-09 DETAILS.dwg Updated By: JPrince

RD-05c



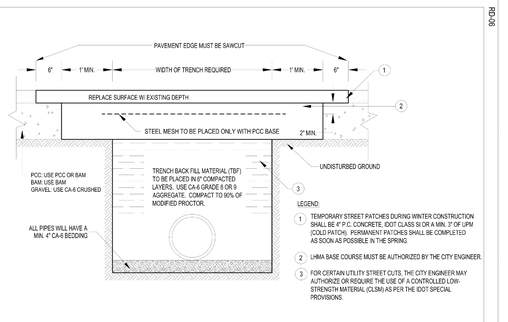
NOTES:

1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT (UNLESS OTHERWISE NOTED)

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	CURB: SIDEWALK WITH INTEGRAL CURB	RD-05c Date: 05/19/2015 Drawn JH / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

RD-06



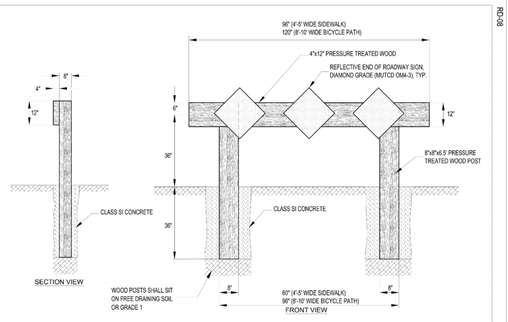
LEGEND:

1. TEMPORARY STREET PATCHES DURING WINTER CONSTRUCTION SHALL BE 4" P.C. CONCRETE. IDOT CLASS SI OR A MIN. 2" OF UPM (COLD PATCH). PERMANENT PATCHES SHALL BE COMPLETED AS SOON AS POSSIBLE IN THE SPRING.
2. UHMA BASE COURSE MUST BE AUTHORIZED BY THE CITY ENGINEER.
3. FOR CERTAIN UTILITY STREET CUTS, THE CITY ENGINEER MAY AUTHORIZE OR REQUIRE THE USE OF A CONTROLLED LOW-STRENGTH MATERIAL (CLSM) AS PER THE IDOT SPECIAL PROVISIONS.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	PAVEMENT CUT AND REPLACEMENT	RD-06 Date: 05/19/2015 Drawn JH / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

RD-08



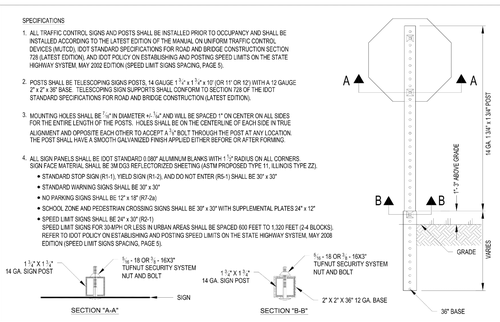
Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	BARRICADE END OF SIDEWALK OR PATH	RD-08 Date: 05/19/2015 Drawn JH / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

TR-03

SPECIFICATIONS

1. ALL TRAFFIC CONTROL SIGNS AND POSTS SHALL BE INSTALLED PRIOR TO OCCUPANCY AND SHALL BE INSTALLED ACCORDING TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 728 (LATEST EDITION), AND IDOT POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE STATE HIGHWAY SYSTEM, MAY 2002 EDITION (SPEED LIMIT SIGNS SPACING, PAGE 5).
2. POSTS SHALL BE TELESCOPING SIGNS POSTS, 14 GAUGE 1 ¾"x 1 ¾"x 10' (OR 11' OR 12') WITH A 12 GAUGE 2" x 2" x 36" BASE. TELESCOPING SIGN SUPPORTS SHALL CONFORM TO SECTION 728 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).
3. MOUNTING HOLES SHALL BE ½" IN DIAMETER +/- ¼" AND WILL BE SPACED 1" ON CENTER ON ALL SIDES FOR THE ENTIRE LENGTH OF THE POSTS. HOLES SHALL BE ON THE CENTERLINE OF EACH SIDE IN TRUE ALIGNMENT AND OPPOSITE EACH OTHER TO ACCEPT A ⅜" BOLT THROUGH THE POST AT ANY LOCATION. THE POST SHALL HAVE A SMOOTH GALVANIZED FINISH APPLIED EITHER BEFORE OR AFTER FORMING.
4. ALL SIGN PANELS SHALL BE IDOT STANDARD 0.080" ALUMINUM BLANKS WITH 1 ½" RADIUS ON ALL CORNERS. SIGN FACE MATERIAL SHALL BE 3M DG3 REFLECTORIZED SHEETING (ASTM PROPOSED TYPE 11, ILLINOIS TYPE ZZ).
   - STANDARD STOP SIGN (R1-1), YIELD SIGN (R1-2), AND DO NOT ENTER (R5-1) SHALL BE 30" x 30"
   - STANDARD WARNING SIGNS SHALL BE 30" x 30"
   - NO PARKING SIGNS SHALL BE 12" x 18" (R7-2a)
   - SCHOOL ZONE AND PEDESTRIAN CROSSING SIGNS SHALL BE 30" x 30" WITH SUPPLEMENTAL PLATES 24" x 12"
   - SPEED LIMIT SIGNS SHALL BE 24" x 30" (R2-1)
     SPEED LIMIT SIGNS FOR 30-MPH OR LESS IN URBAN AREAS SHALL BE SPACED 600 FEET TO 1,320 FEET (2-4 BLOCKS). REFER TO IDOT POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE STATE HIGHWAY SYSTEM, MAY 2008 EDITION (SPEED LIMIT SIGNS SPACING, PAGE 5).



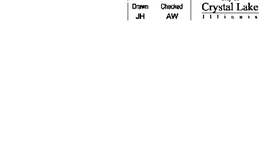
Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	TRAFFIC CONTROL SIGN AND POST	TR-03 Date: 04/15/2007 Drawn EM / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

TR-05



CRYSTAL LAKE FIRE RESCUE FIELD MEASUREMENTS



DESIGN VEHICLE DIMENSIONS

Width	:	8'-0"
Front Track	:	97"
Rear Track	:	96"
Lock to Lock Time	:	6.00 sec.
Steering Angle	:	37.00

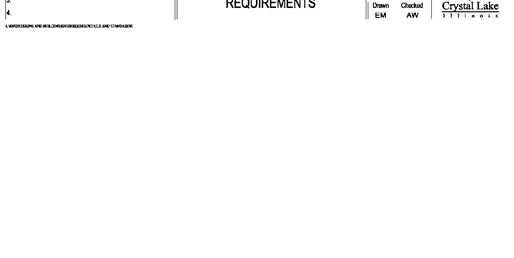
NOTES

1. THIS DESIGN VEHICLE SHALL BE USED AS THE BASIS FOR ROADWAY AND PARKING LOT GEOMETRICS IN THE ABSENCE OF A SPECIFIC DESIGN TRUCK (e.g., WB-65)
2. THIS INFORMATION IS PROVIDED FOR REFERENCE ONLY.
3. A VEHICLE MANEUVERABILITY ANALYSIS SHOULD BE PERFORMED BY A LICENSED PROFESSIONAL ENGINEER TO VERIFY THE TURNING CAPABILITIES OF THIS DESIGN VEHICLE.

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	TURNING TEMPLATES: LADDER TRUCK (CITY DESIGN VEHICLE)	TR-05 Date: 04/15/2007 Drawn EM / Checked AW	City of Crystal Lake Illinois

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TR-06



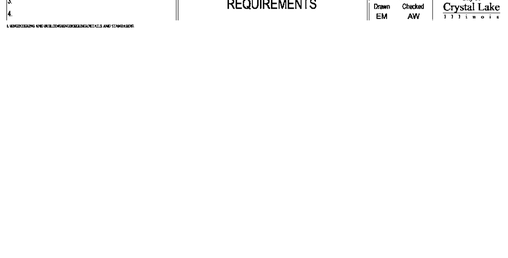
NOTES:

1. CONCRETE PARKING BUMPERS REQUIRED IF BARRIER CURB NOT PRESENT.
2. REFER TO CURRENT EDITION OF THE ILLINOIS ACCESSIBILITY CODE, SECTION 400.310(c) AND ILLUSTRATIONS "B" (FIGURE 9), "C", AND "D".

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	TYPICAL HANDICAP ACCESSIBLE PARKING STALL	TR-06 Date: 06/01/2007 Drawn EM / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

UD-01a



CASTING SCHEDULE		
LOCATION	EJIW	NEENAH
B or M-6.12 C&G	7235 M2	R3502-A
DEPRESSED CURB	7210 M3	R-3281A*
PAVED	1920	R-1713
NON-PAVED	1020	R-2535

* WITHOUT CURB BOX

ALTERNATE MATERIALS FOR WALLS	T
PRE-CAST REINFORCED CONCRETE SECTIONS	3"

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	DRAINAGE STRUCTURES: INLET, TYPE A	UD-01a Date: 05/28/2015 Drawn JH / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

UD-01d



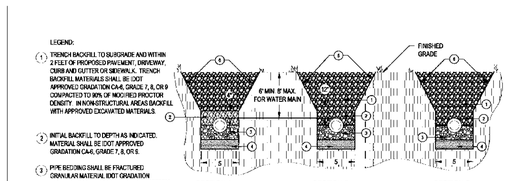
CASTING SCHEDULE		
LOCATION	EJIW	NEENAH
B or M-6.12	7235 M2	R3502-A
DEPR. CURB	7210 M3	R-3511
PAVED	1920	R-1713
NON-PAVED	1020	R-2535

PIPE SIZE	t
15" - 24"	48"
27" - 48"	60"
54" - 72"	SPECIAL

Revised:	Drawing Name	Drawing Number	
1. 06/12/2015 2. 3. 4.	STORM MANHOLE TYPE A	UD-01d Date: 05/19/2015 Drawn JH / Checked AW	City of Crystal Lake Illinois

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UG-03



LEGEND:

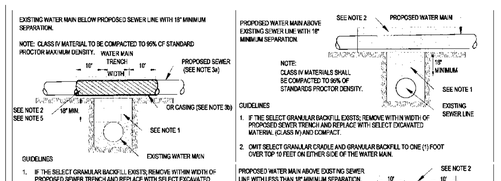
1. TRENCH BACKFILL TO SUBGRADE AND WITHIN 2 FEET OF PROPOSED PAVEMENT, DRIVEWAY, CURB AND GUTTER OR SIDEWALK. TRENCH BACKFILL MATERIALS SHALL BE IDOT APPROVED GRADATION CA-6, GRADE 7, 8, OR 9 COMPACTED TO 90% OF MODIFIED PROCTOR DENSITY. IN NON-STRUCTURAL AREAS BACKFILL WITH APPROVED EXCAVATED MATERIALS.
2. INITIAL BACKFILL TO DEPTH AS INDICATED. MATERIAL SHALL BE IDOT APPROVED GRADATION CA-6, GRADE 7, 8, OR 9.
3. PIPE BEDDING SHALL BE FRACTURED GRANULAR MATERIAL IDOT GRADATION CA-7 OR CA-11 FROM 4 INCHES BELOW BOTTOM OF PIPE TO HORIZONTAL CENTER OF PIPE.
4. UNSUITABLE MATERIAL TO BE REMOVED WHERE DIRECTED BY THE ENGINEER AND REPLACED WITH COMPACTED SUITABLE MATERIAL.
5. TRENCH WIDTH
   PIPE O.D. + 12 INCHES MINIMUM
   PIPE I.D. + 15 INCHES MAXIMUM
6. CONTRACTORS SHALL COMPLY WITH ALL CURRENT OSHA STANDARDS.

* NOTE: ALL DUCTILE IRON SHALL BE SUBJECT TO POLY WRAP PER CITY ENGINEER

Revised:	Drawing Name	Drawing Number:	
1. 06/12/2015 2. 3. 4.	TYPICAL TRENCH CROSS SECTION	UG-03 Date: 05/29/2015 Drawn JH / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

UG-04a

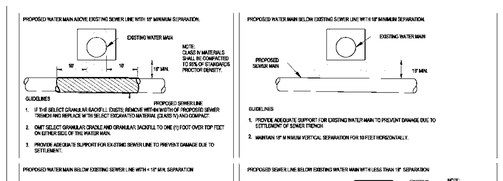


*THE REQUIREMENTS ON THIS DETAIL ARE TAKEN FROM THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (SEE PAGES 168-173)

Revised:	Drawing Name	Drawing Number:	
1. 06/12/2015 2. 3. 4.	WATER AND SEWER SEPARATION REQUIREMENTS	UG-04a Date: 04/15/2007 Drawn EM / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

UG-04b

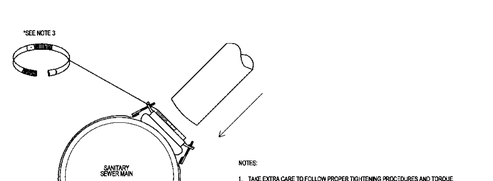


*THE REQUIREMENTS ON THIS DETAIL ARE TAKEN FROM THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (SEE PAGES 168-173)

Revised:	Drawing Name	Drawing Number:	
1. 06/12/2015 2. 3. 4.	WATER AND SEWER SEPARATION REQUIREMENTS	UG-04b Date: 04/15/2007 Drawn EM / Checked AW	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

US-03



STYLE "CSI" SEWER SADDLE

NOTES:

1. TAKE EXTRA CARE TO FOLLOW PROPER TIGHTENING PROCEDURES AND TORQUE RECOMMENDATIONS:
   15-20 FT.-LB FOR 6" - 12" MAINS AND 20-30 FT.-LB FOR 14" -48" MAINS (WAIT 10 MINUTES AND RETORQUE).
2. THE HOLE CUT IN THE MAIN SHOULD BE NO LARGER THAN THE INSIDE DIAMETER OF THE SADDLE GASKET.
3. THE "CSI" "LIN" SADDLES ARE PROVIDED WITH A BAND CLAMP (HOSE CLAMP) WHICH ALLOWS IT TO HAVE A RANGE. THE BAND CLAMP COMES WITH TWO ADJUSTING SCREWS WHICH PROVIDE MUCH GREATER CLAMPING FORCE THAN BAND CLAMPS WITH ONLY ONE ADJUSTMENT SCREW. THE BAND CLAMP NEEDS TO BE ASSEMBLED AROUND THE OUTLET AND BOTH ADJUSTING SCREWS TIGHTENED EVENLY.
4. ALL METAL HARDWARE MATERIAL SHALL BE STAINLESS STEEL.

Revised:	Drawing Name	Drawing Number:	
1. 06/12/2015 2 3 4.	SANITARY SEWER SADDLE CONNECTION	US-03 Date: 04/15/2007 Drawn EM / Checked VR	City of Crystal Lake Illinois

L:\ENGINEERING AND BUILDING\ENGINEERING DETAILS AND STANDARDS\

DATE	REVISIONS	DRAWN BY

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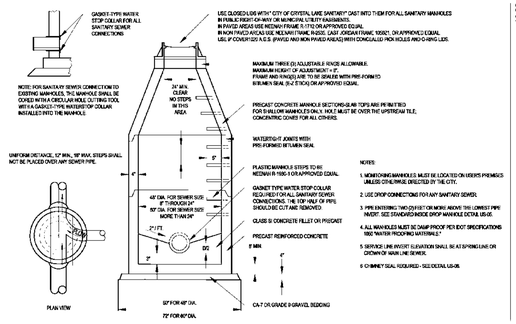
SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
CONSTRUCTION DETAILS

PROJ. MGR.:	JGC
PROJ. ASSOC.:	JSP
DRAWN BY:	MRH
DATE:	05-13-16
SCALE:	N.T.S.

SHEET
7 OF 9
GAC.CLIL01

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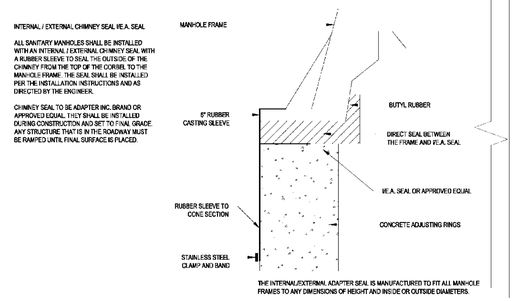
May 13, 2016 — 12:12 Dwg. Name: P:\Docs\03\Data\Civil\Preliminary\GE-09 DETAILS.dwg Updated By: JPilsick



Revised:
1. 06/12/2015
2.
3.
4.

Drawing Name: STANDARD SANITARY AND MONITORING MANHOLE

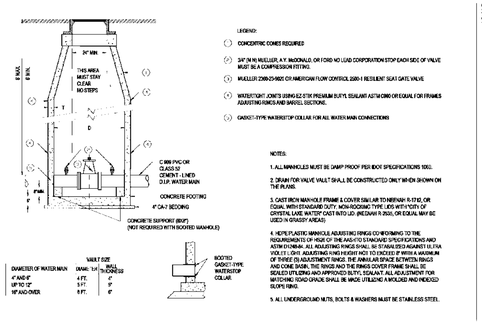
Drawing Number: US-04
Date: 05/12/2015
Drawn: JH Checked: VR



Revised:
1.
2.
3.
4.

Drawing Name: INTERNAL / EXTERNAL CHIMNEY SEAL

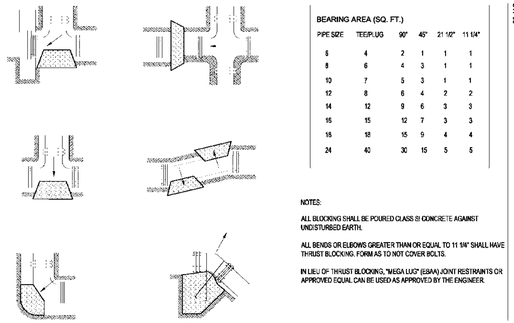
Drawing Number: US-06
Date: 05/29/2015
Drawn: JH Checked: VR



Revised:
1. 06/12/2015
2.
3.
4.

Drawing Name: STANDARD VALVE VAULT

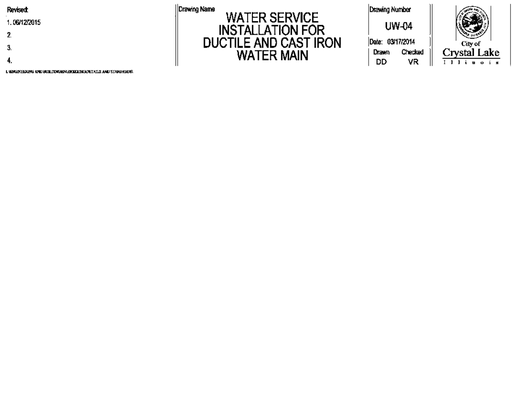
Drawing Number: UW-01
Date: 05/29/2015
Drawn: JH Checked: VR



Revised:
1. 06/12/2015
2.
3.
4.

Drawing Name: THRUST BLOCK INSTALLATION

Drawing Number: UW-03
Date: 05/29/2015
Drawn: JH Checked: VR

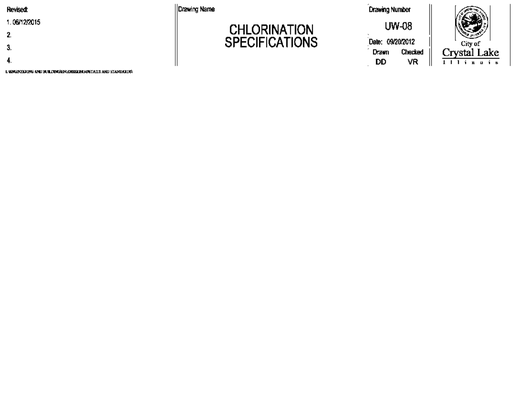


PART NUMBER	MUELLER CATALOG NO.	FORD CATALOG NO.	A.Y. McDONALD CATALOG NO.	SCHEME NO.
CORP. STOP	B-25008	FB1000-Q	4701BQ	
EQUALS CURB STOP	BR 2 S 9094 CC	202J5-150-QC	3620 5	
	BR 2 S 9299 CC	202J5-162-QC	3653 6	
	BR 2 S 1104 CC	202B5-1212-QC	3605 10	
	BR 2 S 1374 CC	202B5-1436-QC	3605 12	
CURB STOP	B-25155	B44-M-Q	616140	
CURB BOX	H-10300	EM2-60-56	561A	1" & 1.25" A.Y. McD
	H 10300 89002	LM2-60-57	589A	1.25" FORD, 1.5" & 2"

Revised:
1. 06/12/2015
2.
3.
4.

Drawing Name: WATER SERVICE INSTALLATION FOR DUCTILE AND CAST IRON WATER MAIN

Drawing Number: UW-04
Date: 03/17/2014
Drawn: DD Checked: VR



Revised:
1. 06/12/2015
2.
3.
4.

Drawing Name: CHLORINATION SPECIFICATIONS

Drawing Number: UW-08
Date: 09/20/2012
Drawn: DD Checked: VR



Revised:
1. 06/12/2015
2. 06/22/2015
3.
4.

Drawing Name: WATER METER INSTALLATION TYPICAL

Drawing Number: UW-10
Date: 06/10/2015
Drawn: JH Checked: VR

DRAWN BY	DATE	REVISIONS
-	-	-
-	-	-
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-	-	-
-	-	-
-	-	-

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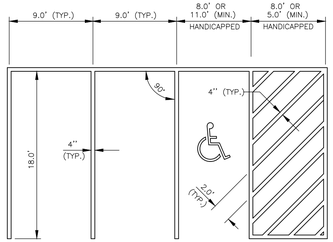
SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
CONSTRUCTION DETAILS

PROJ. MGR.: JCC
PROJ. ASSOC.: JSP
DRAWN BY: MRH
DATE: 05-13-16
SCALE: N.T.S.

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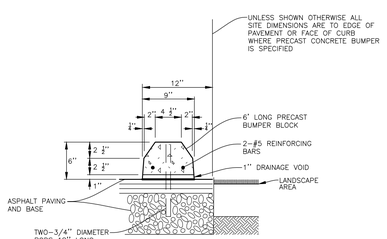
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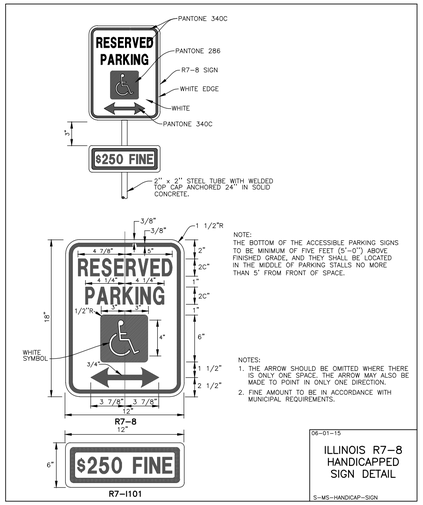
90° STALL

NOTE:
1. HANDICAPPED STALL AND SYMBOL STRIPING TO BE PER JURISDICTION GOVERNMENT AGENCY STANDARDS.
2. STANDARD PARKING STALL STRIPING TO BE TWO COATS YELLOW PAINT UNLESS OTHERWISE NOTED.

06-01-15
TYPICAL 90° PARKING STRIPING DETAIL
S-MS-90PARKING



06-01-15
PRECAST CONCRETE WHEEL STOP DETAIL
S-MS-WHEELSTOP



NOTE:
THE BOTTOM OF THE ACCESSIBLE PARKING SIGNS TO BE MINIMUM OF FIVE FEET (5'-0") ABOVE FINISHED GRADE, AND THEY SHALL BE LOCATED IN THE MIDDLE OF PARKING STALLS NO MORE THAN 5' FROM FRONT OF SPACE.

NOTES:
1. THE ARROW SHOULD BE OMITTED WHERE THERE IS ONLY ONE SPACE. THE ARROW MAY ALSO BE MADE TO POINT IN ONLY ONE DIRECTION.
2. FINE AMOUNT TO BE IN ACCORDANCE WITH MUNICIPAL REQUIREMENTS.

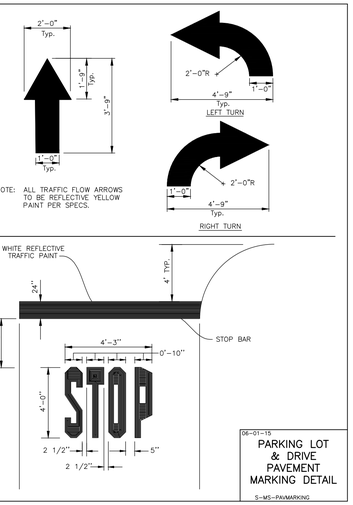
06-01-15
ILLINOIS R7-8 HANDICAPPED SIGN DETAIL
S-MS-HANDICAP-SIGN

MATERIAL STANDARDS

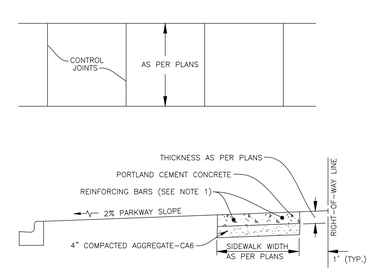
ITEM	BRAND	PRODUCT
FIRE HYDRANTS (TRAFFIC MODEL)	MUELLER SUPER CENTURION WATEROUS PACER	A-423 WB-67
GATE VALVES SPECIFY SIZE NON-RISING STEM, 2" NUT, M.J., OPEN LEFT	MUELLER (SIZE) AMERICAN FLOW CONTROL	A-2360-20L SERIES 2500
VALVE BOXES 3 PIECE	EAST JORDAN TYLER/UNION	SCREW ADJUSTING EXTENSION TYPE
CURB STOPS (SPECIFY SIZE)	MUELLER FORD	300 BALL VALVE BALL VALVE
CORPORATION VALVE (SPECIFY SIZE)	MUELLER FORD	H-15000 FB600 (AWWA/CC THREAD)
MANHOLES/CATCHBASINS/INLETS IN OPEN AREAS AND PAVEMENT (SELF-SEALING LID WITH PROPER UTILITY MARKINGS)	NEENAH CLOSED LID	R-1772
	OPEN LID *1 SWALES AND DITCHES	R-2502 C R-4340 B
MANHOLES/CATCH BASINS/INLETS IN COMBINATION CURB & GUTTER (BICYCLE SAFE)	NEENAH ROLL/MOUNTABLE CURB B6.12 CURB	R-3501-D2A R-3281A *-3281-AL
WATER SERVICE SADDLES ALL SERVICE SADDLES SHALL BE DOUBLE STRAP; BRONZE; NYLON COATED OR STAINLESS STEEL)	MUELLER FORD SMITH-BLAIR 3/4" & 1"	DR2S FS 303 # 317
B-BOX (AT LEAST 1 1/4" TOP SECTION) ARCH PATTERN PLUG STYLE LID	FORD MUELLER	EA2 CURB BOX

*1 WHEREVER STORMWATER COULD POSSIBLY ENTER STORM STRUCTURE

06-01-15
MATERIAL STANDARDS
S-MS-MATERIALSTNDS



06-01-15
PARKING LOT & DRIVE PAVEMENT MARKING DETAIL
S-MS-PAVMARKING



(1) MECHANICALLY COMPACTED SELECTED GRANULAR BACKFILL IN 6 INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB & GUTTER OR SIDEWALK, MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE.

(2) MECHANICALLY COMPACTED SELECTED GRANULAR BACKFILL IN 6 INCH LIFTS TO 12" ABOVE TOP OF PIPE.

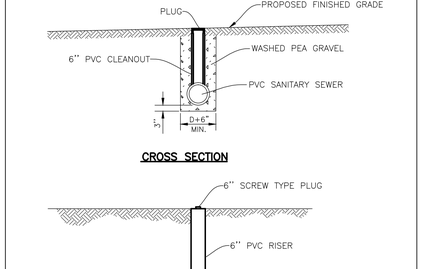
(3) RIGID PIPE:
WELL-COMPACTED HAUNCHING MATERIAL PLACED IN MAXIMUM 6 INCH LIFTS TO SPRING LINE OF PIPE
FLEXIBLE PIPE:
WELL-COMPACTED HAUNCHING MATERIAL PLACED IN MAXIMUM 6 INCH LIFTS TO SPRING LINE OF PIPE.

(4) 4" WELL-COMPACTED BEDDING MATERIAL

(5) UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED WITH GRANULAR FOUNDATION MATERIAL WHERE SOIL CONDITIONS WARRANT

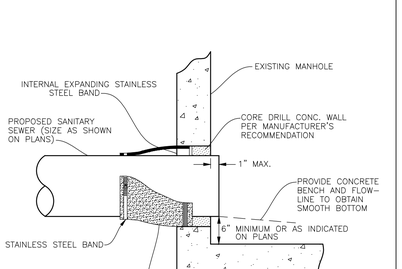
(6) TRENCH WIDTH:
TRENCH DEPTH OF 5 FEET AND LESS, WITHOUT PROTECTION
OUTSIDE DIAMETER + 12 INCHES ON EACH SIDE OF THE PIPE.
TRENCH DEPTH OF 5 FEET AND LESS, WITH PROTECTION
OUTSIDE DIAMETER + 18 INCHES ON EACH SIDE OF THE PIPE.
TRENCH DEPTH OF GREATER THAN 5 FEET
OUTSIDE DIAMETER + 18 INCHES ON EACH SIDE OF THE PIPE.

06-01-15
PIPE INSTALLATION DETAIL
S-MS-PIPEINSTALL



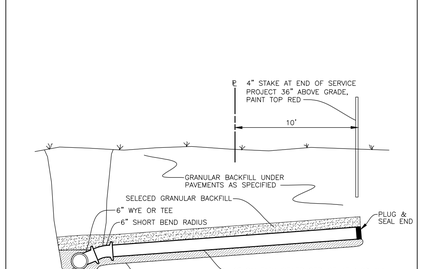
NOTE:
1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, UTILITY STRUCTURES, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL)
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2-#4 DEFORMED BARS X 10'-0" LONG OVER ALL TRENCHES.
4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE

06-01-15
MODIFIED B-6.12 CURB & GUTTER DETAIL
S-RD-B612-CURB
SHEET 1 OF 2



TYPICAL
EXPANSION JOINT DETAIL
CROSS SECTION

06-01-15
CURB EXPANSION JOINT
S-RD-EXPANSION-JOINT



NOTE:
THE CONTRACTOR SHALL SAWCUT, REMOVE AND REPLACE THE EXISTING CURB AND GUTTER WITH A DEPRESSED CURB AND GUTTER SECTION AND SHALL REMOVE THE EXISTING PAVEMENT AS NEEDED SO AT TO PROVIDE A SMOOTH TRANSITION.

06-01-15
COMMERCIAL DRIVEWAY ENTRANCE DETAIL
S-RD-COMM-DR-ENTRANCE

TYPICAL
EXPANSION JOINT DETAIL
CROSS SECTION

06-01-15
CURB EXPANSION JOINT
S-RD-EXPANSION-JOINT

NOTES:
1. AT ALL TRENCH CROSSINGS, 2-#4 REFORMED REINFORCING BARS (10' LONG) SHALL BE PLACED OVER THE TRENCH.
2. CONCRETE THICKNESS SHALL BE 6" AT ALL DRIVEWAYS AND TRENCH CROSSINGS.
3. 3/4" EXPANSION JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 50'.
4. CONTROL JOINTS SHALL BE SPACED THE SAME AS THE SIDEWALK WIDTH AND 1/4" IN DEPTH.

06-01-15
SIDEWALK DETAIL
S-RD-SIDEWALK

06-01-15
SANITARY PVC CLEANOUT DETAIL
S-SAN-CLEANOUT

06-01-15
PIPE TO EXISTING SANITARY MANHOLE CONNECTOR DETAIL
S-SAN-PIPE TO EX SMH

06-01-15
SANITARY SERVICE DETAIL
S-SAN-SERVICE

DATE	REVISIONS	DRAWN BY

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900 Woodlands Parkway, Vernon Hills, IL 60061 ph 847.634.5550 fx 847.634.0289 manhard.com
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Construction Managers • Environmental Scientists • Landscape Architects • Planners

SENIOR LIVING DEVELOPMENT
CRYSTAL LAKE, ILLINOIS 60014
CONSTRUCTION DETAILS

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SCALE:	N.T.S.

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9 OF 9
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May 13, 2016 — 12:12 Data Name: P:\Projects\01\Data\Engineering\Preliminary\08-09 DETAILS.dwg Updated By: JPlocek

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Surveying
Water Resources Management
Water & Wastewater Engineering
Supply Chain Logistics
Construction Management
Environmental Sciences
Landscape Architecture
Land Planning

May 13, 2016

PROPOSED IMPROVEMENTS FOR SENIOR LIVING DEVELOPMENT
LOT 3 OF IMMANUEL LUTHERAN CHURCH SUBDIVISION
CITY OF CRYSTAL LAKE, ILLINOIS

PRELIMINARY STORMWATER MANAGEMENT NARRATIVE

This narrative presents the preliminary stormwater investigation for the proposed ±6-acre development consisting of a Senior Living Center located on the Northeast parcel, referred to as Lot 3, of the Immanuel Lutheran Church Subdivision, just northeast Pathway Court in the City of Crystal Lake, McHenry, IL.

The ±6-acre vacant graded lot is part of the previous 60.37-acre Immanuel Lutheran Church Subdivision development that was constructed with a detention basin designed to store runoff generated by the entire 60.37-acre development using the 100-year, 24-hour storm event. A 30" RCP storm sewer was constructed along the east side of Pathway court as a part of these previous improvements and will be utilized for the proposed development. The ±6-acre lot consists predominantly of Type B soils as shown on the McHenry County Soils Map. As a result, the lot was calculated during the previous detention calculations to allow a curve number of 87 and release rate of 30.09 CFS.

A preliminary stormwater determination was performed using the current site layout to calculate the proposed curve number for the developed site. It was determined that the current site will consist of 3.16 acres of pervious area and 2.84 acres of impervious resulting in a proposed curve number of 79. Please refer to the attached Curve Number Calculations and Impervious Pervious Exhibit.

As a result of the proposed curve number for the lot being well under the allowable existing curve number of 87, the existing detention facilities provide adequate storage for the proposed improvements and no further detention will need to be provided onsite. This determination is in accordance with the McHenry County and Crystal Lake Stormwater Management Ordinances (SMOs).

Manhard Consulting, Ltd.
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tel: (630) 691-8500 • fax: (630) 691-8585 • www.manhard.com
ARIZONA • CALIFORNIA • COLORADO • GEORGIA • ILLINOIS • INDIANA • MARYLAND • NEVADA • VIRGINIA

Runoff Curve Number Calculation

Project	By	Date
Senior Living Development	Mitchell Horras	5/13/2016
Location	**Checked**	**Date**
City of Crystal Lake	Jared Placek	5/13/2016

Check one: Present **X** Developed **WATERSHED 1**

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/ connected impervious area ratio)	CN Table 2-2	CN Figure 2-3	CN Figure 2-4	Area (acres / mi^2 / %)	X	Product of CN x area
	Open space (Good Condition)	61			3.17		193.4
	Impervious Area	98			2.83		277.3
							0.0
				Totals	6.0		470.7

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{470.71}{6} = 78.45$$

Use CN **78.5**

* Runoff Curve Numbers determined by TR-55

Technical Memorandum

Date: June 9, 2016

To: Ms. Abigail Wilgreen, P.E.
City Engineer
City of Crystal Lake

From: Civiltech Engineering, Inc.
James R. Woods, P.E., PTOE
Gary P. Overbay, P.E.

Re: Trip Generation Analysis
Proposed Crystal Lake Senior Residences
295 Pathway Court
Crystal Lake, Illinois

Garder Capital Development Illinois is petitioning the City of Crystal Lake (City) for approval to construct a senior residence facility at 925 Pathway Court within the Immanuel Lutheran subdivision. Please see **Exhibit A** in **Appendix A** for a regional location map and **Exhibit B** for an aerial photograph of the proposed location. The three-level facility would be comprised of a total of 80 senior apartment units (40 one-bedroom and 40 two-bedroom). See **Exhibit C** for a proposed site plan. The site is on Lot 3, which is a 6-acre lot that was created as part of the Immanuel Lutheran subdivision in 2004. See **Exhibit D** for the plat of subdivision. As part of that subdivision, a traffic impact study (TIS) was commissioned that planned for a 125-unit assisted living development on the subject parcel. The TIS was completed by Gewalt Hamilton Associates, Inc. and is dated October 11, 2004/Revised November 15, 2004. It is provided for reference in **Appendix B**. While the number of proposed units is decreasing from 125 to 80, the currently-proposed development will accommodate an independent-living lifestyle. This is in contrast to the original assumption, which was for an assisted living facility.

The traffic generation characteristics of the two types of developments are different. Assisted care facilities typically bridge the gap between independent senior living facilities and nursing homes. Residents of senior independent living facilities are typically active, require little or no medical supervision, and may or may not be retired. Many or most residents of a senior independent living facility own and operate an automobile. The likelihood of vehicle ownership declines as seniors move to an assisted living facility. Employees and visitors are more predominant vehicle users at assisted living facilities than they are at senior independent living facilities.

Received 6/9/16

The primary purpose of this analysis is to evaluate the differences in trip generation rates between the two types of developments using the original TIS as a basis. The evaluation will determine if the increased trip generation rates (trips per unit) associated with a switch from an assisted living facility to an independent senior living facility would be offset by the reduction in the number of units from 125 to 80.

Table 1 in **Appendix A** shows two tables. The upper table is reproduced from **Exhibit 4** in the original TIS. It assumes a 125-unit assisted living facility on Lot 3. This facility was predicted to generate 20 trips during the morning peak hour, 30 trips during the evening peak hour, and 335 trips on a daily basis. The lower table shows an 80-unit senior living facility in place of the assisted living facility. The senior living facility is predicted to generate half the trips in the morning, one-third of the trips in the evening, and 80% of the daily trips compared to the assisted living facility.

Thus, it can be concluded that the overall Immanuel Lutheran Site as predicted in 2004 will have slightly less of an impact on the area roadway network if an 80-unit independent senior living development is constructed in place of the originally-proposed 125-bed assisted living facility. Therefore, the switch from the assisted living land use to the senior residence land use can be considered "covered" under the 2004 TIS.

It should be noted that there have been many changes to existing land uses around the site and potential land uses within the project since the 2004 TIS was completed. These changes would likely modify the requirements for improvement to the surrounding roadway network, as well as change the ultimate design of access points to the site, which were detailed in the original TIS. Additionally, there was no mention in the 2004 TIS regarding which improvements would be necessary to support various elements of a phased improvement of the site. The list of roadway improvements presented in the 2004 TIS represented those necessary to support full development. Neither the phasing of necessary improvements to support the phased development, nor the impact of different land uses on the scope of the necessary improvements have been considered in this evaluation.

It may be appropriate for the City to recommend that Immanuel Lutheran update the 2004 TIS to reflect the current land use/development conditions on and around their property and the traffic resulting from these current land use conditions. The update should also reflect the current City thinking and efforts in regard to roadway network improvements in the area (specifically, the renewed effort to extend Congress Parkway across the railroad property) and likely uses for the remaining Immanuel Lutheran property. This analysis could also include a discussion regard staging access and roadway network improvements based on a phased development. Lastly, the update could discuss the responsibility assigned to various lots within the Immanuel Lutheran Church subdivision for costs associated with City-led improvements, such as the relocation of the railroad spur.

There would be no need to complete this update prior to consideration of the Crystal Lake Senior Residences petition, as traffic in the area will be very minimally impacted by the changes requested by this petitioner. It would, however, be prudent to have this update completed prior to consideration of any further development of the remaining vacant parcels within the Immanuel Lutheran Church subdivision.

#2005-14

Immanuel Lutheran

Project Review for Planning and Zoning Commission

Meeting Date: May 4, 2005

Zoning Requests:

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

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

Acreage: 60.37 acres

Existing Zoning: R-2 Single-family Residential

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

Staff Contact: Brian Grady (815) 356-3615

Background:

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

Land Use Analysis:

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

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

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

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

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

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

Traffic Impact Study

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

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

Development Components

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

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

Development Roadways

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

Offsite Roadway Improvements

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

Pedestrian Links

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

Cut Through Traffic

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

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

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

Traffic Impact Study – Access Options

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

OPTION "A"

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

2. Percent of Development Traffic Assigned to Access Point:

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

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

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

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

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

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

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

OPTION "B"

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

2. Percent of Development Traffic Assigned to Access Point:

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

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

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

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

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

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

6. Congress extension dependent on rail spur relocation.

OPTION "C"

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

2. Percent of Development Traffic Assigned to Access Point:

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

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

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

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

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

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

6. Congress extension dependent on rail spur relocation.

OPTION "D"

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

2. Percent of Development Traffic Assigned to Access Point:

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

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

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

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

US 14 @ Teckler	north approach, 53%

5. No additional traffic on Walkup north of site. Traffic currently turning left from Congress and right from Main to US 14 may re-locate through public extension to Teckler. Would expect reduced cut through in Commons shopping center.

6. Congress extension dependent on rail spur relocation.

OPTION "E"

1. Access points provided: Teckler extension and South Walkup

2. Percent of Development Traffic Assigned to Access Point:

Teckler	AM = 36%	PM = 35%
South Walkup	AM = 64%	PM = 65%

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

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

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

US 14 @ Teckler	north approach, 53%
Main Street @ S. Walkup	west approach, 148%

5. No additional traffic on Walkup north of site. Traffic currently turning left from Congress and right from Main to US 14 may re-locate through site to Teckler. Would expect reduced cut through in Commons shopping center.

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

Comprehensive Land Use Plan 2020 Vision Summary Review:

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

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

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

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

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

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

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

SUBDIVISION ORDINANCE VARIATION

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

Recommended Conditions:

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

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

Action:

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CRYSTAL LAKE PLANNING AND ZONING COMMISSION
WEDNESDAY, FEBRUARY 17, 2016
HELD AT THE CRYSTAL LAKE CITY COUNCIL CHAMBERS

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

Michelle Rentzsch, Director of Community Development, Katie Cowlin and Elizabeth Maxwell, both Planners, were present from Staff.

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

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

2015-19 CRYSTAL LAKE SENIOR RESIDENCES– 295 Pathway Court – PUBLIC MEETING
Conceptual review for the Crystal Lake Senior Residences.

Mr. Hayden stated that this is a conceptual review only.

Mark Saladin, attorney, Tom Brantley with Gardner Development, Alli Gentles with Harley Ellis, Bradley McCauley with Site-D, and Jessica Hotaling with Housing Opportunity Development Corporation, a non-profit agency, were present to represent the conceptual plan. Mr. Saladin said they are requesting comments on a senior housing development for a portion of the property owned by Immanuel Lutheran Church just west of Main Street.

Mr. Brantley said they are requesting the Commissioners comments on an 80-unit independent senior housing development for persons 55 years old or older. Mr. Brantley reviewed the properties developed by HODC including one in Woodstock and Fox River Grove. They manage 226 units. He reviewed Gardner Capital which operates in 12 states. They don't sell any developments. They manage and rent units in 55 communities. Mr. Brantley reviewed the market area demographics, as well as the rent range for regular apartment units in the area. There are similar developments in the area and they are fully occupied and have waiting lists. Currently, there are no affordable senior housing developments being planned. This is a development that is needed in this community.

Ms. Gentles presented developments they had done previously in the area as well as showing the proposed site development. They researched the area to determine the materials, colors and style of the housing facility. The design of the building includes an entry which has a clear view straight through it to the courtyard. She showed the concept elevation and described the materials to be used. The first floor plan including a great room, fitness and wellness centers, offices and the wings are where the units will be. The second and third floors are all residential units. Each unit will have a full kitchen and a

laundry.

Mr. McCauley showed samples of projects that their firm has done including a college, senior apartments, and single family/townhomes. He showed the site plan which includes a promenade entry to the site. They propose the building to be set more on the south end of the lot to allow a larger buffer to the existing homes to the north and fire trucks can access the building from Pathway Court. There will be several walking paths provided for the tenants' use. Mr. McCauley said there will be community gardens available.

There was no one in the public who wished to comment on this petition. The public portion was closed at this time.

Mr. Jouron said this is a very nice project and the rooms are well laid out. He asked about an area for children visiting their grandparents. Mr. Brantley said there is space in the courtyard and plenty to do outside, but his experience is that the seniors usually go to visit their families and not have the families come to them. The average tenant age is 70+ since people are living healthier lives. There is plenty of room for the kids to play and the high school is directly to the west. Mr. Jouron asked how this development will connect to the shopping centers. Mr. Brantley said there are sidewalks available so people can easily walk to the store. Mr. Jouron asked if there will be balconies in the units. Mr. Brantley said no. Mr. Jouron asked where the tenants can go to grill since there are no balconies. Mr. Brantley said there will be a grilling facility available in the courtyard. Mr. Jouron asked if there will be a custodian on site. Mr. Brantley said yes.

Mr. Greenman thanked the developer for coming before them with a conceptual review. That opens up the dialog. He asked if all of the units will be rentals. Mr. Brantley said yes. Mr. Greenman asked if there will be any food offerings in this facility. Mr. Brantley said no since this is an independent senior housing development. Food availability is offered in the next two tiers of senior care – assisted living and nursing home. Mr. Greenman asked if the rent will include everything. Mr. Brantley said it will include everything except electricity and cable. Mr. Greenman asked if Fire Rescue had any comments regarding the building location and only one access point. Ms. Maxwell said she has not received full staff comments yet. Mr. Greenman said having one access point seems a bit risky. Mr. Brantley said there is a large school and church farther down the cul de sac. Mr. Saladin said there is another road stub to the north which could be gated for emergency access only.

Mr. Greenman likes the architecture presented, as well as the elements and materials. He asked that when the developer returns that they have an elevation showing the sides of the building, as well as into the courtyard. He feels this is the right property for this development. He couldn't think of a better place for this. There is a lot of open space on this property and there won't be a need for a lot of variations. Mr. Brantley said there may be a slight height and parking variations. Mr. Greenman suggested land banking some parking spaces so they have them noted on the plan in case they need them. He likes what has been presented.

Mr. Esposito said there will be people moving in and out. He asked if there is a back door with a service

elevator for moving. Mr. Brantley showed the other entrances and elevator locations. He said the average turn-over in a regular rental unit is probably 30-50%, but for affordable senior housing it is 10%. Mr. Esposito suggested slightly wider parking stalls to make it easier for people to park. He asked about the possibility of a few garage units somewhere on the property. Mr. Bartley said there are problems with buildings being run into and not everyone would get a garage. Mr. Esposito asked where the garbage could be located. Mr. Brantley showed possible locations and said there will be garbage shoots for the tenants to take their garbage to. Mr. Greenman said you don't want it close to the courtyard.

Mr. Skluzacek likes the design but is concerned with safety aspects of the building from second and third floor if there is a fire. Ms. Gentles said they could add more stairwells.

Mr. Goss said he likes the plan, the architecture, and there is about 50% open space. He said the number of parking spaces is good. He asked how people will access the building after hours. Mr. Bartley said the tenants will have key cards that allow them into the entrances and their own unit. Mr. Goss asked if there will be overnight staffing. Mr. Brantley said they will be there during business hours until 7 p.m. and weekends. Mr. Goss likes the project and this is a perfect location for it.

Mr. Hayden asked how police and fire would enter at night. Mr. Brantley said they will have a master key card. Mr. Hayden asked if the building is sprinklered. Mr. Brantley said yes. Mr. Hayden asked if there will be a fire suppression system in the garbage shoots. Mr. Brantley said yes. Mr. Hayden asked if smoking will be permitted. Mr. Brantley said no, not on the property at all. Mr. Hayden asked if there will be a party room to rent. Mr. Brantley said the great room and another smaller room on the side would be available. Mr. Hayden asked how long could grandchildren stay. Mr. Brantley said overnight or a weekend. If it is longer the management needs to be told. Mr. Hayden asked if the residents have kids that are 18 to 20 years old that still live with them would they be allowed to live there. Mr. Brantley said they need to abide by the fair housing act. Mr. Hayden asked if there criminal background checks are conducted. Mr. Brantley said yes. They reserve the right to deny residency to anyone they don't like. Mr. Hayden asked if there are exceptions for disabled vets. Mr. Brantley said of course. Mr. Saladin said the local veterans groups pair up with projects like this. Mr. Brantley said they could set aside a specific number of units for vets only.

Mr. Brantley welcomed any specific recommendations. He said they will be fine tuning the plan and if the Commissioners had any other thoughts or ideas to please let them know.

Mr. Hayden asked if this conceptual plan will be going before Council. Mr. Brantley said he wasn't sure. Mr. Hayden said they may want to be certain the Council feels this is a good location for this use before they spend time on the plans.

Mr. Greenman asked about the timing of this project. Mr. Brantley said they will be submitting for funding shortly and they could break ground in the Spring 2017 with leasing later that year.

Mr. Brantley thanked the Commissioners for their time and comments.

The City of Crystal Lake
PROCEEDINGS OF THE CITY COUNCIL
March 20, 2007

Call to Order
Mayor Shepley called the City Council meeting to order at 7:30 p.m.

Roll Call
On roll call, Councilmembers Brady Mueller, Christensen, Dawson, Ferguson, Goss, Thorsen and Mayor Shepley were present.

City Clerk Roger Dreher, City Manager Gary Mayerhofer, City Attorney John Cowlin, Senior Planner James Richter II, Director of Engineering and Building Victor Ramirez, Director of Public Works Eric Lecuyer and Deputy City Manager George Koczwara were also present.

Pledge of Allegiance
Mayor Shepley led the Council and the public in the Pledge of Allegiance.

Approval of Minutes
Councilman Thorsen moved to approve the minutes of the March 6, 2007 regular City Council meeting. Councilman Goss seconded the motion. On voice vote, all present voted yes. Motion passed.

Accounts Payable
Councilwoman Ferguson moved to approve the Accounts Payable in the amount of $439,848.98. Councilman Goss seconded the motion. On roll call, all present voted yes, except in order to avoid any possible conflict of interest, Mayor Shepley abstained on the invoices from Centegra Occupational Health. Motion passed.

Public Presentation
None.

Mayor's Report
Mayor Shepley introduced the members of the Central High School Poms, who showed videos of their two State Championship performances.

Mayor Shepley advised that Liquor Commission hearings for the establishments which recently sold alcohol to a minor would be held prior to the City Council meeting on April 3rd.

Mayor Shepley stated that on April 13th, the Senior Services Associates annual fashion show fundraiser would be held, and he had volunteered to model for them. He urged support of Senior Services Associates, which he stated provides assistance to many residents.

City Council Reports
Councilwoman Brady Mueller wished Matt Ferguson and Roy Mueller a happy birthday. Councilman Christensen advised that it was also City Clerk Roger Dreher's birthday.

Consent Agenda
Councilwoman Brady Mueller moved to approve Consent Agenda Items 9a and to add Item #11. Councilman Goss seconded the motion. On roll call, all voted yes. Motion passed

9a. Continued the Final Plat of Subdivision and Variation requests for 160, 164 and 168 Edgewood Road to the May 15, 2007 City Council meeting.

11. Approved a request from the Crystal Lake Rowing Club for a waiver of boat sticker requirements for rowing shells and regatta motorboats on April 7, April 14, April 21 and May 5, 2007.

Immanuel Lutheran Church Subdivision Final Plat Conditions
Attorney Tom Zanck and Pastor Larry Tienens were present for the matter. Mr. Zanck stated that potential developers/buyers of Lot 3, planned for senior housing, were being put off by the staff advising them of the condition that no development can occur until Congress Parkway is put through. He stated that he would like the Council to give staff the latitude to say there are no guarantees, but it would be up to the Council's discretion as to whether the road connection is required after a buyer presents a plan. He stated that if the plan showed that very little traffic would be generated, he was hopeful that the Council would consider approval.

Mayor Shepley asked if anyone in the audience wished to speak on the matter. No one wished to speak.

Councilman Goss stated that if the railroad tracks are relocated, the ultimate uses of the parcels could change. He stated that he supported allowing a developer to make a presentation to the Council, but his stance was that the connection to Congress Parkway needed to be made before any development could occur. Councilmembers Brady Mueller, Christensen, Ferguson and Thorsen agreed. Councilman Thorsen stated that his main concern was that a petitioner could spend a lot of money and staff time and the Council would still require the connection. Mayor Shepley stated that he also agreed, and from a marketing standpoint or the church's efforts to sell the property, he would be hard pressed to tell the church they couldn't come to the Council with a plan. He stated that the Council had made its position about the road connection very clear. Councilman Dawson stated that he felt allowing a petitioner an opportunity to present a plan to the Council without the road connection would put undue pressure on the Council and he stood by the Council's earlier decision. Mayor Shepley noted that with a majority consensus of the Council, no further action was required and potential buyers would be eligible to present their plans to the Council for consideration.

Mr. Zanck noted the Church's efforts to work with the City, even delaying their development plans by continuing an ICC hearing at the City's request because of the possible relocation of the railroad tracks. He stated that the Church's efforts were languishing because of their cooperation with the City.