#2017-37
Main Street Crossing (Williams Crossing) – Conceptual PUD
Project Review for Planning and Zoning Commission

Meeting Date: November 1, 2017

Request: Conceptual review for a new residential subdivision

Location: 275 Main Street

Acreage: Approximately 60 acres

Zoning: M and I-1 (McHenry County)

Surrounding Properties:
North: E Estate (City's compost site and Union Pacific railyard)
South: B-2 PUD General Commercial and M PUD Manufacturing
East: M Manufacturing
West: M Manufacturing

Staff Contact: Elizabeth Maxwell (815.356.3615)

Background:

- The site is located on the east side of Main Street, north of the Crystal Lake Business Center and between existing manufacturing uses.
- There was a previous conceptual review on this property for an industrial park.
- If this request were to continue to proceed forward, Annexation, Comprehensive Land Use Plan Amendment, Rezoning, Preliminary Planned Unit Development, Preliminary Plat of Subdivision, and Variations would be necessary.

Development Analysis:

PLAN FEATURES

- The plan illustrates 360 units, with (36) 5-unit townhomes, (73) single-family lots and (107) row home single-family lots.
- Density variations would be necessary for all the products in the proposed project. Estimates are:

  Townhome Area ~13 units/acre UDO maximum is 9 units/acre

Single Family ~ 5.2 units/acre	UDO maximum is 4.15 units/acre
Rowhomes ~8.2 units/acre	UDO maximum is 6.35 units/acre

- Three access points are shown. Along Main Street, the plan illustrates a right-in/right-out access. A second access to the south along Commonwealth would connect residents to the light at Congress Parkway and Main Street. Finally, a third access would lead east to Exchange Drive.
- The Main Street entrance is highlighted with a water feature. The detention areas throughout the development look to carry this theme. These water features would necessitate lining these water basins so that they could hold water, otherwise, the water would just percolate into the ground.
- Three product types are proposed.
    - The first, along the Main Street entrance, are narrow city lot style single-family residences called New England row homes. They would be alley-loaded product. These are also proposed in a row backing up to the Crystal Lake Business Center. The best example of these units in Illinois is along School Street in Downtown Libertyville.
    - The second style is typical townhome buildings with 3-5 units per building. They are located along the north portion of the development. These would be adjacent to the City's compost site and Union Pacific's railyard.
    - The center of the development is comprised of traditional single-family residential. The lots proposed are smaller historic style lots similar to the Maple and Pomeroy neighborhoods.
- Architectural examples have been provided. As no builder(s) has been selected these are just concepts for discussion.

<u>CONCERNS</u>

- Street Layout.
    - The curvilinear street network through the single-family lots creates very long block lengths. This is typically a deterrent to walking, though path areas have been illustrated through the blocks. It also creates odd shaped lots that are highly prone to requiring variations.
    - The curvilinear street network does not meet the City's curve radius, requiring redesign of the street network.
    - The design of the bridges and boulevards could be problematic. The City would not accept maintenance of the bridges or boulevards and maintenance would be the responsibility of the home owner's association.
- Sense of Place/Neighborhood.
    - In a purely residential project surrounded by manufacturing, creating a planned gathering area or shared amenity helps create a sense of community. The way the

proposed housing styles are segregated, especially the secluded pocket of townhomes, does not lend itself to being a cohesive community.

- There is no place for people to gather; no neighborhood park, clubhouse, or commercial town square.
- The New England row homes along the southeast corner of the property have 22 houses in a row before vehicles can access the alleyway. It also faces the side of the single-family homes creating no interconnectedness of the two products.

- Open Space Amenities.
  - Most of the open space is going to be utilized for detention and not usable for recreation. 360 families need a place for recreation and gathering including playgrounds, a clubhouse, open fields, etc.
  - Landscape buffers are intended to protect incompatible uses from each other. Buffer areas between the residential and the adjoining commercial and industrial property should be planned and carefully designed to protect both uses.

CITY STAFF COMMENTS - SUMMARY

- The various departments have submitted their review comments, which are included in this packet. They are summarized below.
- Police. Traffic complaints along Exchange exist now; significant residential traffic along this proposed street will increase the complaints and congestion in the area. No real turns or natural traffic calming in place to reduce speeding traffic. The layout of the townhomes with interior courtyards can cause a problem for police to monitor.
- Engineering. Street curvature at southeast corner and near the central open space and at the townhomes do not meet 200-foot radius, these curves are too tight and will need to be redesigned. Where is guest parking and do roadways allow for parking.
- Building. Illustrate spacing between buildings. If buildings are closer than 10 feet the walls must be fire rated, if they are closer than 6 feet no openings are permitted.
- Fire Rescue. Depending on building heights, roadway widths may need to be increased. Bridges would need to meet fire apparatus safety and access requirements.
- Public Works. Full screening to the property to the north should be proposed via berm, dense landscaping and fence. This is the City's maintenance yard.

ALTERNATIVE CONCEPT

This is a large property situated in a central area of the city with access to many amenities. Although it is close to Route 14 and Downtown, it is surrounded by business and industrial uses.

An alternative to the proposed plan is suggested to:

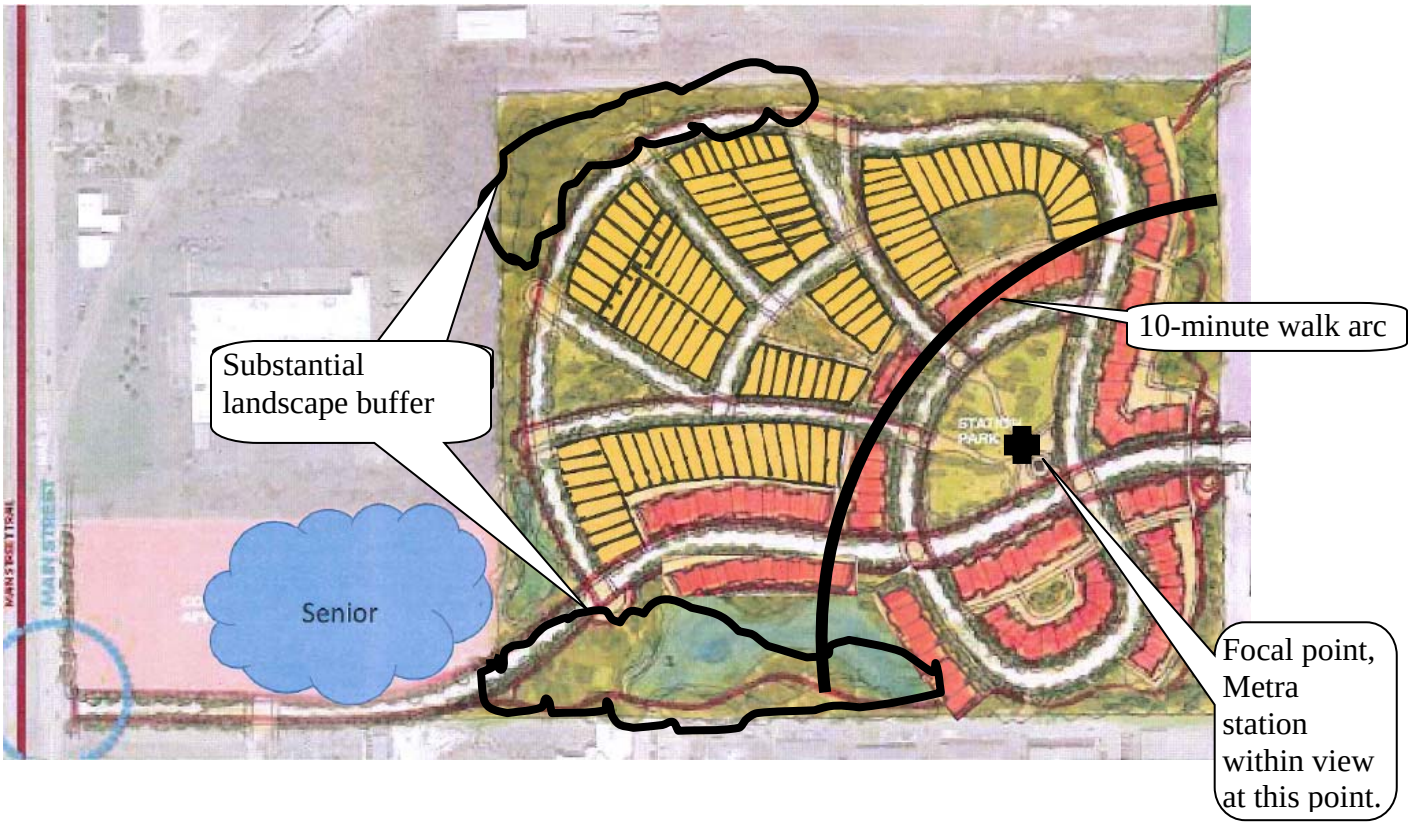
A) provide a better transition from the surrounding uses to the residential development;

B) offer a greater sense of place;

C) increase walkability within the development and to neighboring amenities; and

D) elevate the marketability of this project as a transit orientated development and increase overall value.

E) creates a structure for product changes in the future, based on market demand, to offer the most flexibility.



The above alternative concept:

1) Brings more residents within 10-minute walking distance of the train station – **desirable!**
2) Creates small walkable blocks with connected walking trails – **sense of place/walkability!**
3) Lowers density and offers more amenities that allows for a higher price-point in some areas and overall increased appeal – **creating an address that sells!**
4) Features a focal point that provides a gathering area or neighborhood park so people will walk to get there and then walk to the Metra Station – **signature open space**!
5) Offers substantial landscape buffers between the non-compatible land uses to protect residents from commercial and industrial uses – **better transition/protection!**
6) The roadway network follows more of a grid pattern and allows for numerous short blocks controlling traffic naturally to prevent speeding and cut-through traffic – **safety and walkability!**

The unit mix is:

- Senior ~ 60-100 units depending on product type
- Single Family ~ 100 lots
- Row Homes ~ 100 lots

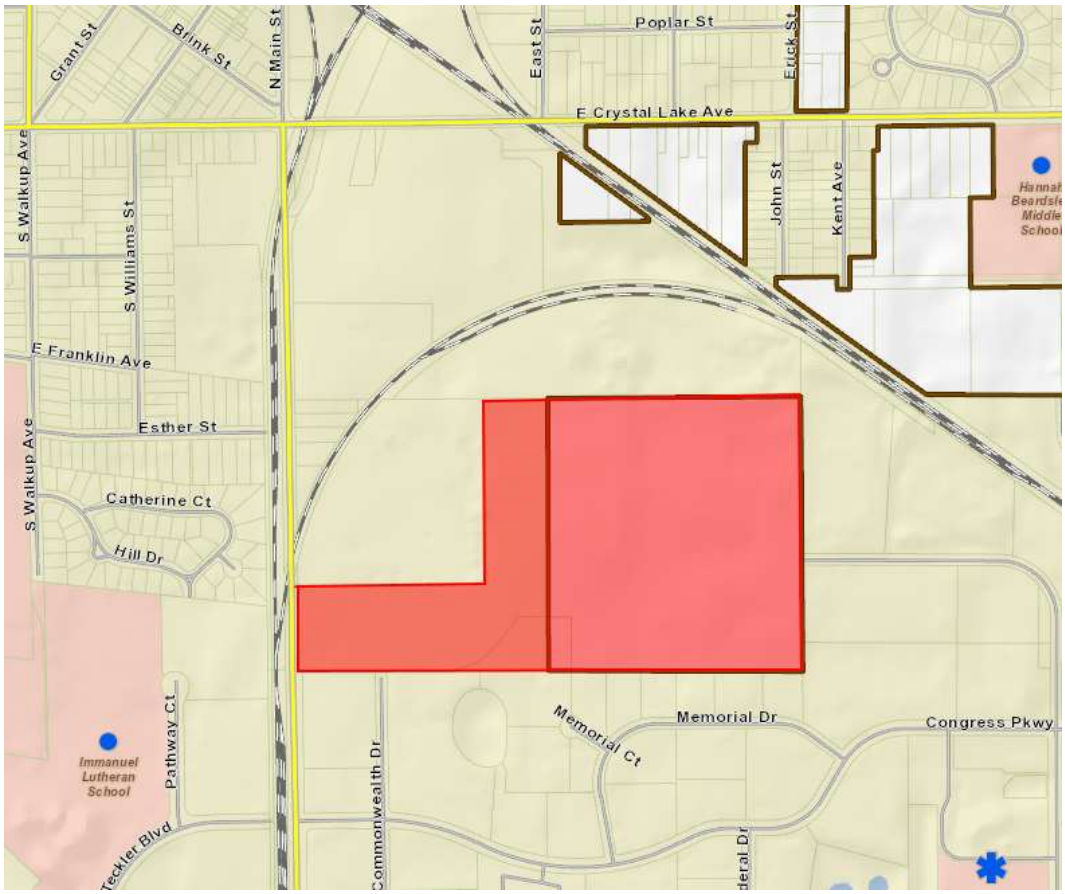
Planning and Zoning Commission Discussion:

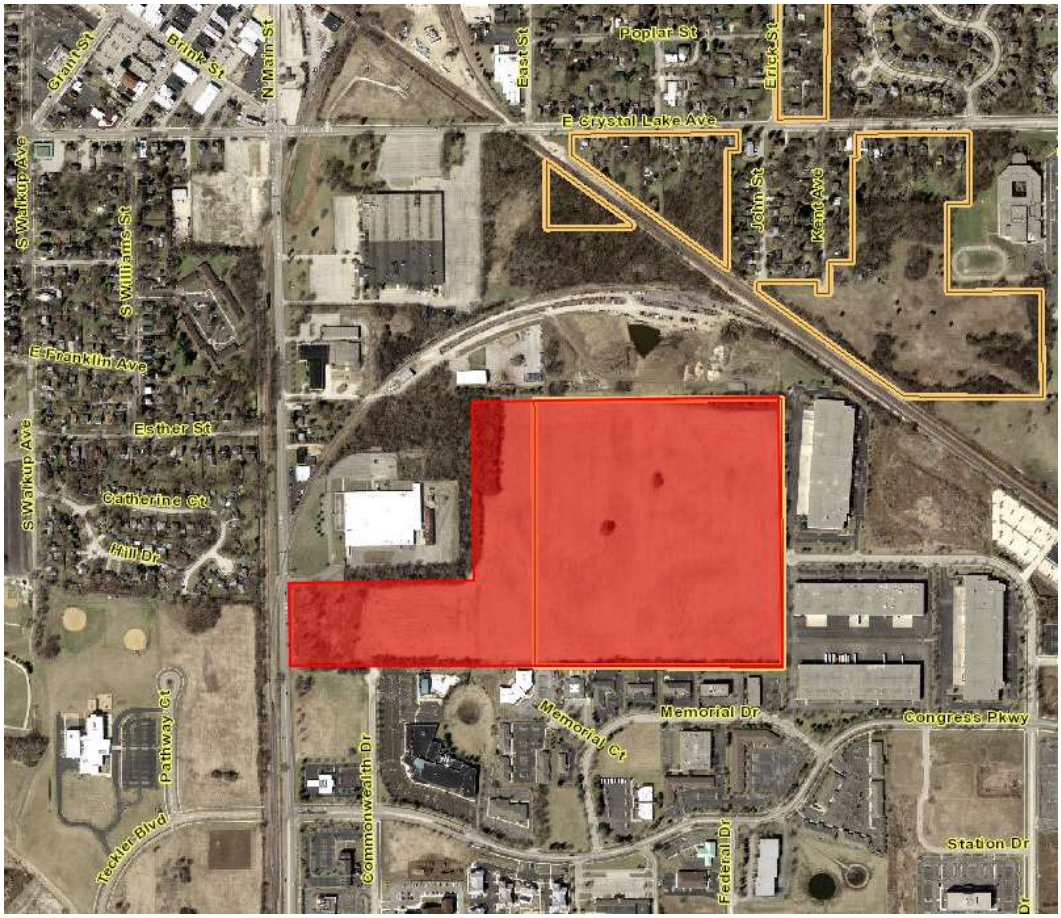
The following comments are for discussion:

1. The general layout of the property including mix of products, location of units, and street network.

2. Is the overall number of units too high for this area? Is the density/number of units per product type appropriate? Would density variations be granted?

2017-37 Main Street Crossing – 275LT S. Main Street





2017 37

City of Crystal Lake
Development Application

Office Use Only
File # _____

RECEIVED
OCT 24 2017

Project Title: Williams Crossing

Action Requested

- ___ Annexation
- ___ Comprehensive Plan Amendment
- ___ Conceptual PUD Review
- ___ Final PUD
- ___ Final PUD Amendment
- ___ Final Plat of Subdivision
- ___ Preliminary PUD
- ___ Preliminary Plat of Subdivision
- ___ Rezoning
- ___ Special Use Permit
- ___ Variation
- ___ Other

Petitioner Information

Name: Windsor Trent LLC
Address: 3223 Lake Street, Wilmette
Phone: 312 203 7556
Fax: _____
E-mail: Ken@WindsorTrent.com

Owner Information (if different)

Name: Main Street Crossing
Address: ~~887 Wedgwood Drive~~ c/0 Bob Boncosky
Phone: 815 236 1613
Fax: bkbonco@sbcglobal.net
E-mail: _____

Property Information

Project Description: Planned Unit Development
62 Acres

Project Address/Location: Main Street

PIN Number(s): Pin
19-04-152-003
~~19-04-176-003~~

Development Team

Please include address, phone, fax and e-mail

Developer: Windsor Trent LLC

Architect: Rhonda Rawson

Attorney: Kenneth A. Rawson

Engineer: Manhard

Landscape Architect: NA at this time

Planner: Teska Associates
Rhonda Rawson

Surveyor:

Other:

Signatures KENNETH RAWSON

10/23/17

PETITIONER: Print and Sign name (*if different from owner*) **Date**

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

OWNER: Print and Sign name **Date**

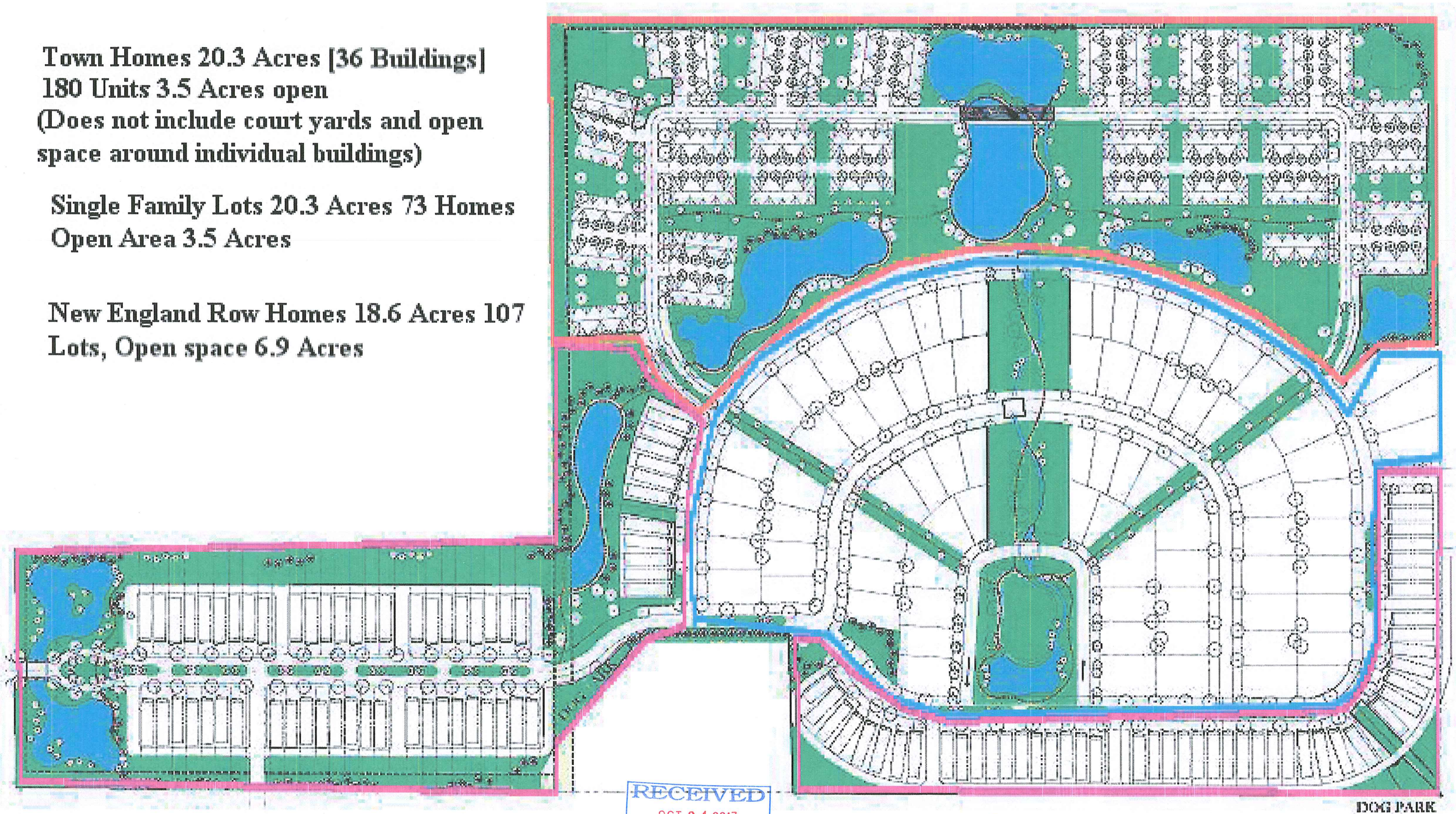
NOTE: If the property is held in trust, the trust officer must sign this petition as owner. In addition, the trust officer must provide a letter that names all beneficiaries of the trust.

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2017-37

Town Homes 20.3 Acres [36 Buildings]
180 Units 3.5 Acres open
(Does not include court yards and open space around individual buildings)

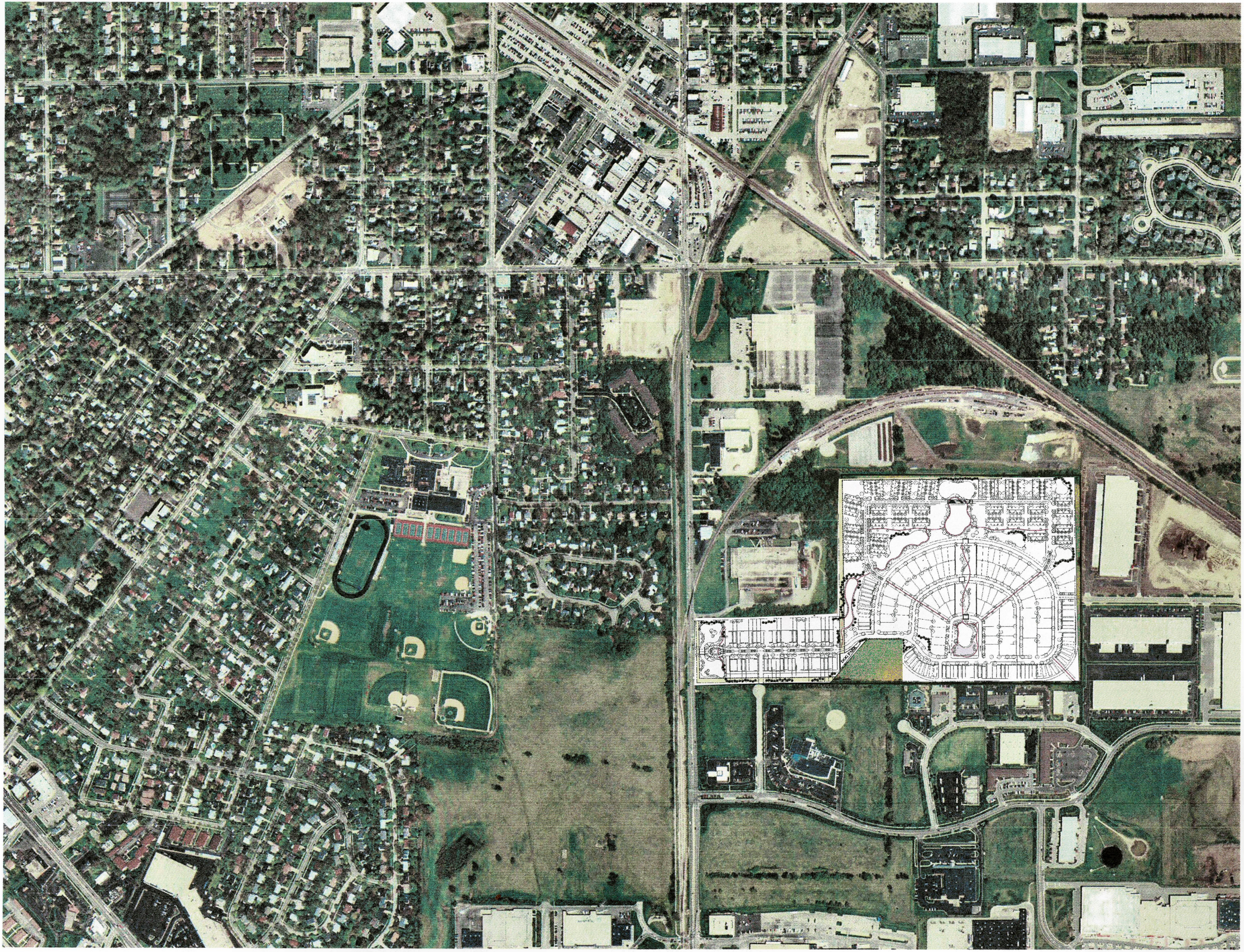
Single Family Lots 20.3 Acres 73 Homes
Open Area 3.5 Acres

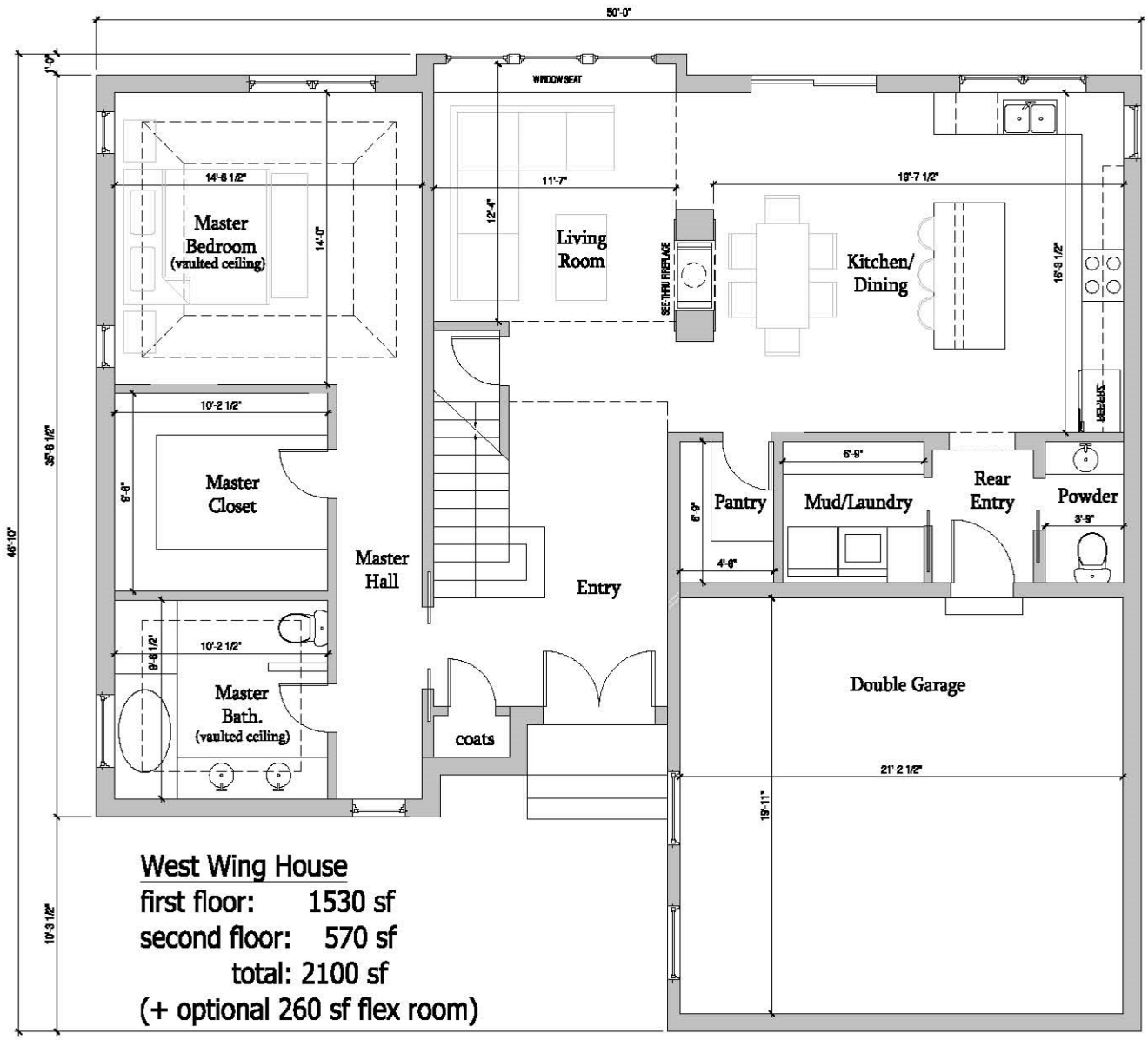
New England Row Homes 18.6 Acres 107 Lots, Open space 6.9 Acres



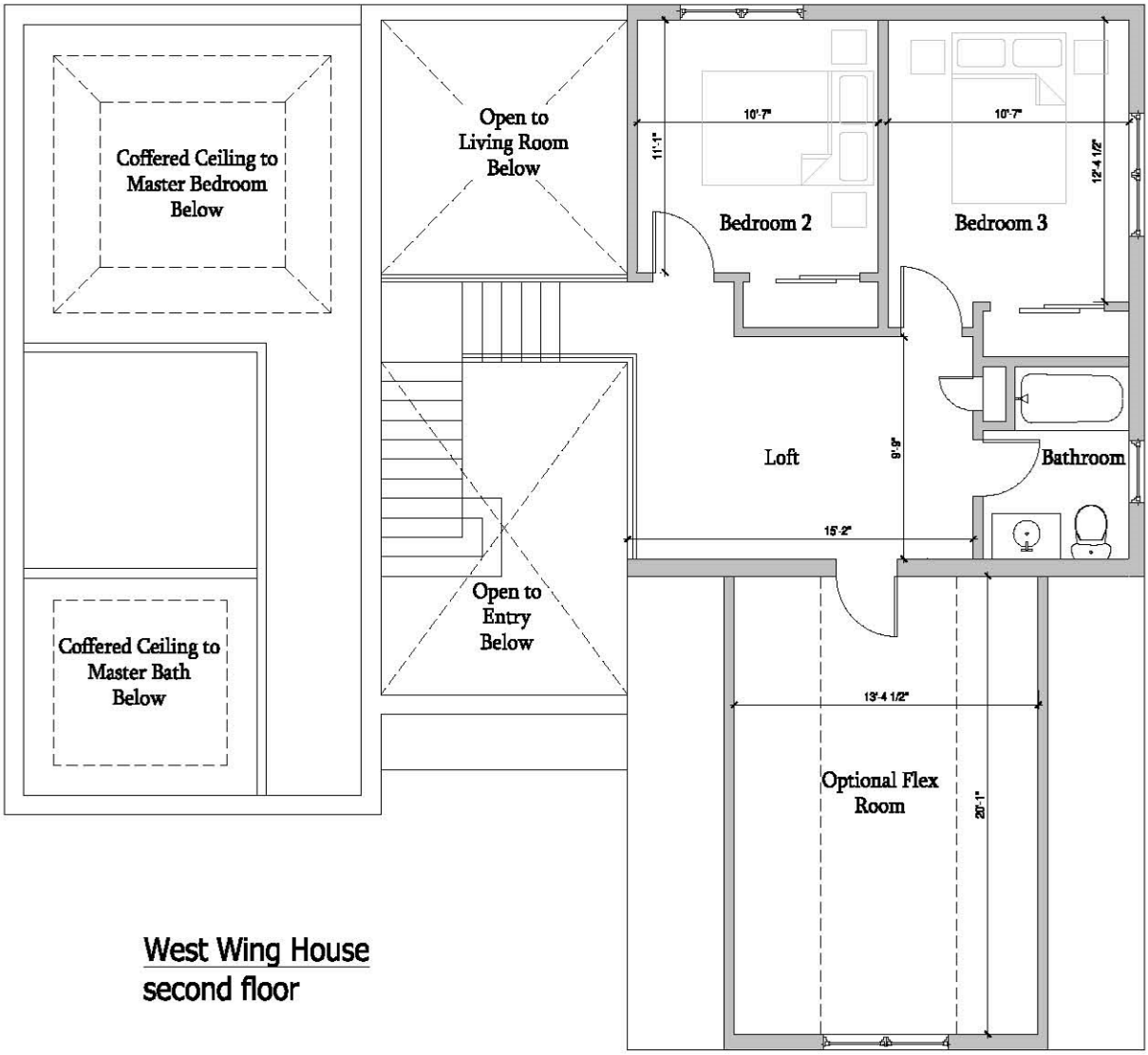
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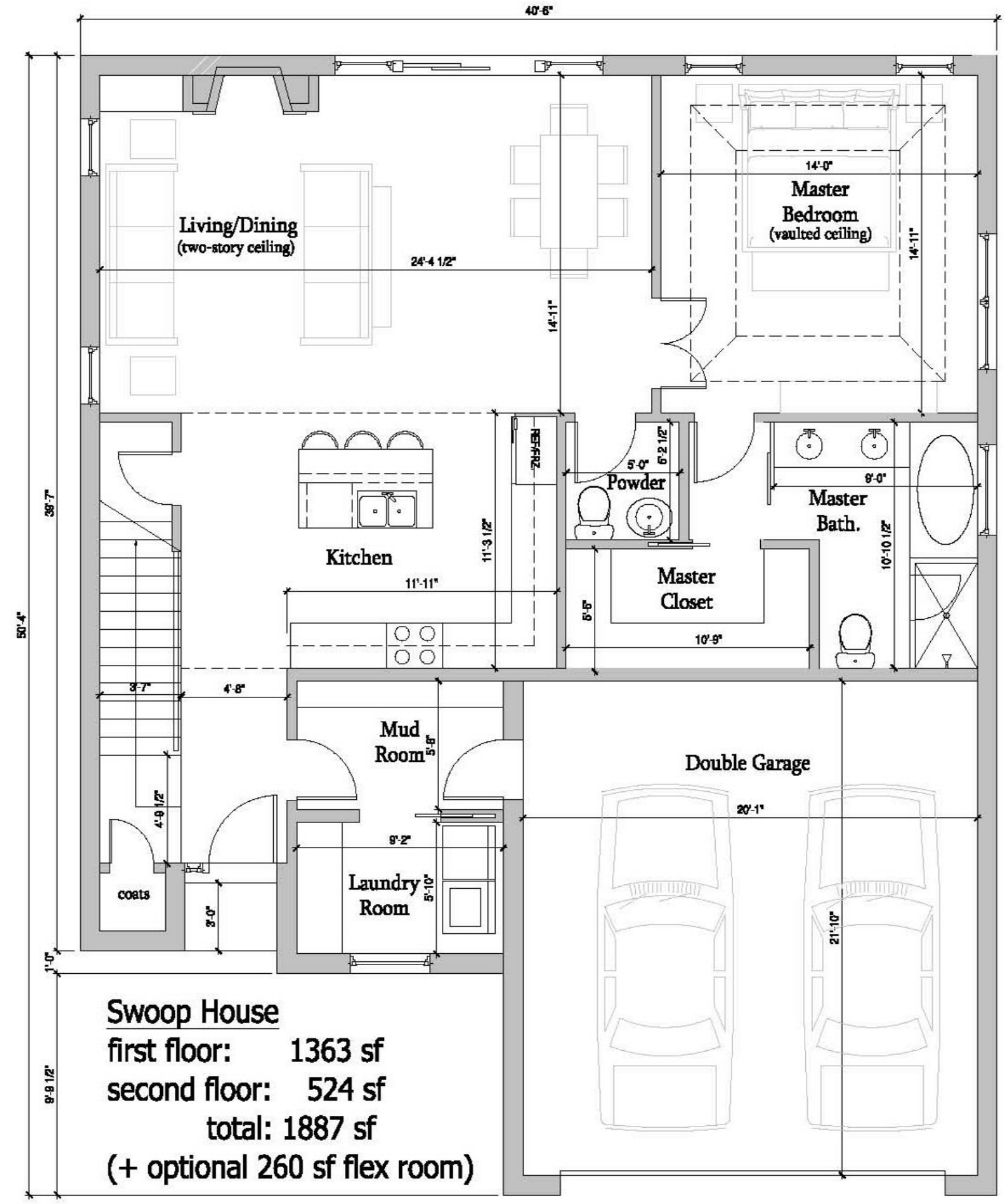


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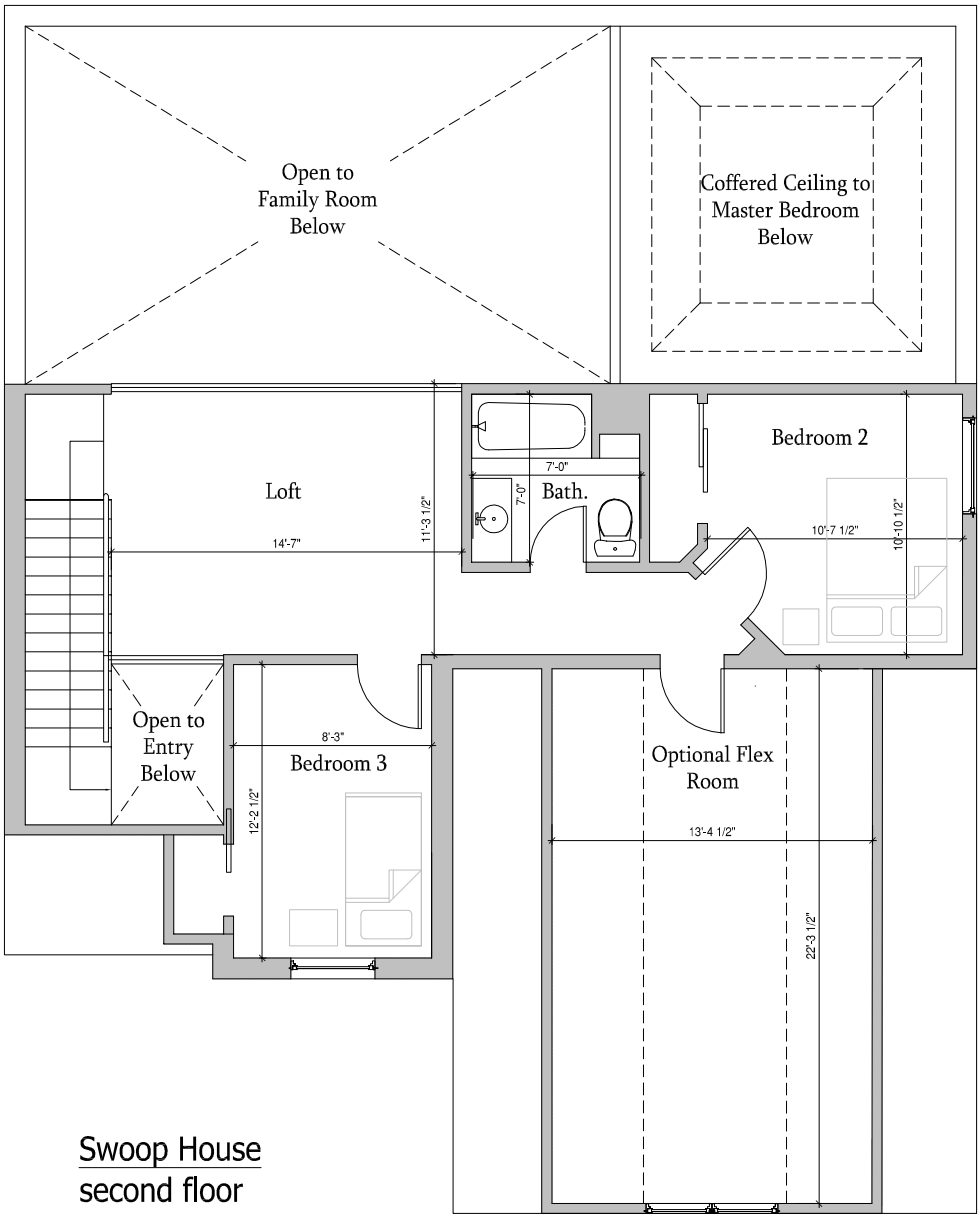


West Wing House
second floor

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Swoop House
second floor

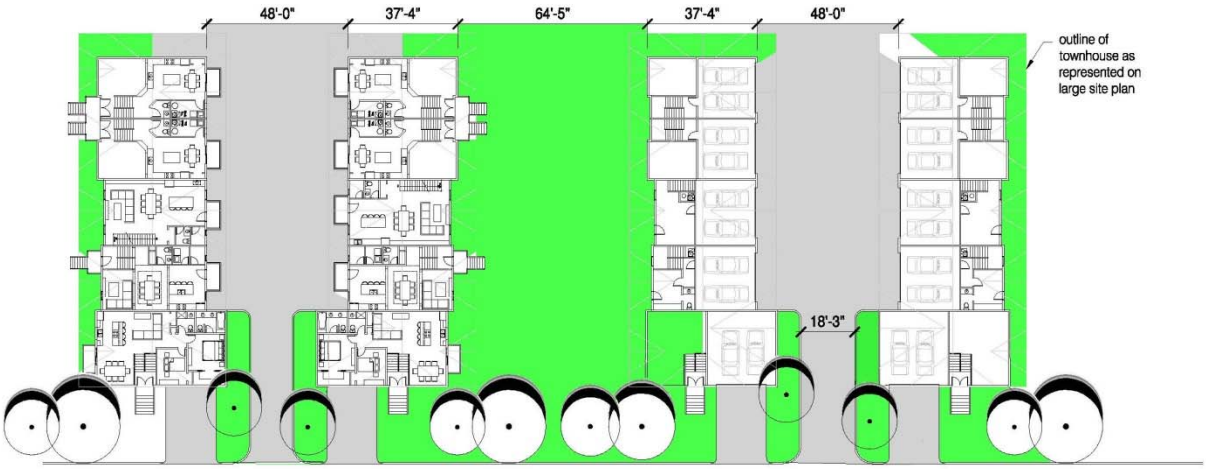
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ROW HOUSE ELEVATION FROM COURTYARD

SCALE: 1/8" = 1'-0"

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SITE PLAN CONCEPT WITH END RANCH UNIT FACING STREET
SCALE: 1/32" = 1'-0"



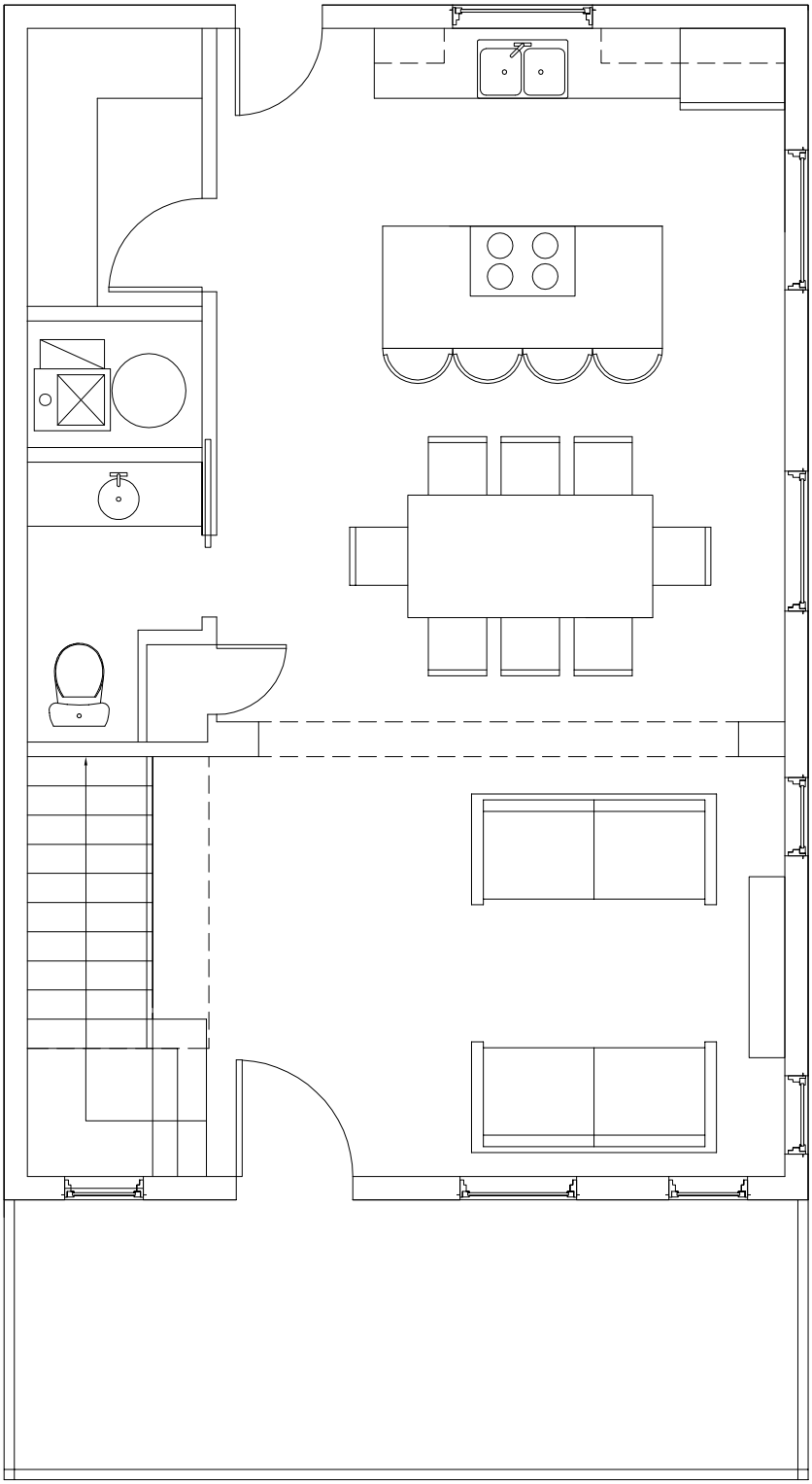
TOWNHOUSE END UNIT RAISED RANCH ELEVATION
SCALE: 1/4" = 1'-0"

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NEW ENGLAND REVIVAL HOUSE

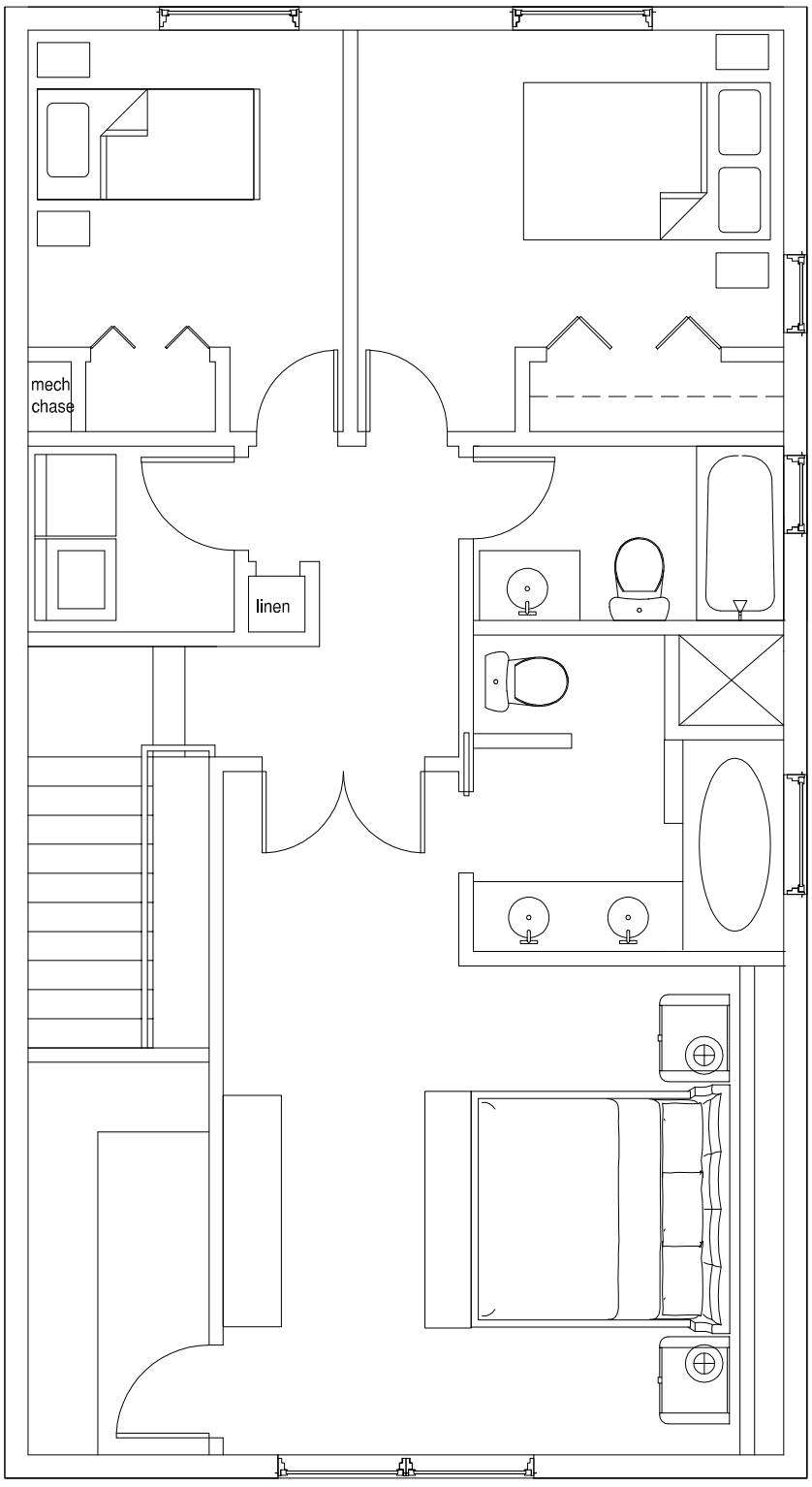
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NEW ENGLAND REVIVAL HOUSE FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

Received 10-24-17
2017-37



NEW ENGLAND REVIVAL HOUSE SECOND FLOOR PLAN

SCALE: 3/16" = 1'-0"

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Model A Draft

A Model 1810 SF



Received 10-24-17
201-37











Liberville, on School Street 10.1.2017







Police

Project Name/Site Address: **Main Street Crossing – Williams Crossing**

Status: **Not Approved**

Reviewer:	Elizabeth Maxwell	Review Date:	October 25, 2017
Review Type:	Permit Building	Review Number:	1
Notes:	Click to enter text	Tracking Number:	Click to enter text
Items Reviewed:	Site plan layout concept		

Comments:

1. There appears to be a large number of homes, with limited access points.
2. It appears there may be access onto Congress. If so, be aware there are several cars that park along the street and into the current dead end for Health Bridge. If that road becomes more traveled this could be an issue.
3. If there is to be access onto Exchange Drive this can create an issue also. We have already received a number of traffic complaints for Exchange Drive at Congress Parkway. They consist of speeding vehicles and heavy traffic which prohibits vehicles from accessing Congress from Exchange. This will only add to this problem.
4. With the number of multifamily homes near the single family homes I anticipate traffic complaints from the single family residences.
5. Parking could become an issue. It is difficult for me to see on the site plan what is planned for the parking, but adequate parking must be provided.
6. The layout of the roads seems to invite high speed driving. No real turns or natural traffic calming in place.
7. The layout of the town homes, with interior court yards can cause a problem for police to monitor.

Engineering

CURSORY REVIEW

Project Name/Site Address: Williams Crossing 275 LT S. Main Street

The following comments are provided in response to the conceptual information submitted. These are general comments intended to provide general feedback.

Reviewer: Abby Wilgreen Review Date: October 26, 2017

Items Reviewed: Conceptual site plan (23926 or 2017-0037).

Notes: Completed by Teska for Windsor Trent

Comments:

1. A stormwater review and a stormwater permit will be necessary by the City's stormwater consultant. The cost of the stormwater consultant will be borne by the developer.
2. A traffic study will be required. One of the City's approved traffic consultants must be utilized. Please contact the City for further guidance. Note:
    a. The access to Main Street will be limited unless a dedicated left turn lane is provided along Main Street, which will need to be accomplished by widening Main Street.
    b. Intersection improvements may be necessary at Commonwealth/Congress Parkway; Congress Parkway/Main Street and/or Congress Parkway/Exchange Drive.
    c. Concerns exist with the vehicle sight lines along the row homes.
3. The end of Commonwealth Drive will need to be improved and the existing cul-du-sac removed. Commonwealth Drive to Congress Parkway will need to be resurfaced.
4. Roadway network:
    a. While the horizontal curve radii are not labeled on the provided plan, it appears the radii for the townhouses at the northwest and northeast portions of the property do not meet the City requirements. Staff has been informed these roadways are anticipated to be public roadways so the townhome layout would need to be motified to accommodate the horizontal curve radii.
    b. The horizontal curve radii also do not appear to be met at the southeast corner and the center roadway in the middle of the single family homes.
    c. A left turn lane should be provided onto Commonwealth at the row homes. This may be a good location for a small roundabout.
    d. Who will maintain the alleys behind the row homes?
5. The sidewalk gaps along Commonwealth (on the west side just south of the proposed development) and along Exchange Drive on the north side will need to be constructed.
6. Roadways will need to be wide enough to provide for emergency vehicle access and parking. This may be of concern where the boulevards are proposed.
7. Is there a bridge off of the entrance to Main Street and other bridges or large culverts throughout the site? If yes, who will maintain? The City is not in favor of a bridge for detention and would request that this be privately owned and maintained.
8. The green space and detention areas would need to be maintained by the homeowners association.
9. Separate guest parking should be provided for the townhomes and row homes.
10. The internal 'road' for the proposed townhomes which are three clusters in a row should loop and not be dead end.
11. All applicable City codes shall be met with the next submittal providing dimensions on the plan for review.

Building

CURSORY REVIEW

Project Name/Site Address: Main Street Crossing / 275LT Main St.,

The following comments are provided in response to the conceptual information submitted. These are general comments intended to provide general feedback.

Reviewer: Marty Brown, Plans Examiner Review Date: October 24, 2017

Items Reviewed: Preliminary Site Plan dated 10/3/2017

Notes: Cursory Review

Comments:

1. Townhomes not more than 3-stories above grade are regulated by the 2006 International Residential Code. 2006 IRC R101.2

2. Each townhome is deemed a separate building and shall be separated by 2-hour fire-resistance-rated wall assembly. 2006 IRC R317.2

3. The 2-hour wall assembly shall not contain plumbing or mechanical equipment, ducts or vents in the cavity of the common wall. 2006 R317.2

4. The fire-resistance-rated wall assembly shall be continuous from the foundation to the underside of the roof sheathing and shall extend the full length of the wall or assembly, and be continuous through attached accessory structures. 2006 R317.2.1

5. Verify that the required min. separation distance is provided between each of the buildings and building projections to eliminate the requirement for fire rated exterior walls and/or building projections. 2006 IRC 302.1

6. Exterior walls of dwelling units with less than 10-feet of separation (including any projections) are required to be a minimum 1-hour fire rated. No openings are permitted in exterior walls with less than 6-feet of separation. 2006 IRC Table R302.1

7. Any future accessory structures (i.e. decks, patios, enclosed porches/patios, etc.) shall meet the Crystal Lake Unified Development Ordinance and the Final PUD.

8. Each dwelling unit shall have at least two exits from a story above grade without requiring travel through a garage. City Amendment.

9. Design foundations in accordance with soils engineer recommendations. Submit soil bearing value and compaction reports for structural fill.

10. All public facilities, elements, and spaces on the site are required to be accessible and on accessible route. 1997 IAC.

11. Will there be a separate water meter for each townhouse unit? City does not issue sub metering of water.

12. Infrastructure Availability Charges, Cap. facility, Park and School fees are due upon permit issuance.

13. Any Recapture fees due are required to be paid upon permit issuance.

14. An approved Letter of Credit, and Engineering Review and Inspection fees are due upon permit issuance,

Fire Prevention

Project Name/Site Address: **Williams Crossing/275LT S. Main St**

Status: **Pending PZC/City Council Approval**

Reviewer:	Bob Kohley	Review Date:	October 24, 2017
Review Type:	PUD Preliminary	Review Number:	2
Notes:	**Cursory comments only regarding a planned residential development. Additional comments may be provided in the future when site plans are prepared and submitted for review.**	Tracking Number:	23926
Items Reviewed:	Cursory plan.		

Comments:

1. The City's Fire Code is the International Fire Code, 2006 edition (IFC) with City of Crystal Lake amendments. Information may be obtained from the City's web-site. Listed below are some highlights that may affect this project.
2. If applicable: Unobstructed aerial apparatus access is required when any portion of a building is greater than 30 feet in height, 2006 IFC Appendix D105. The minimum road width would be 26 feet and at least 15 feet and not more than 30 feet from the buildings. No overhead obstructions (power lines, trees, etc,) are allowed.
3. Streets leading to townhomes have center islands at each intersection. Demonstration of the Fire Department Truck turn radius using the Fire Department's specifications is needed for entire development. Details are available from the Engineering Division.
4. Fire apparatus access roads are noted on the plans; requirements for in 2006 IFC Section 503.2 and Appendix D as amended will need to be met. Scaled drawings are needed to determine the road widths. Alleyways will need to meet access road requirements for fire apparatus.
5. The fire apparatus access roads will need names. Provide proposed road names for review to determine which names can be used/approved. Address assignments for all lots will be completed at the final PUD process.
6. Bridges appear to be indicated on the submitted site plan. Are the bridges open or covered? All bridges must meet road width and imposed load requirements in Appendix D as amended. Covered bridges must provide adequate height to accommodate fire apparatus.
7. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3. 2006 IFC Appendix D107.1.
8. Existing and planned utilities were not indicated on the submitted site plan. Detailed plans will be needed for final PUD approval.
9. Fire hydrants spacing will need to meet the requirements in 2006 IFC section 508, Appendix B, and Appendix C.
10. All new buildings, except 1 and 2 family, require an approved automatic sprinkler system, 2006 IFC Section 903.2 as amended. Townhomes with three or more units are required to have automatic fire sprinkler protection. Installation or alterations to a sprinkler system requires a separate submittal and permit. Work shall be completed by a State licensed contractor. Plan approval and permit is required prior to start of work and before the above ceiling inspection.

Public Works

Project Name/Site Address: **275 Main St. (Williams Crossing) Conceptual**

Status: **Pending PZC/City Council Approval**

Reviewer:	Public Works Department 10-20-17	Review Date:	October 22, 2012
Review Type:	Choose an item Choose an item	Review Number:	Click to enter text
Notes:	**Due Date: 10-26-17**	Tracking Number:	2017-0037
Items Reviewed:	Click to enter text		

Comments:

Administration Division: M. Magnuson

Full screening (berm, dense evergreen landscaping and fencing should be required along the north property line. This project backs up to our maintenance yard where we chip/grind landscape debris (noise and dust), store equipment and also haul and transfer our excavation spoils. We also store salt in this location if needed during winter. Trucks can be going in and out 24/7 depending on the time of the year. Public Works anticipates continual complaints if screening is not provided.

Right angle curves in the NE and NW corners (town/row houses) will have to accommodate snow plow turning movements (no radius information provided).

The stream/creek crossings, if allowed, should be standard concrete culverts. If the developer wants to make the "top side" decorative to look like a bridge, we have no objections (Covered Bridge subdivision north of Crystal Lake).

Water & Sewer Division A. Resek 11/23/17

Conceptual plan does not have any utilities included. No Comments.

STAFF ALTERNATIVE CONCEPT

