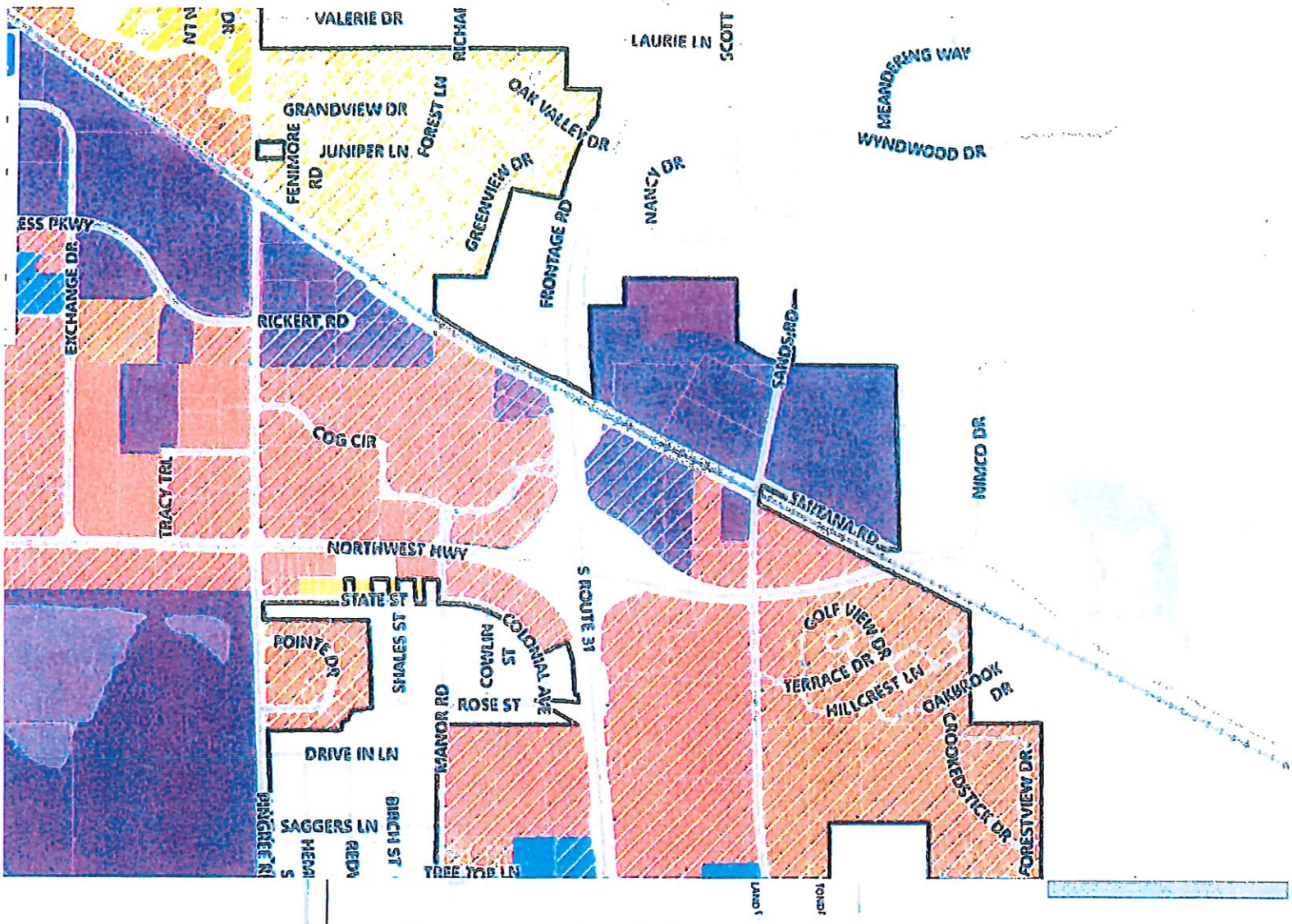
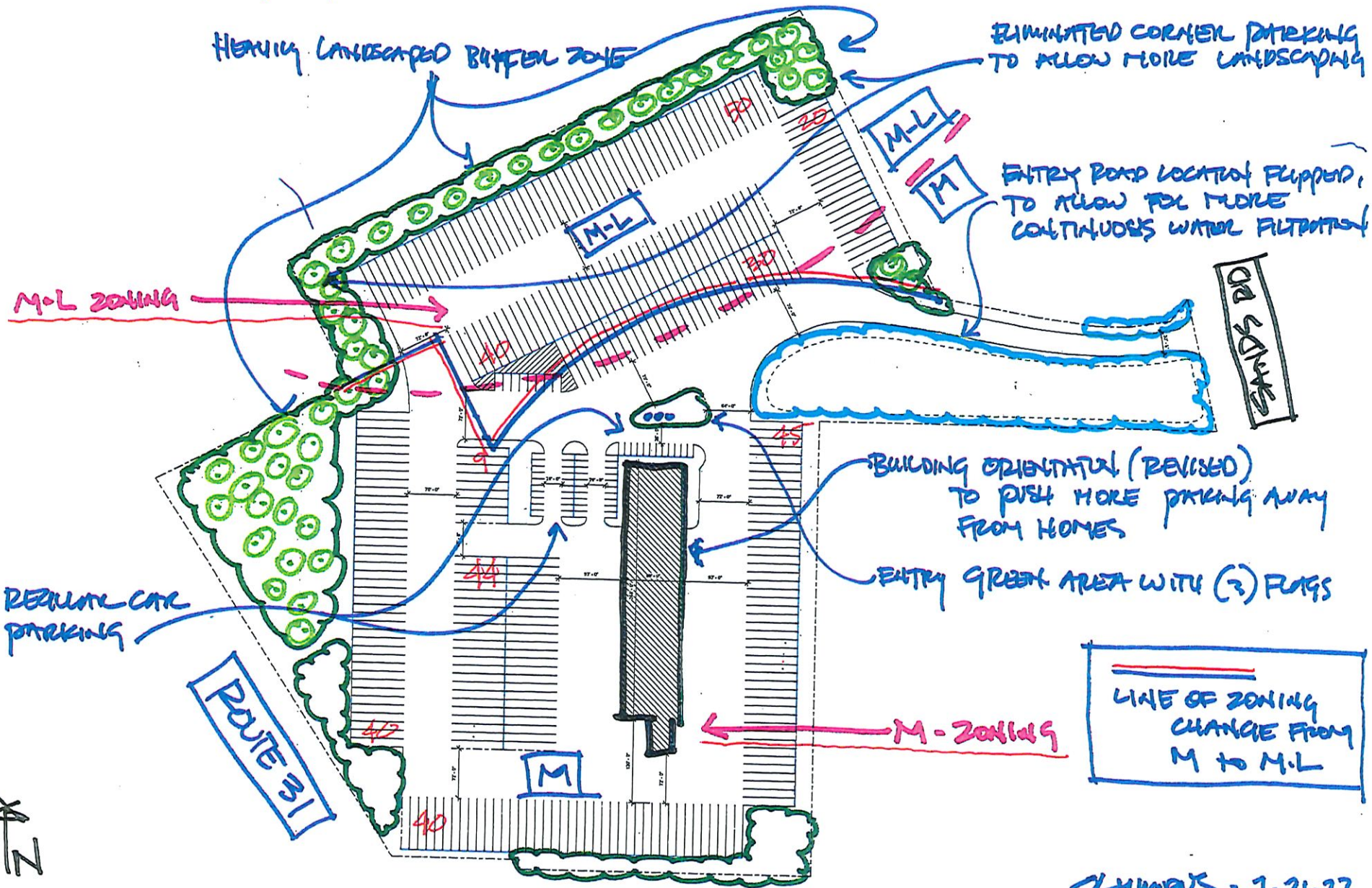


Zoning Code & Description

	B-1	Neighborhood Business
	B-1 PUD	Neighborhood Business (PUD)
	B-2	General Commerical
	B-2 PUD	General Commerical (PUD)
	B-4	Mixed-Use Business
	B-4 PUD	Mixed-Use Business (PUD)
	M	Manufacturing
	M PUD	Manufacturing (PUD)
	M-L	Manufacturing Limited
	M-L PUD	Manufacturing Limited (PUD)
	O	Office
	O PUD	Office (PUD)
	R-1	Single-Family Residential
	R-1 PUD	Single-Family Residential (PUD)
	R-2	Single-Family Residential
	R-2 PUD	Single-Family Residential (PUD)
	R-3A	Two-Family Residential
	R-3A PUD	Two-Family Residential (PUD)

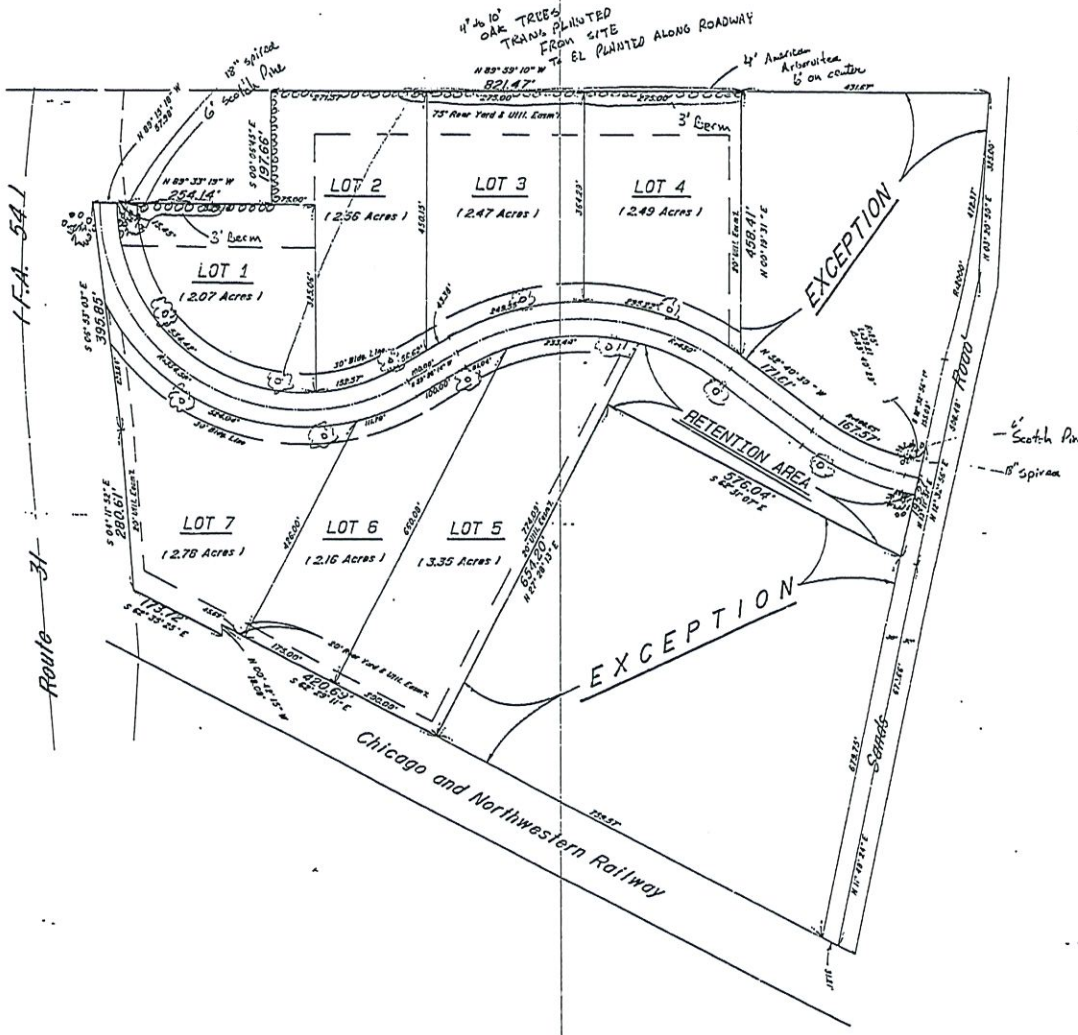

HEAVILY LANDSCAPED BUFFER ZONE
ELIMINATED CORNER PARKING TO ALLOW MORE LANDSCAPING
M-L
M
ENTRY ROAD LOCATION FLIPPED, TO ALLOW FOR MORE CONTINUOUS WATER FILTRATION
M-L ZONING
OLD SCHOOL RD
BUILDING ORIENTATION (REVISED) TO PUSH MORE PARKING AWAY FROM HOMES
ENTRY GREEN AREA WITH (3) FLAGS
REGULAR CAR PARKING
ROUTE 31
M - ZONING
LINE OF ZONING CHANGE FROM M to M-L
OLYMPUS - 7.21.23

P.002

Book 6-23-90

FUHLER COMMERCIAL PARK

LANDSCAPING PLAN



That part of the South Half of Section 3, Township 43 North, Range 8 East of the Third Principal Meridian, Bounded on the North by the North line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the North line of the South Half of the Northeast Quarter of the Southwest Quarter of said Section 3, Bounded on the East by the East line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the centerline of a public highway running in a Northeasterly and Southwesterly direction and commonly known as Sands Road, Bounded on the South by the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company, and Bounded on the West by the Easterly Right-of-Way of F.A. Route 54; (EXCEPTING THEREFROM that part thereof described as follows: Beginning at a point on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company , said point being 30 feet Westerly (as measured at right angles) from the centerline of Sands Road, and running thence Northwesterly on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company for a distance of 760 feet to a point; thence Northeasterly at right angles to the last described line, at the last described point, for a distance of 654.30 feet to a point; thence Southeasterly parallel to the Northerly Right-of-Way of the Chicago and Northwestern Railway Company for a distance of 575.62 feet to a point, said point being 30 feet Westerly (as measured at right angles) from the centerline of said Sands Road; thence Southwesterly parallel to the centerline of said Sands Roadfor a distance of 679.80 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part thereof described as follows: Beginning at the Northeast corners of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and runing thence South 89 degrees 00 minutes 30 seconds West on the North line thereof for a distance of 413.67 feet; thence South 00 degrees 59 minutes 30 seconds East for a distance of 458.29 feet ; thence South 54 degrees 00 minutes 46 seconds East for a distance of 177.45 feet to a point of curvature; thence Southeasterly along a curved line, convex Southwesterly, of 408.65 feet in radius, for an arc length of 167.61 feet to a point of compound curvature; thence Northeasterly along a curved line convexed Southeasterly of 25 feet in radius , for an arc length of 39.27 feet to a point of tangency; thence North 12 degrees 29 minutes 14 seconds East for a distance of 155 feet to a point of curvature; thence Northeasterly along a curved line, convexed Southeasterly, of 2000 feet in radius, for an arc length of 471.09 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part of the North 200 feet of the South Half of the Northeast Quarter of the Southwest Quarter of said Section 3 lying East of the Easterly Right-of-Way line of F.A. Route 54, and the North 200 feet of the West 36.73 feet of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3,) in McHenry County, Illinois.

Scale: 1" = 100'

Wayne Schutz Associates
Land Surveyors / Engineers

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Crystal Lake, Illinois 60014
(815) 455-7777

P.003

PLANNING DEPARTMENT STAFF REPORT

MARCH 22, 1985

TITLE:

Sands Road Industrial Park

PETITIONER:

Mrs. William Sturm

REQUEST:

The applicant is requesting Preliminary Plat of Subdivision approval, and rezoning upon annexation for Sands Road Industrial Park.

LOCATION AND SIZE:

The property is located approximately 1500 feet northeast of the intersection of Route 31 and Route 14 and consists of approximately 44.4 acres.

ZONING AND LAND USE:

The property is presently zoned County "I-1" Light Industrial and is vacant (except for a few farm buildings).

SURROUNDING ZONING AND LAND USE:

North: County "A-1" Agricultural, across the frontage road and from Route 31 is vacant.

County "R-1" Single Family Residential, residential subdivision.

East: County "I-2" Heavy Industrial, vacant.

County "I-1-C" Light Industrial with a Conditional Use, vacant.

South: County "A-1" Agricultural, vacant.

"RE-1" Residential Estate, Chicago Northwestern Railroad.

County "I-1" Light Industry, Industrial Business.

West: County "R-3" Multi-Family, across Route 31 are apartments.

County "A-1" Agricultural, vacant.

COMPREHENSIVE PLAN

The property has been designated "Industry and Utilities on the Crystal Lake Comprehensive Plan.

SUBDIVISION HISTORY:

This property is zoned "I-1" Light Industry and lies in McHenry County. A sketch plan, similar to this subdivision, was reviewed by McHenry County in December of 1983. County Tentative (Preliminary) plans were submitted for review in February 1984, April 1984, and again in December of '84. Since that time, the property owners have decided to annex this property, rezone and subdivide it within the City of Crystal Lake.

DEPARTMENTAL REVIEW:

ENGINEERING DEPARTMENT:

1. Submit percolation test results.

2. Submit detention computations: size adequate?

3. How is water drainage detained, particularly in the North Side of Trumbull?

4. Will each lot require individual detention also?

5. What is the status of the stormwater management plan for property east of Sands Road. Lots 6, 7, 8 and 9 form a natural trapped pocket. What is the overall stormwater management plan?

6. We suggest monitoring wells in vicinity of Lots 5, 6 and 7 to detect any possible leachate movement.

7. Submit Smitana/Sands Roads inventory/analysis per previous review.

8. Who maintains Trumbull Drive (Route 31 frontage road) north of this Subdivision?

9. Where is typical ground water level in vicinity of water detention areas?

10. Who will be responsible for the maintenance of detention areas, storm sewers? Who will own detention pond land?

PLANNING ANALYSIS:

The proposed Sands Road Industrial Park property consists of approximately 44 acres and is zoned "I-1" Light Industrial within McHenry County. The property owner has spent over one year preparing this subdivision to be developed in the County.

However, there are some natural characteristics of the site (slope, drainage, wetness, existing road adequacies, soil suitability for septics) which have caused some delays. The property owner has recently decided to annex this property and subdivide it within the City. Future extentions of City Sewer and Water to this development would alleviate difficulties created by the characteristics of the land.

As part of annexation, an appropriate city zoning district must be given to this subdivision. Staff recommends "M" Manufacturing for all lots except Lots 2, 3 and 4. For these three lots we recommend "M-L" Manufacturing Limited since they abut a residential subdivision.

Manufacturing Limited is a district intended to prevent conflicts between manufacturing uses and any non-manufacturing uses. This district is designed to accommodate primarily office, warehousing, and service uses which have a low level of vehicular and customer traffic and a lower potential for exhibiting offensive characteristics. Staff still feels, however, that Manufacturing zoning is appropriate for the remaining subdivision because it is compatible with the other surrounding land uses and zoning district. The City's Comprehensive Plan also designates this property for industry.

The property owner is also requesting Preliminary Plat approval of Sands Road Industrial Park Subdivision. Most of the issues to be resolved regard the Engineering Department's concerns (see Engineering Department Comments). Staff recommends that the additional information requested, be provided by the property owner for the Engineering Department's review and approval prior to final review.

Staff noticed there are existing buildings on the proposed lot 8. We recommend that these buildings be removed prior to any building permits allowed on the lot.

It appears that this subdivision is designed in an adequate manner to allow the waiver of curb, gutter and sidewalks.

Staff recommends that two changes be indicated on the Plat. The note regarding zoning should be

changed from "I-1" to "M-L" Manufacturing Limited for lots 2, 3 and 4 and "M" Manufacturing for the remaining property. Also, a provision for the signature of the Planning and Zoning Committee should be removed, since County review is no longer necessary.

Since Smitana Road is intended to service this Subdivision, it should be a Publicly Dedicated Right-Of-Way.

Generally speaking, Staff feels that the configuration of the lots and the layout of the road network is satisfactory.

COMMENTS AND CONCLUSIONS:

The following comments and conclusions are based upon Staff review and analysis prior to the meeting and are to be considered viable unless evidence is established to the contrary.

REZONING UPON ANNEXATION -- To be reviewed by the Plan Commission Zoning Board and City Council.

It is the opinion of the Planning Staff that the approval of the rezoning of the property to "M-L Manufacturing Limited for Lots 2, 3 and 4 and "M" Manufacturing for the remainder of the subject property be considered.

PRELIMINARY PLAT OF SUBDIVISION -- To be reviewed by the Plan Commission and City Council.

It is the opinion of the Planning Staff that approval of the Preliminary Plat of Subdivision for Sands Road Industrial Park be considered with the following conditions:

1. The information requested by the City Engineer (see Engineering Comments 1-10) shall be provided for his review and approval, prior to the review of Final Plat.

2. The existing buildings presently located on lot 8 shall be removed prior to the issuance of any building permits allowed on this lot.

3. Curb, gutter and sidewalks be waived from this subdivision.

4. The note regarding the zoning of this Subdivision, on this Preliminary Plat be

changed to read "M-L" Manufacturing Limited on Lots 2, 3 and 4 and "M" Manufacturing on the remainder of the subject property.

5. The provision for the signature of the Planning and Zoning Commission be removed from the Plat.

6. Smitana Road shall be a Publicly Dedicated Right-Of-Way and designated as such on the Plat.

(deemed easement)

Trucks be limited on the frontage road — 75' limit

storage - packing

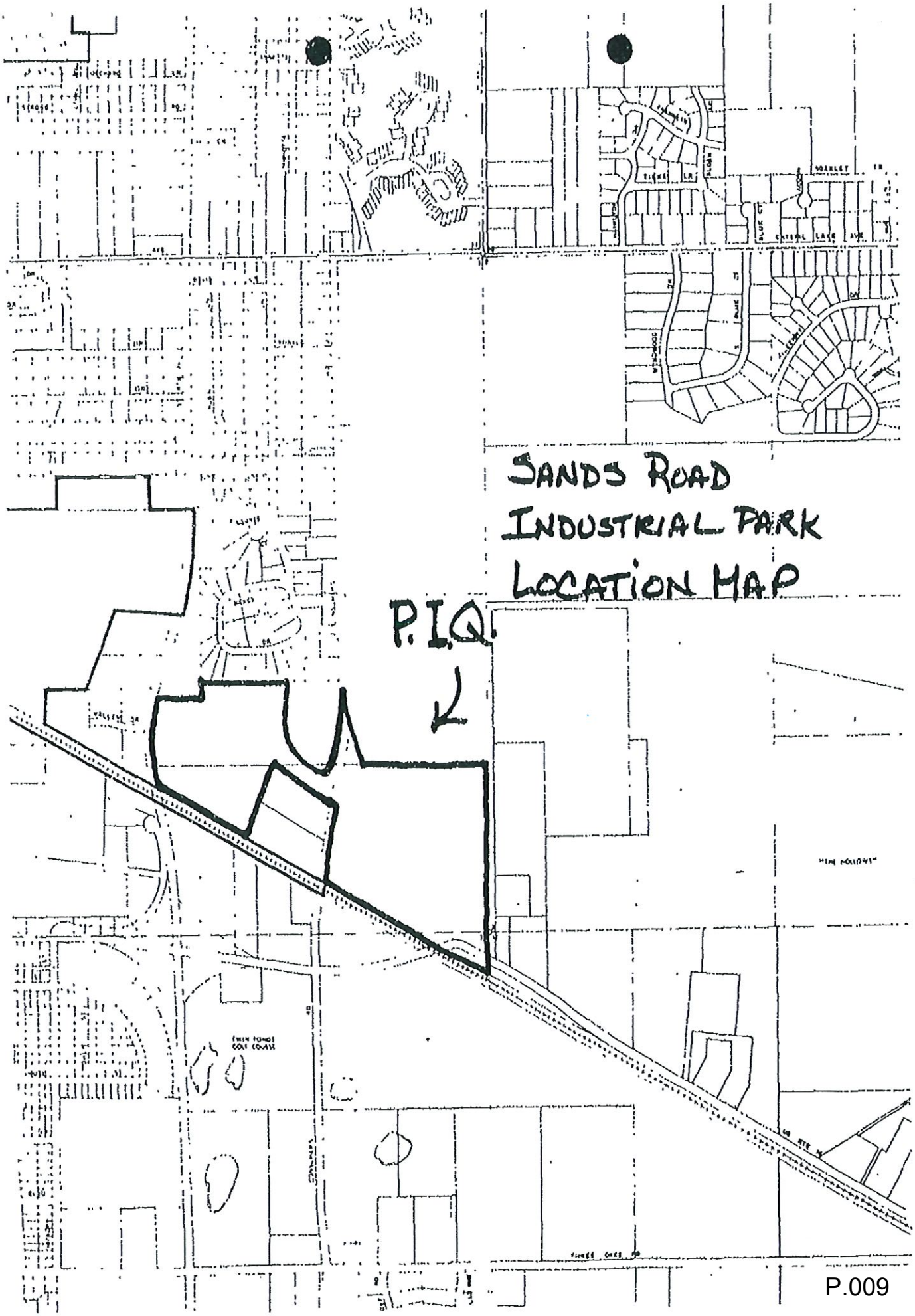
concrete there

single story - low lighting

Potential density

Received in Subdivision Process

S.P. use permit for outside storage


SANDS ROAD
INDUSTRIAL PARK
LOCATION MAP
P.I.Q.

PLAN COMMISSION MINUTES

WEDNESDAY, MARCH 27, 1985

The meeting was called to order at 7:30 p.m. by Chairman Burnett. Members Peterson, Saville, Brynes, Van Breda, Babington and Burnett were present. Mr. Kelley arrived shortly after the meeting started. Members Hartung and Wilder were absent.

MINUTES OF MARCH 13, 1985

Mrs. Peterson requested that the minutes of the March 13, 1985 meeting be resubmitted. She felt 1) Item 5, of the conditions of approval of the Special Use Permit for Anderson Motors was deleted from their motion, 2) the minutes should not have anything crossed out on it, 3) they never recommended item 6. Mrs. Van Breda wanted the words "it was taken out of context" stricken from her corrections of the minutes. Chairman Burnett moved to dispense with the approval of the minutes until the end of the meeting.

SANDS ROAD INDUSTRIAL PARK

Mrs. Barb Sturm, the petitioner, was present. The petitioner is requesting to rezone her property from Light Industrial in the County to "M" Manufacturing and "M-L" Manufacturing - Limited for lots 2, 3 and 4 upon annexation.

Mrs. Van Breda was concerned about the runoff, storm sewers and wanted to see the borings and percolation results.

The petitioner indicated she received the Staff Report and she agreed with all of Staff's conditions of approval except she questioned if the house presently located (and occupied) on the property would have to be removed. Mr. Burnett responded that it needed to be removed prior to building permits not necessarily immediately. Mrs. Sturm indicated that this was acceptable.

Mr. Kelley was concerned with what happens with the west end of Trumbull Drive and if it connects with another road. Mrs. Sturm responded that Trumbull Drive is intended to connect with the existing Route 31 frontage drive which connects with Route 31 further to the north. Mr. Kelley questioned if the road could handle truck traffic and if it couldn't, then why is it being designed to stub at the frontage road.

Mrs. Dunn responded that the City Engineer requested inventory/analysis on the status of the frontage and if it is adequate for truck traffic then it will be used, if it is not, then it could be signed to prohibit truck

traffic and allow only cars. (only cars).

Mr. Kelley did not like the severe grade change on lots 2, 3 and 4.

Mr. Tom Millitzer, 4524 Nancy Drive, observer, owns a lot adjacent to this property to the north. He is questioning what does "M-L" zoning mean, he did not want Trumbull Drive extended to the frontage road, and he asked if he could extend the 75' building and utility easement from 75 feet to 125 feet with trees.

Mrs. Dunn discussed what an "M-L" zoning district meant and what uses were allowed in it.

Mr. Joe Watson, 4413 Nancy Drive, questioned why the petitioner is annexing and zoning.

Mr. Bob Settles, 4532 Nancy Drive, requested more buffering than just a setback. He also did not want the frontage road to be extended.

Mr. Martin Peterson, who is building a house on 4520 Nancy Drive, also objects to trucks turning onto the Route 31 frontage road. He thinks it is a dangerous turn.

The question was raised if both north and southbound traffic on Route 31 can use the frontage road or if there is a barrier blocking traffic.

Mr. Kelley moved that the Plan Commission approve the Preliminary Plat of subdivision with the following conditions:

1. The information requested by the City Engineer (see Engineering Comments 1-10, Staff Report dated March 22, 1985) shall be provided for his review and approval, prior to the review of Final Plat.

2. The existing buildings presently located on lot 8 shall be removed prior to the issuance of any building permits allowed on this lot.

3. Curb, gutter and sidewalks be waived from this subdivision.

4. The note regarding the zoning of this Subdivision, on this Preliminary Plat be changed to read "M-L" Manufacturing Limited

on Lots 2, 3 and 4 and "M" Manufacturing on the remainder of the subject property.

5. The provision for the signature of the Planning and Zoning Commission be removed from the Plat.

6. Smitana Road shall be a Publicly Dedicated Right-Of-Way and designated as such on the Plat.

7. Trumbull Drive not be connected to the Highway 31 frontage road.

Jean Peterson seconded the motion, members Kelley, Van Breda, Burnett, Babington, Brynes voted yes and member Saville voted no.

Mr. Kelley moved that the recommendation letter being forwarded to City Council include a note drawing the City Council's attention to the Planning Commission's concern about the additional buffering needs on the northern boundary of the property and in addition, grading and landscaping is needed on those lots adjacent to Lor-El Estates to improve the buffer area.

Mrs. Peterson seconded the motion and members Kelley, Peterson, Van Breda, Burnett, Babington, Brynes voted yes and member Saville abstained.

WYNWOOD SUBDIVISION (County Subdivision)

This property is located approximately 2000 feet southeast of the intersection of Sands Road and Crystal Lake Avenue.

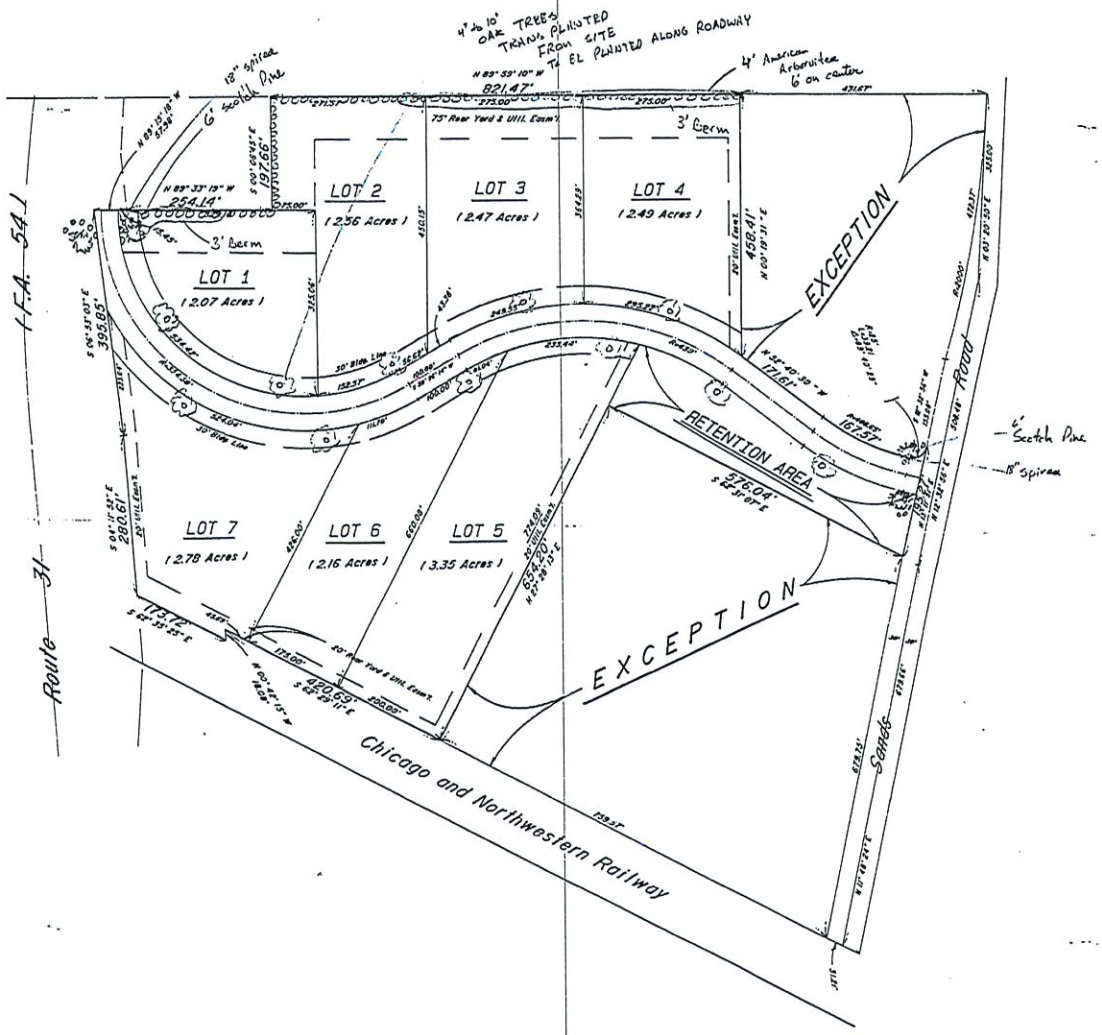
Michael Poper was present to discuss the subdivision. Unit I is presently approved and built in McHenry County. Units II and III are now being reviewed for Preliminary Approval. He received the Staff comments and indicated that they will include the utility easements requested at final, however, they prefer 22 foot road widths to the Staff's recommended 24 feet because 1) it is McHenry County's recommended width and 2) the Township Highway Commission prefers consistent 22 foot subdivision road width because it would be easier for them to maintain.

Mr. John Smith, engineer, responded to questions pertaining drainage, topography, perculations and retention/detention areas.

Book 6223-90

FUHLER COMMERCIAL PARK

LANDSCAPING PLAN



Scale: 1" = 100'

That part of the South Half of Section 3, Township 43 North, Range 8 East of the Third Principal Meridian, Bounded on the North by the North line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the North line of the South Half of the Northeast Quarter of the Southwest Quarter of said Section 3, Bounded on the East by the East line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the centerline of a public highway running in a Northeasterly and Southwesterly direction and commonly known as Sands Road, Bounded on the South by the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company, and Bounded on the West by the Easterly Right-of-Way of F.A. Route 54; (EXCEPTING THEREFROM that part thereof described as follows: Beginning at a point on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company , said point being 30 feet Westerly (as measured at right angles) from the centerline of Sands Road, and running thence Northwesterly on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company for a distance of 760 feet to a point; thence Northeasterly at right angles to the last described line, at the last described point, for a distance of 654.20 feet to a point; thence Southeasterly parallel to the Northerly Right-of-Way of the Chicago and Northwestern Railway Company for a distance of 575.62 feet to a point, said point being 30 feet Westerly (as measured at right angles) from the centerline of said Sands Road; thence Southwesterly parallel to the centerline of said Sands Roadfor a distance of 679.80 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part thereof described as follows: Beginning at the Northeast cornern of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and runing thence South 89 degrees 00 minutes 30 seconds West on the North line thereof for a distance of 413.67 feet; thence South 00 degrees 59 minutes 30 seconds East for a distance of 458.29 feet ; thence South 54 degrees 00 minutes 46 seconds East for a distance of 177.45 feet to a point of curvature; thence Southeasterly along a curved line, convex Southwesterly, of 408.65 feet in radius, for an arc length of 167.61 feet to a point of compound curvature; thence Notheasterly along a curved line convexed Southeasterly of 25 feet in radius , for an arc length of 39.27 feet to a point of tangency; thence North 12 degrees 29 minutes 14 seconds East for a distance of 155 feet to a point of curvature; thence Northeasterly along a curved line, convexed Southeasterly, of 2000 feet in radius, for an arc length of 471.09 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part of the North 200 feet of the South Half of the Northeast Quarter of the Southwest Quarter of said Section 3 lying East of the Easterly Right-of-Way line of F.A. Route 54, and the North 200 feet of the West 86.73 feet of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3,) in McHenry County, Illinois.

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P.013

City of Crystal Lake
121 NORTH MAIN STREET • P.O. BOX 597 • CRYSTAL LAKE, ILLINOIS 60014 • 815/459-2020

March 27, 1985

The Honorable Mayor
and City Council

and

Zoning Board of Appeals
City of Crystal Lake

RE: SANDS ROAD INDUSTRIAL PARK

Gentlemen:

The Plan Commission considered the above petition at its March 27th meeting, at which a quorum was present consisting of Members Babington, Van Breda, Brynes, Peterson, Saville, Kelley and Burnett.

Mr. Kelley moved that the Plan Commission approve the Preliminary Plat of Subdivision with the following conditions:

1. The information requested by the City Engineer (see Engineering Comments 1-10, Staff Report dated March 22, 1985) shall be provided for his review and approval, prior to the review of Final Plat.

2. The existing buildings presently located on lot 8 shall be removed prior to the issuance of any building permits allowed on this lot.

3. Curb, gutter and sidewalks be waived from this subdivision.

4. The note regarding the zoning of this Subdivision, on this Preliminary Plat be changed to read "M-L" Manufacturing Limited on Lots 2, 3 and 4 and "M" Manufacturing on the remainder of the subject property.

5. The provision for the signature of the Planning and Zoning Commission be removed from the Plat.

6. Smitana Road shall be a Publicly Dedicated Right-Of-Way and designated as such on the Plat.

7. Trumbull Drive not be connected to the Highway 31 frontage road.

Jean Peterson seconded the motion, members Kelley, Van Breda, Burnett, Babington, Brynes voted yes and member Saville voted no.

Mr. Kelley moved that the recommendation letter being forwarded to City Council include a note drawing the City Council's attention to the Planning Commission's concern about the additional buffering needs on the northern boundary of the property and in addition, grading and landscaping is needed on those lots adjacent to Lor-El Estates to improve the buffer area.

Mrs. Peterson seconded the motion and members Kelley, Peterson, Van Breda, Burnett, Babington, Brynes voted yes and member Saville abstained.

Sincerely,

CRYSTAL LAKE PLAN COMMISSION

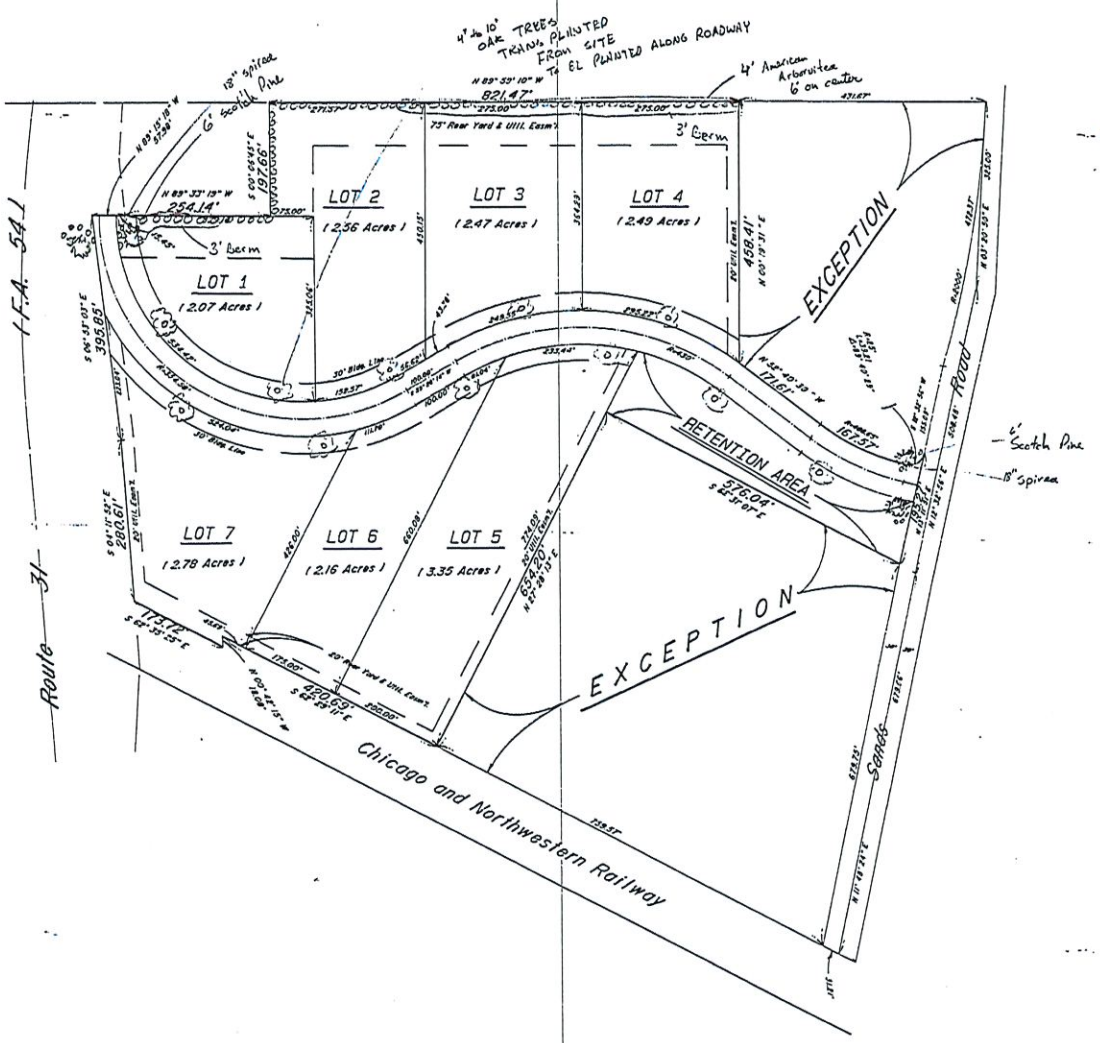
Bill Burnett,
Chairman

BB/cr

Rec'd 6-23-90

FUHLER COMMERCIAL PARK

LANDSCAPING PLAN



That part of the South Half of Section 3, Township 43 North, Range 8 East of the Third Principal Meridian, Bounded on the North by the North line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the North line of the South Half of the Northeast Quarter of the Southwest Quarter of said Section 3, Bounded on the East by the East line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the centerline of a public highway running in a Northeasterly and Southwesterly direction and commonly known as Sands Road, Bounded on the South by the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company, and Bounded on the West by the Easterly Right-of-Way of F.A. Route 54; (EXCEPTING THEREFROM that part thereof described as follows: Beginning at a point on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company , said point being 30 feet Westerly (as measured at right angles) from the centerline of Sands Road, and running thence Northwesterly on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company for a distance of 760 feet to a point; thence Northeasterly at right angles to the last described line, at the last described point, for a distance of 654.30 feet to a point; thence Southeasterly parallel to the Northerly Right-of-Way of the Chicago and Northwestern Railway Company for a distance of 575.62 feet to a point, said point being 30 feet Westerly (as measured at right angles) from the centerline of said Sands Road; thence Southwesterly parallel to the centerline of said Sands Roadfor a distance of 679.80 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part thereof described as follows: Beginning at the Northeast corner of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and runing thence South 89 degrees 00 minutes 30 seconds West on the North line thereof for a distance of 413.67 feet; thence South 00 degrees 59 minutes 30 seconds East for a distance of 458.29 feet ; thence South 54 degrees 00 minutes 46 seconds East for a distance of 177.45 feet to a point of curvature; thence Southeasterly along a curved line, convex Southwesterly, of 408.65 feet in radius, for an arc length of 167.61 feet to a point of compound curvature; thence Notheasterly along a curved line convexed Southeasterly of 25 feet in radius , for an arc length of 39.27 feet to a point of tangency; thence North 12 degrees 29 minutes 14 seconds East for a distance of 155 feet to a point of curvature; thence Northeasterly along a curved line, convexed Southeasterly, of 2000 feet in radius, for an arc length of 471.09 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part of the North 200 feet of the South 1Half of the Northeast Quarter of the Southwest Quarter of said Section-3 lying East of the Easterly Right-of-Way line of F.A. Route 54, and the North 200 feet of the West 86.73 feet of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3,) in McHenry County, Illinois.

Scale: 1" = 100'

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P.016

CRYSTAL LAKE ZONING BOARD OF APPEALS

APRIL 3, 1985

The meeting was called to order by Acting Chairman Foley. Members Bender, Kurtz, and Geddis were present. Members Dahl, Sherman and Landon were absent, however, Mr. Dahl arrived shortly after the meeting began.

MINUTES OF MARCH 20, 1985

Mr. Geddis moved to approve the minutes of the March 20, 1985 Zoning Board of Appeals meeting as submitted. Motion was seconded by Mrs. Kurtz and passed with a vote of 4-0.

SANDS ROAD INDUSTRIAL PARK

Chairman Foley read the petition and announced they had received notice of publication, proof of notice to surrounding property owners was in the file and the fees were waived. James Vasconcelles, project engineer, was present.

Mr. Vasconcelles explained that they were requesting to rezone the property from Light Industrial in the County to "M" Manufacturing and "M-L" Manufacturing-Limited for lots 2, 3 and 4 upon annexation.

Mr. Dahl asked the petitioner if they agreed with the recommendations from the Plan Department.

Mr. Vasconcelles stated that they have been working with the County Planning Department for over two years. He also stated that they agreed with the Planning Department Staff Report.

Mr. Foley asked the petitioner his opinion on whether the zoning under Crystal Lake is less intense than the County.

Mr. Vasconcelles states that they are less intense.

Mr. Foley read, for the benefit of the audience, the purposes of the M-L Manufacturing-Limited district as stated in Section 4.2-4,1, G & H, of the Zoning Ordinance, and also explained some of what was allowed on the property under the proposed zoning.

Mr. Jim Ockenfels, objector, stated that he was not notified by mail and that he does not agree that warehousing has less vehicular traffic.

Mr. Ron Lucarz, objector, questioned the kennel and car wash use in that district.

Mr. Foley stated that those are things that require a Special Use Permit.

Mr. Bob Settles, objector, asked if this is approved M-L, then anything can go onto this property, there will be no more hearings or reviews?

Mr. Foley stated that some of the uses are required to have a Special Use Permit.

Mrs. Pat Dunn, Planner, explained that the proposed zoning districts also have height requirements and in M-L it is 25 feet and M is 45 feet.

Mr. Scheltens, objector, asked if the property is annexed can they presume that City water and sewer will be provided.

Mr. Vasconcelles stated that the property will have well and septic at this time.

Mr. Tom Millitzer, objector, stated he would like the Zoning Board to give the recommendation of M east of Sands Road and M-L on the west side.

Mr. Watson, objector, asked if the Board could recommend O Office zoning.

Mr. Geddis stated that the Board can not change the petition.

Mr. John Shortino, objector, asked if Crystal Lake has easement standards and setbacks for parking lots.

Pat Dunn stated that there is a 30 foot setback required and the petitioner is proposing 75 feet on the north and parking lots must be screened by 6 foot solid screening.

Mr. Mellitzer, objector, read a petition to the Board that was signed by the property owners.

Mr. Don Rose, objector, asked if there was an ordinance protecting the water so nothing will flow to the ground water.

Mr. Foley stated that the Engineering Department is addressing that problem.

Pat Dunn stated that the County must also approve the soils for septic and well.

Mr. Vasconcelles stated that the County has already approved the septic and well.

Mr. Bender stated that the City is here to protect the property owners.

Several objectors were worried about something being built there that is not appropriate.

Pat Dunn stated that for some of the uses in the M-L District will have to come back to the review boards to receive a Special Use Permit and conditions may also be put upon them.

Mr. Dahl asked the petitioner what the owner envisioned happening on lots 2, 3, and 4.

Mr. Vasconcelles stated that the owner wants to sell the lots not develop them.

Mr. Dahl voiced his concerns about the density of the lots and what might happen in the future regarding dividing the large lots into smaller ones.

Mr. Vasconcelles stated that they had to enlarge some of the parcels for the septic.

Mrs. Kurtz moved that the Zoning Board of Appeals recommend to the City Council to ammend the provisions of the Zoning Ordinance of the City of Crystal Lake to reclassify the following described real estate (see petition for legal description) from County "I-1" Light Industrial to "M-L" Manufacturing-Limited, lots 2, 3, and 4 of the proposed Preliminary Plat and "M" Manufacturing on the remaining property.

Motion was seconded by Mr. Geddis.

Mr. Dahl requested an amendment to the motion to include that by Annexation Agreement the square footage of 15,000 square feet required in the M-L district in the Zoning Ordinance be increased to 20,000 square feet for lots 2, 3, and 4.

Motion was seconded by Mrs. Kurtz.

The vote for the amendment was held and died with a vote of 2 ayes and 3 nays.

The vote on the original motion was held and approved with a vote of 5-0.

Mr. Dahl moved that the Zoning Board advise the City Council that because of the sensitive nature of lots 2, 3, and 4 more logical safeguards could be included in the Annexation Agreement by increase in square footage of 20,000 square foot for the M-L zoning for lots 2, 3, and 4.

Mrs. Kurtz seconded the motion and passed with a vote of 4 ayes and 1 nay.

The Board feels that the zoning is appropriate for the adjacent area, matches the master plan and is less intense than the zoning in the County.

A. This petition does not impair an adequate supply of light and pure air to the above described real estate or surrounding properties;

B. Impair the safety from fire and other dangers;

C. Increase the hazards to persons and damage to property resulting from the accumulation of run-off of storm or flood waters;

D. Will conserve the taxable value of land and buildings throughout the City;

E. Will promote the public health, safety, comfort, and morals of the inhabitants of the City.

RILEY VARIATION

Chairman Foley read the legal notice, announced that the fees had been paid and proof of notice to surrounding property owners was in the file. Mr. Tom Riley, petitioner was present.

Mr. Riley stated that they were requesting a variation of the requirements for a non-conforming lot from the 49 foot minimum lot width to 45 feet and from the 5880 square foot minimum to 5625 square feet. He also stated that the hardship for this lot is in not being able to build on it with the way it sits now.

Mr. Foley asked the petitioner if the variation complies with the Variation Standards in Section 8.6-2, 4, A-D of the Zoning Ordinance.

Mr. Riley stated that he agreed with them.

There were no objectors present.

Mr. Dahl moved that the Zoning Board of Appeals recommend to the City Council approval of the variation of the minimum non-conforming lot widths from 49 feet to 45 feet and from 5880 square foot minimum non-conforming lot size to 5625 square feet.

City of Crystal Lake
121 NORTH MAIN STREET • P.O. BOX 597 • CRYSTAL LAKE, ILLINOIS 60014 • 815/459-2020

April 5, 1985

The Honorable Mayor
and City Council
City of Crystal Lake

RE: SANDS ROAD INDUSTRIAL PARK

Gentlemen:

A public hearing on the above petition was held on the 3rd day of April, 1985 at which a quorum was present consisting of Members Geddis, Foley, Bender, Dahl, and Kurtz. Members Sherman and Landon were absent. There were several objectors present (please refer to Zoning Board minutes.)

Mrs. Kurtz moved that the Zoning Board of appeals recommend to the City Council to amend the provisions of the Zoning Ordinance of the City of Crystal Lake to reclassify the following described real estate (see petition for legal description) from County "I-1" Light Industrial to "M-L" Manufacturing-Limited, lots 2, 3, and 4 of the proposed Preliminary Plat and "M" Manufacturing on the remaining property.

Motion was seconded by Mr. Geddis.

Mr. Dahl requested an amendment to the motion to include that by Annexation Agreement the square footage of 15,000 square feet required in the M-L district in the Zoning Ordinance be increased to 20,000 square feet for lots 2, 3, and 4.

Motion was seconded by Mrs. Kurtz.

The vote for the amendment was held and died with a vote of 2 ayes and 3 nays.

The vote on the original motion was held and approved with a vote of 5-0.

Mr. Dahl moved that the Zoning Board advise the City Council that because of the sensitive nature of lots 2, 3, and 4 more logical safeguards could be included in the Annexation Agreement by increase in square footage of 20,000 square foot for the M-L zoning for lots 2, 3, and 4.

Mr. Kurtz seconded the motionand passed with a vote of 4 ayes and 1 nay.

The Board feels that the zoning is appropriate for the adjacent area, matches the master plan and is less intense than the zoning in the County.

A. This petition does not impair an adequate supply of light and pure air to the above described real estate or surrounding properties;

B. Impair the safety from fire and other dangers;

C. Increase the hazards to persons and damage to property resulting from the accumulation of run-off of storm or flood waters;

D. Will conserve the taxable value of land and buildings throughout the City;

E. Will promote the public health, safety, comfort, and morals of the inhabitants of the City.

Sincerely,

Edmund Foley/jp

Edmund Foley
Acting Chairman

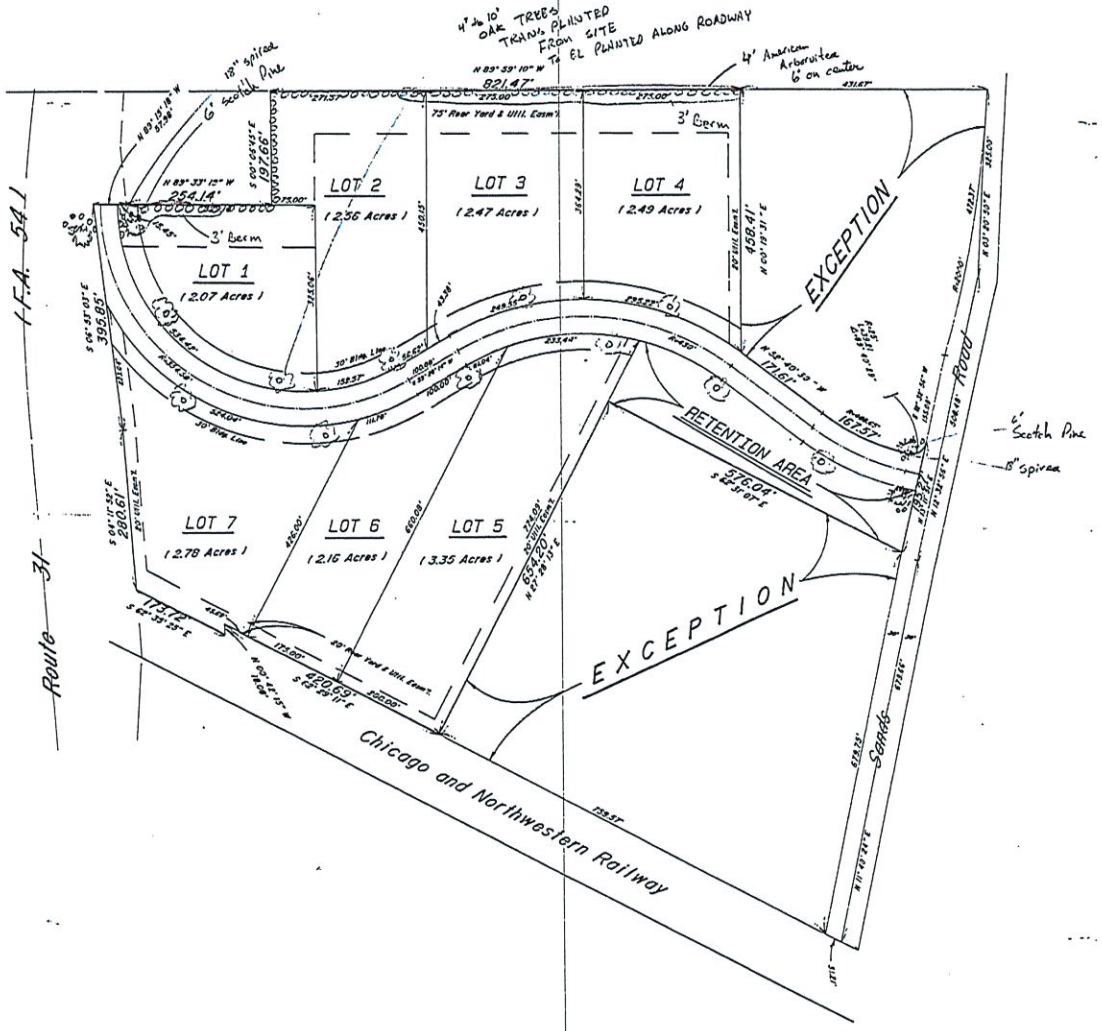
EF:jp

cc: Barbara Sturm 1700 Bates, Springfield, IL 62704
Mr. James Vasconcelles, 826 W. Laurel St., Springfield, IL 62704

Book 6223-90

FUHLER COMMERCIAL PARK

LANDSCAPING PLAN



Scale: 1" = 100'

That part of the South Half of Section 3, Township 43 North, Range 8 East of the Third Principal Meridian, Bounded on the North by the North line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the North line of the South Half of the Northeast Quarter of the Southwest Quarter of said Section 3, Bounded on the East by the East line of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and by the centerline of a public highway running in a Northeasterly and Southwesterly direction and commonly known as Sands Road, Bounded on the South by the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company, and Bounded on the West by the Easterly Right-of-Way of F.A. Route 54; (EXCEPTING THEREFROM that part thereof described as follows: Beginning at a point on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company , said point being 30 feet Westerly (as measured at right angles) from the centerline of Sands Road, and running thence Northwesterly on the Northerly Right-of-Way line of the Chicago and Northwestern Railway Company for a distance of 760 feet to a point; thence Northeasterly at right angles to the last described line, at the last described point, for a distance of 654.30 feet to a point; thence Southeasterly parallel to the Northerly Right-of-Way of the Chicago and Northwestern Railway Company for a distance of 575.62 feet to a point, said point being 30 feet Westerly (as measured at right angles) from the centerline of said Sands Road; thence Southwesterly parallel to the centerline of said Sands Roadfor a distance of 679.80 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part thereof described as follows: Beginning at the Northeast corncrn of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3, and runing thence South 89 degrees 00 minutes 30 seconds West on the North line thereof for a distance of 413.67 feet; thence South 00 degree 59 minutes 30 seconds East for a distance of 458.29 feet : thence South 54 degrees 00 minutes 46 seconds East for a distance of 177.45 feet to a point of curvature; thence Southeasterly along a curved line, convex Southwesterly, of 408.65 feet in radius, for an arc length of 167.61 feet to a point of compound curvature; thence Notheasterly along a curved line convexed Southeasterly of 25 feet in radius , for an arc length of 39.27 feet to a point of tangency; thence North 12 degrees 29 minutes 14 seconds East for a distance of 155 feet to a point of curvature; thence Northeasterly along a curved line, convexed Southeasterly, of 2000 feet in radius, for an arc length of 471.09 feet to the place of beginning; ALSO EXCEPTING THEREFROM that part of the North 200 feet of the South 1Half of the Northeast Quarter of the Southwest Quarter of said Section 3 lying East of the Easterly Right-of-Way line of F.A. Route 54, and the North 200 feet of the West 86.73 feet of the South Half of the Northwest Quarter of the Southeast Quarter of said Section 3,) in McHenry County, Illinois.

Wayne Schutz Associates
Land Surveyors / Engineers
807 Glendale Drive
Crystal Lake, Illinois 60014
(815) 455-7777

ANNEXATION AGREEMENT

THIS AGREEMENT made and entered into this 2nd day of July, 1985, by and between the CITY OF CRYSTAL LAKE, a Municipal Corporation of the County of McHenry and State of Illinois (hereinafter referred to as the "City"), and MRS. WILLIAM STURM (hereinafter referred to as "Owner"):

WHEREAS, MRS. WILLIAM STURM is the legal owner of record of the real property which is the subject of this Annexation Agreement, which property consists of 44.4 acres more or less, and is located in an unincorporated portion of McHenry County, Illinois, and is hereinafter referred to as "Subject Property." Said real property is represented and legally described as follows:

All that part of the South Half of the Northeast Quarter of the Southwest Quarter, and the Southeast Quarter of the Southwest Quarter of Section 3, Township 43 North, Range 8 East of the 3rd Principal Meridian, lying East of the East right-of-way line of Illinois Route 31, and North of the North right-of-way line of the Chicago and Northwestern Railway Company;

Also, the South Half of the Northwest Quarter of the Southeast Quarter of Section 3;

Also, that part of the South Half of the Southeast Quarter of Section 3, lying North of the North right-of-way line of the Chicago and Northwestern Railway Company, except the East 552.95 feet;

Excepting the parts more particularly described as follows:

Beginning at the Northwest corner of the South Half of the Northwest Quarter of the Southeast Quarter of Section 3; thence running East 86.73 feet on the North line of the South Half of the Northwest Quarter of the Southeast Quarter of Section 3; thence South 200.00 feet; thence West on a line parallel with the North line of the South Half of the Northwest Quarter of the Southeast Quarter of Section 3, to a point where it intersects the East right-of-way line of Illinois Route 31; thence Northerly following the East right-of-way line of Illinois Route 31 to a point where it intersects the North line of the South Half of the Northeast Quarter of the Southwest Quarter of Section 3; thence East

authority and conditions given and contained in the Statutes of the State of Illinois, the above named parties hereto hereby agree as follows:

1. The representations and recitals set forth in the foregoing preamble are material to this Agreement, and the parties hereby confirm and declare their truth and validity and hereby incorporate such representations and recitals into this Agreement.

2. This Annexation Agreement is made pursuant to and in accordance with the provisions of Sections 11-15.1-1 et seq., of the Illinois Municipal Code (Ch. 24, Ill. Rev. Stat., 1983); and that said statutory provisions provide for annexation agreements to be entered into between owners of record and municipalities; that all of the requirements of the Illinois Revised Statutes and specifically 11-15.1-1 et. seq., of the Illinois Municipal Code (Ch. 24, Ill. Rev. Stat., 1983) in regard to publication and notice have been met prior to the date of the hearing on the proposed Agreement.

3. The Owner has filed with the City Clerk a proper Petition conditioned on the terms and provisions of this Agreement to annex the subject property to the CITY OF CRYSTAL LAKE.

4. The City, following the execution of this Agreement, shall enact without further hearing, an Ordinance annexing the subject property, and shall file an accurate map of the property to be annexed together with a certified copy of said Ordinance with the County Clerk and with the Recorder of Deeds of McHenry County, Illinois.

5. Immediately after passing of the Ordinance annexing the subject property the City, without further hearing, shall adopt an amendment to the Zoning Ordinance of the CITY OF CRYSTAL LAKE, zoning and classifying the subject property as follows:

   a. That part of the subject property which is described as Lots 2, 3 and 4 on the proposed Preliminary Plat marked Exhibit "A" attached hereto and by reference made a part hereof shall be zoned "M-L" Manufacturing Limited.

   b. That the remainder of the subject property as contained on the proposed Preliminary Plat shall be zoned "M" Manufacturing.

6. The City agrees that the Preliminary Plat marked Exhibit "A" attached hereto and by reference made a part hereof is acceptable and shall constitute a preliminary plan under the terms and provisions of the Subdivision Ordinance of the City. The Owner agrees to submit a Final Plat or Plats for each phase of development of the subject matter to be

17. It is agreed that the Owner may develop the above described real estate in phases so that more than one final plat may be submitted for approval. It is agreed that the final plat of the subdivision, or parts thereof, as the case may be, will be approved by the City with the following terms:

a. It is contemplated by Owner that site grading for the various lots will be accomplished by the future purchasers of the lots; therefore, such site grading will not have to be accomplished by or bonded by Owner as a condition to approval of each such final plat.

b. Sands Road and Smitana Road as shown on said preliminary plans are existing public roads and will be accepted by the City without any further improvements by Owner.

c. It is planned that Trumbull Drive will connect to the existing frontage road along Illinois Route 31. The cost of improving the frontage road, if improvements are required by the Illinois Department of Transportation, will not be borne by the Owner.

18. This Agreement shall be enforceable in any court of competent jurisdiction by any of the parties, or by any appropriate action at law or in equity to secure the performance of the Covenants and Agreements herein contained.

IN WITNESS WHEREOF, the parties hereto have executed this Annexation Agreement the day and year first above written.

CITY OF CRYSTAL LAKE, a Municipal Corporation in the State of Illinois,

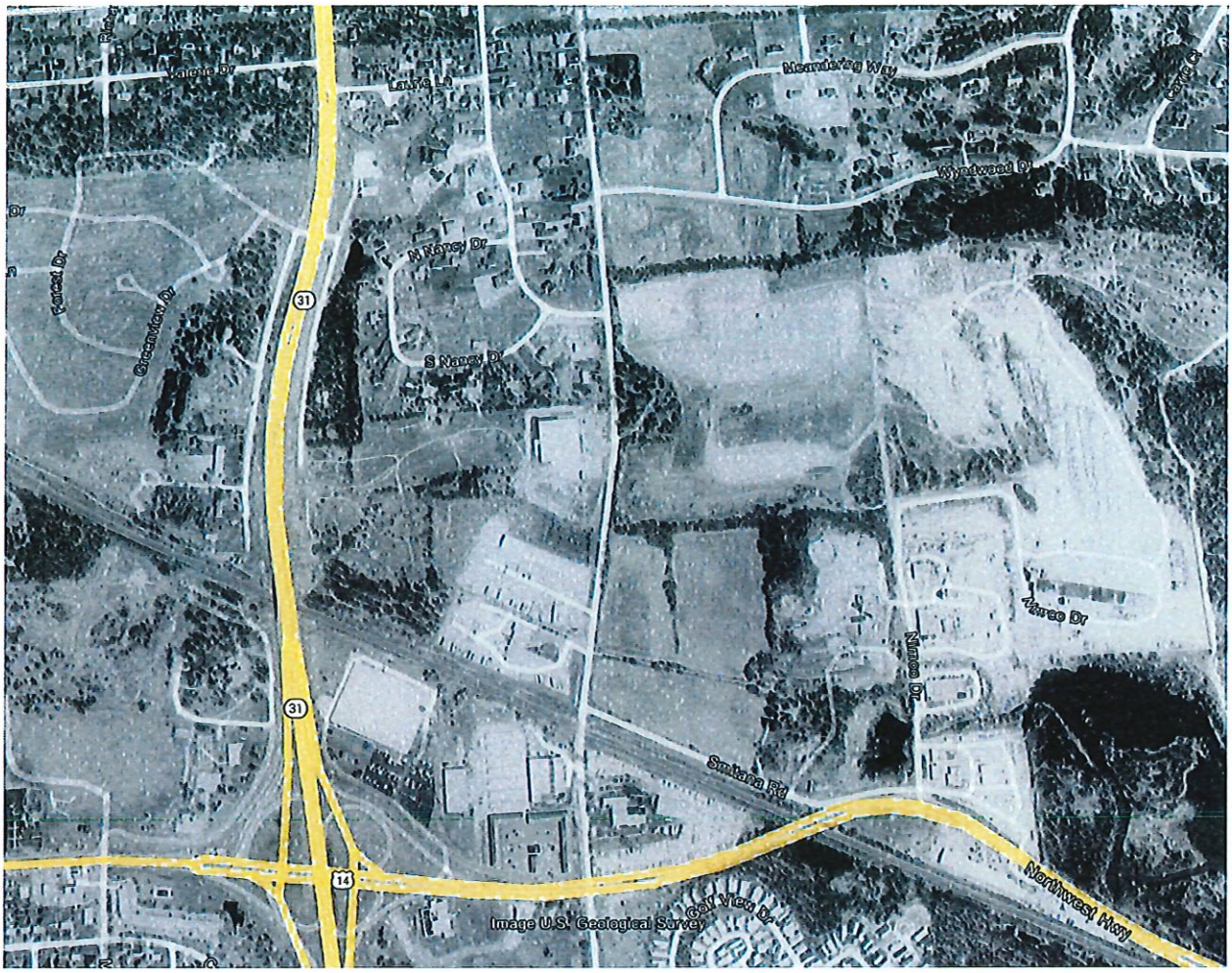
By: _____
Mayor

ATTEST:

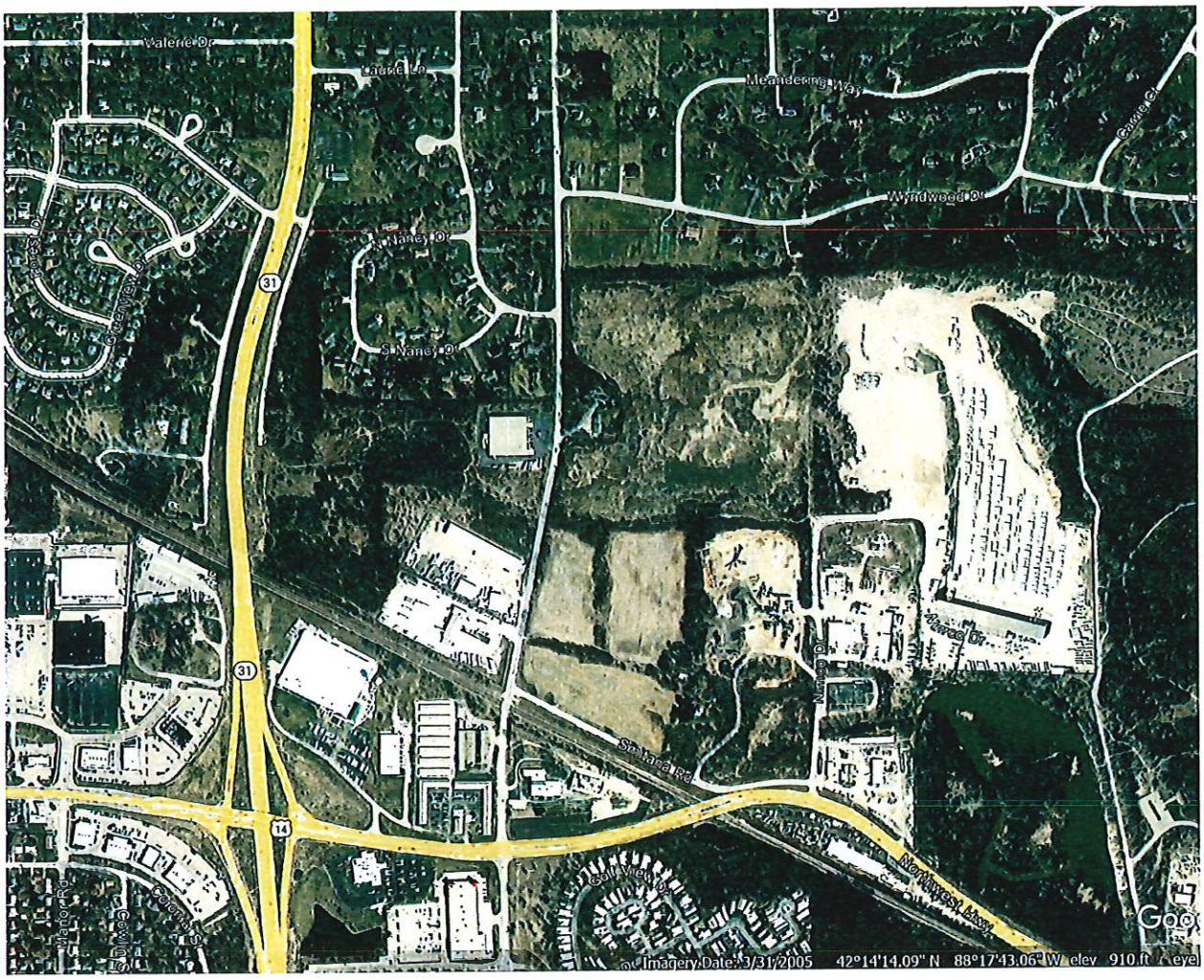
_____
City Clerk

_____
MRS. WILLIAM STURM

_____


Valerie Dr
Laura Ln
Meandering Way
Wyndwood Dr
N Nancy Dr
S Nancy Dr
Forest Dr
Greenview Dr
31
31
Nimtz Dr
Aurec Dr
Santana Rd
14
Golf View Dr
Northwest Hwy
Image U.S. Geological Survey

April 1988


Valerie Dr
Laurie Ln
Meandering Way
Windweed Dr
S Nancy Dr
31
14
Northwest Hwy
Imagery Date: 3/31/2005 42°14'14.09" N 88°17'43.06" W elev 910 ft

April 2005


Daniel Dr
Valerie Dr
Meandering Way
Wyndwood Dr
Grandview Dr
Juniper Ln
Forest Dr
Greenview Dr
Nancy Dr
S Nancy Dr
31
Nimeo Dr
Vanco Dr
Smitana Rd
14
Northwest Hwy
State St
Colonial St
Golf View Dr
Image © 2023 Maxar Technologies

July 2021

Crystal Lake Planning & Zoning—Testimony of Petitioner – Abstract

July 19, 2023

59: 40	Offering a 50' setback from residential to the north.
1:00:30;37	Gottemoeller. This is a truck yard.
1:00:56	My name is Ivan. I am the owner of NVA Transportation. Currently have around 100 trucks.
1:01:40	Owned this place for three years.
1:01:53	Won't change anything, work from 8-6 every day. We are not a local company, we are an over the road company. My drivers are usually here 2 times a week. Friday when they come back home and leave Monday.
1:02:08	Anybody wants to see, they can stop by my company during the week, there is nobody, it is empty. It is not like everyday trucks come and go.
1:02:21	We work Monday through Friday 8-5 and Saturday from 8-2 to maintain the fleet. We are not a new business. Have been there for 3 years, just expanding.
1:03:14	We have 3 divisions, we run dry freight division, we run refrigerated foods division and we have flat beds, we haul equipment.
1:03:45	We haul food all over the country. Haul equipment, tractors, pipes, anything, steel.
1:04:04	We haul all over the country. We go to California, East Coast, and Texas. All my drivers are over the road for a couple weeks.
1:04:36	There are no materials on site. The trucks may have material in the trailer, but there is no reloading at the site. We don't ship it from the site. Drivers come for the weekend, spend time with their families and then they leave.
1:05:07	[Gottemoller – No one is sleeping in these truck, correct?] No. They maybe come in on Friday, wait to get something repaired and leave. [Gottemoller – It is not a truck yard for people to be sleeping in normally.] No. It is not a truck stop, it is for our own operation.
1:05:30	[ZBA confirming it is not a truck stop for sleeping.]
1:05:35	We are not a truck stop, we are a trucking company. A truck terminal.
1:05:50	[Gottemoller confirming there is no loading or unloading at site. There is also a place on the site to repair trucks. They want to build a second repair facility along the railroad tracks, as far away from residential as it can be.]
1:06:48	[ZBA and Gottemoller talking about the noise level.]
1:07:29	It is exactly the same operation that we have currently, we are just expanding.
1:07:44	Engineer starts talking.

WIKIPEDIA
The Free Encyclopedia

Freight terminal

A **freight terminal** is a processing node for freight. They may include airports, seaports, container ports, goods stations, railroad terminals and trucking terminals. As most freight terminals are located at ports, many cargo containers can be seen around the area.

See also

- Cargo Airline
- Railroad terminal
- Trucking

Retrieved from "https://en.wikipedia.org/w/index.php?title=Freight_terminal&oldid=1118014376"

Freight terminal - definition of freight terminal by The Free Dictionary

https://www.thefreedictionary.com/freight+terminal



freight terminal

Also found in: **Wikipedia**.

a terminal used for loading or unloading of freight.

See also: **Terminal**

Webster's Revised Unabridged Dictionary, published 1913 by G. & C. Merriam Co.

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freight

Dictionary Thesaurus



freight 1 of 2 noun

'frāt

often attributive

Synonyms of *freight* >

1 a : the compensation paid for the transportation of goods

b : COST

help pay the *freight*

2 a : goods to be shipped : CARGO

The *freight* arrived by steamboat.

b : LOAD, BURDEN

The man staggered under a *freight* of small logs in a basket.

c : MEANING sense 3, SIGNIFICANCE

words that carry psychological *freight*, such as "family," "work," and "sex"

3 a : the ordinary transportation of goods by a common carrier and distinguished from express

b : a train designed or used for such transportation

an eastbound *freight*

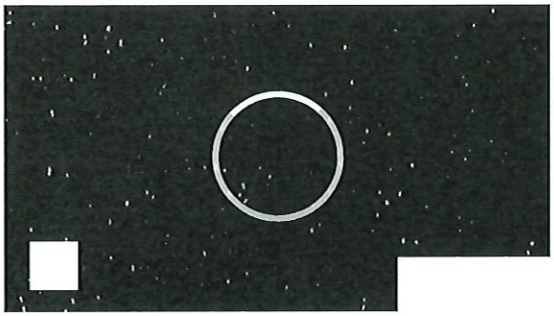
freight 2 of 2 verb

freighted; freighting; freights

Dictionary Thesaurus

freighted with memories

2 : to transport or ship by freight



Noun

burden
cargo
draft
haul
lading
load
loading
payload
weight

Verb

burden
encumber
lade
laden

terminal

Dictionary Thesaurus



terminal 1 of 2 adjective

ter·mi·nal 'tərm-nəl 'tər-mə-nᵊl

Synonyms of *terminal* >

1 a (1) : leading ultimately to death : FATAL
terminal cancer

(2) : approaching or close to death : being in the final stages of a fatal disease
a *terminal* patient

(3) : of or relating to patients with a terminal illness
terminal care

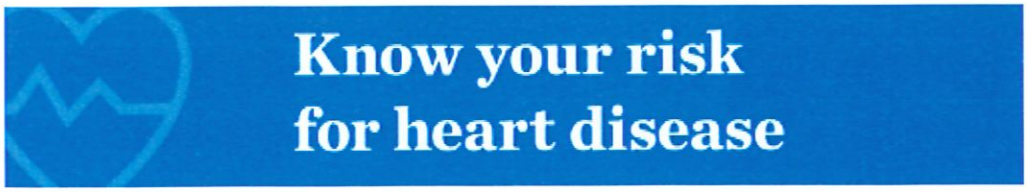
b : of, relating to, or occurring in a term or each term
terminal payments

c : extremely or hopelessly severe
terminal boredom

2 a : of or relating to an end, extremity, boundary, or terminus
a *terminal* pillar

b : growing at the end of a branch or stem
a *terminal* bud

3 a : occurring at or constituting the end of a period or series : CONCLUDING



Dictionary Thesaurus

terminal 2 of 2 noun

1 a : either end of a carrier line having facilities for the handling of freight and passengers

b : a freight or passenger station that is central to a considerable area or serves as a junction at any point with other lines

c : a town or city at the end of a carrier line **:** TERMINUS

2 : a combination of a keyboard and output device (such as a video display unit) by which data can be entered into or output from a computer or electronic communications system

3 : a device attached to the end of a wire or cable or to an electrical apparatus for convenience in making connections

4 : a part that forms the end **:** EXTREMITY, TERMINATION

5 : a terminating usually ornamental detail **:** FINIAL



Nick Hammonds

From: emaxwell@crystallake.org
Sent: Wednesday, July 26, 2023 4:02 PM
To: Alex.Vaysman@olympusdevelopment.com
Cc: ivannartsev@gmail.com; joe@mchenrycountylaw.com; kcowlin@crystallake.org; jcondon@jcondoninc.com
Subject: RE: NVA - Revised Project and Zoning Narrative

Hello Alex and Ivan,

Thank you for allowing us the time to get all this information to our legal counsel and allowing them time to review and get back with us.
You will need to continue on the process you are in.

After evaluation the use must be classified as a Freight Terminal as that is the only cause for the ancillary outside storage. Storage is not a principal use so it must be ancillary to a use. The truck repair only handles 3 or so trucks per day so outside storage related to truck repair would be about 5 to 10 spaces. There is not another use that would justify the 300+ parking spaces.

Since the project is one zoning lot, meaning that your access and improvements cross parcel lines, even if there is not a drive aisle connecting the existing property with this one. Since it is one zoning lot, the zoning will need to reflect the principal use. That use is Freight Terminal, which is only allowed as a Special Use in the M zoning district.

I think many of the bullet points you have below can go into your presentation for the PZC.

Please continue to work on that list of items we need for the next hearing. We need the narrative as soon as possible to start the traffic analysis. Also, we need to review the revised plans prior to the hearing date so get those to us by August 11th.

Thanks

From: Alex Vaysman <Alex.Vaysman@olympusdevelopment.com>
Sent: Tuesday, July 25, 2023 5:46 PM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Cc: 'Ivan Nartsev' <ivannartsev@gmail.com>
Subject: RE: NVA - Revised Project and Zoning Narrative

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thanks again Liz –
Please let us know if we're able to proceed based on my email and existing current zoning.
After our further review and in talking with internal council, it seems that there is no Zoning that is better suited for our use. (Which is why Ivan purchased this lot).

We made a mistake of trying to zone this down, while shooting ourselves in the foot. But now we think we are on the right track.

(625 ILCS 5/11-1429)

Sec. 11-1429. Excessive idling.

(a) The purpose of this law is to protect public health and the environment by reducing emissions while conserving fuel and maintaining adequate rest and safety of all drivers of diesel vehicles.

(b) As used in this Section, "affected areas" means the counties of Cook, DuPage, Lake, Kane, McHenry, Will, Madison, St. Clair, and Monroe and the townships of Aux Sable and Goose Lake in Grundy County and the township of Oswego in Kendall County.

(c) A person that operates a motor vehicle operating on diesel fuel in an affected area may not cause or allow the motor vehicle, when it is not in motion, to idle for more than a total of 10 minutes within any 60 minute period, except under the following circumstances:

(1) the motor vehicle has a Gross Vehicle Weight Rating of less than 8,000 pounds;

(2) the motor vehicle idles while forced to remain motionless because of on-highway traffic, an official traffic control device or signal, or at the direction of a law enforcement official;

(3) the motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency;

(4) a police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator;

(5) the primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity;

(6) a motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection;

(7) when idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations; lumbering operations; oil or gas well servicing; or farming operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions;

(8) an armored motor vehicle idles when a person remains inside the vehicle to guard the contents, or while the vehicle is being loaded or unloaded;

(9) a bus idles a maximum of 15 minutes in any 60 minute period to maintain passenger comfort while non-driver passengers are on board;

(10) if the motor vehicle has a sleeping berth, when the operator is occupying the vehicle during a rest or sleep period and idling of the vehicle is required to operate air conditioning or heating;

(11) when the motor vehicle idles due to mechanical difficulties over which the operator has no control;

(12) the motor vehicle is used as airport ground support equipment, including, but not limited to, motor vehicles operated on the air side of the airport terminal to service or supply aircraft;

(13) the motor vehicle is (i) a bus owned by a public transit authority and (ii) being operated on a designated bus route or on a street or highway between designated bus routes for the provision of public transportation;

(14) the motor vehicle is an implement of husbandry exempt from registration under subdivision A(2) of Section 3-402 of this Code;

(15) the motor vehicle is owned by an electric utility and is operated for electricity generation or hydraulic pressure to power equipment necessary in the restoration, repair, modification or installation of electric utility service;

(16) the outdoor temperature is less than 32 degrees Fahrenheit or greater than 80 degrees Fahrenheit; or

(17) the motor vehicle idles while being operated by a remote starter system.

(d) When the outdoor temperature is 32 degrees Fahrenheit or higher and 80 degrees Fahrenheit or lower, a person who operates a motor vehicle operating on diesel fuel in an affected area may not cause or allow the motor vehicle to idle for a period greater than 30 minutes in any 60 minute period while waiting to weigh, load, or unload cargo or freight, unless the vehicle is in a line of vehicles that regularly and periodically moves forward.

(e) This Section does not prohibit the operation of an auxiliary power unit or generator set as an alternative to idling the main engine of a motor vehicle operating on diesel fuel.

(f) This Section does not apply to the owner of a motor vehicle rented or leased to another entity or person operating the vehicle.

(g) Any person convicted of any violation of this Section is guilty of a petty offense and shall be fined $90 for the first conviction and $500 for a second or subsequent conviction within any 12 month period.

(h) Fines; distribution. All fines and all penalties collected under this Section shall be deposited in the State Treasury and shall be distributed as follows: (i) $50 for the first conviction and $150 for a second or subsequent conviction within any 12 month period under this Section shall be deposited into the State's General Revenue Fund; (ii) $20 for the first conviction and $262.50 for a second or subsequent conviction within any 12 month period under this Section shall be distributed to the law enforcement agency that issued the citation; and (iii) $20 for the first conviction and $87.50 for a second or subsequent conviction within any 12 month period under this Section shall be deposited into the Vehicle Inspection Fund.

(i) (Blank).

(j) Notwithstanding any other provision of this Section, a person who operates a motor vehicle with a gross vehicle weight rating of 8,000 pounds or more operating on diesel fuel on property that (i) offers paid parking services to vehicle owners, (ii) does not involve fuel dispensing, and (iii) is located in an affected area within a county of over 3 million residents but outside of a municipality of over 2 million residents may not cause or allow the motor vehicle, when it is not in motion, to idle for more than a total of 10 minutes within any 60-minute period under any circumstances if the vehicle is within 200 feet of a residential area. This Section may be enforced by either the law enforcement agency having jurisdiction over the residential area or the law enforcement agency having jurisdiction over the property on which the violation took place. This subsection does not apply to:

(1) school buses;

(2) waste hauling vehicles;

(3) facilities operated by the Department of Transportation;

(4) vehicles owned by a public utility and operated to power equipment necessary in the restoration, repair, modification, or installation of a utility service; or

(5) ambulances.

(Source: P.A. 101-319, eff. 1-1-20; 102-1071, eff. 6-10-22.)

A. Property lines: Boundary lines shown as following, or approximately following, lot lines, other property lines, or municipal boundaries shall be construed as following such lines.

B. Rights-of-way: Boundary lines shown as following, or approximately following, streets, alleys or railroad tracks shall be construed as following the center line of the right-of-way.

C. Watercourses: Boundaries shown as following, or approximately following, the center line of rivers, creeks or other continuously flowing watercourses shall be construed as following the channel center line. In the event of a natural change in the location of the watercourse, the zoning district boundary shall be construed as moving with the channel center line.

D. Unsubdivided land: On unsubdivided land or when a district boundary follows no identifiable feature, the location of district boundaries shall be determined by the ordinance establishing the district boundaries.

SECTION 1-600. Annexed or undesignated land.

Upon initial annexation into the City, any land so annexed shall be classified in the default zoning district of E Estate unless zoned differently by an ordinance adopted simultaneously with or following the adoption of the ordinance annexing the land. Where a petition for annexation seeks a zoning classification other than E Estate, the procedures of Article 9, Administration, shall be followed to change the zoning, and these procedures may be scheduled to occur simultaneously with the procedures seeking annexation of the property.

SECTION 1-700. District purposes.

This section sets forth the purpose of the districts to guide zoning decisions in a manner that achieves the purpose of the City's Comprehensive Land Use Plan. For each of the districts, there is a general purpose statement, a description of the character to be achieved, and the uses the district is intended to provide. This Ordinance rejects as outdated and inappropriate the concept of hierarchical and cumulative zoning and except as noted herein, and is based upon the concept that each district should be designed to accomplish a specific purpose, to encourage a particular type of development and to protect that development from being encroached upon by incompatible types of development.

A. Single-Family (E, RE, R-1, R-2) Districts.

1. General: These districts are the City's primary single-family detached residential districts. They permit a wide range of residential living styles and encourage a variety of housing types.

2. Character: These districts allow a low to moderate density of development. They are characterized by a balance between the landscape and built environment with on-site landscaping and tree-lined streets that shelter the buildings. Open space and low impervious surface ratios characterize the built environment.

3. Uses: These districts are planned for residential neighborhoods, with a range of housing types to meet all residential needs. Complementary uses such as certain civic and open uses are permitted, but are subject to restrictions set forth in this Ordinance to preserve the residential nature of these districts.

B. Two-Family (R-3A) District.

vertically or horizontally integrated as a mixed-use building. Also, sites can contain multiple standalone buildings, which provide for the integration of these uses.

I. Limited Manufacturing (M-L) District.

1. General: This district is for "clean" (low environmental impact) industrial uses that are compatible with neighboring residential, office and commercial districts.

2. Character: This district is characterized by large-scale buildings, exterior storage of materials, and/or exposed equipment. To mitigate impacts on the City's visual character and to ensure a high-quality industrial park setting, landscape buffers, architectural and design controls are established.

3. Uses: This district is intended for industrial uses such as commercial light fabrication, assembly, warehouse, distribution and storage activities as well as associated office uses and certain other uses that are incidental to the principal ones.

J. Manufacturing (M) District.

1. General: This district is the primary heavy industrial district, serving uses that are visually obtrusive, generate nuisances such as noise and odors, or have excessive exterior operations or storage of equipment and materials.

2. Character: This district is characterized by large-scale buildings, exterior storage of materials, and/or exposed equipment. Landscape buffers, architectural and design controls are required to mitigate impacts on the City's visual character.

3. Uses: This district is intended to provide for heavy industrial uses with high nuisance potential.

K. Watershed (W) District.

1. General: The purpose of the watershed district is to establish an area of controlled land use practices and management policies designed to protect the water quality and the natural recharge conditions of Crystal Lake in accordance with the Crystal Lake Watershed Stormwater Management Design Manual. By protecting the water quality and natural recharge flows of Crystal Lake, the recreation and aesthetic conditions of the lake will be maintained and the natural beauty and processes of the lake will be preserved.

2. Character: This district is intended to retain its natural character upon full development utilizing conservation design principles.

3. Uses: This is special area where site specific analysis of soils and groundwater levels will guide and determine a variety of land uses that meet the general objectives and intent contained in the Northwest Sub-area Plan, as adopted and amended, to be developed as a watershed planned unit development. The high ratios of open space for various forms of development clustering are intended to allow natural environments, agriculture and preservation of recognized natural resources in this land area. All uses must be consistent with the protection of the watershed.

L. Farming (F) District.

ARTICLE 2
Land Use

SECTION 2-100. Purpose.

The purpose of this article is to:

A. Set forth the uses that are permitted within each base zoning district;

B. Prohibit uses, buildings or structures which are incompatible with the character of surrounding development and

C. Provide standards for those uses that present specific concerns, and therefore, require limitations on the intensity of use, land area, site design, and other factors appropriate to each class of use.

In addition to the standards set forth in this article, the uses addressed by this article shall also be governed by the standards and limitations otherwise set forth in this Ordinance. To the extent that a conflict exists between the standards set forth in this article and the standards set forth elsewhere in the UDO, the standards set forth in this article shall control.

SECTION 2-200. Use categories.

A. Basis for classification. The categories and subcategories established below are not zoning districts, rather they relate to uses or activities that occur in specific zoning districts. The use categories and subcategories divide all uses into easily identifiable classification groups to aid in specifying and regulating uses.



Commentary

Use categories and subcategories classify land uses and activities based upon common functional, product, or physical characteristics and provide a systematic basis for assigning land uses to appropriate zoning districts. The North American Industry Classification System (NAICS) Codes are provided for most uses listed in the Permitted Uses Table below. The NAICS Codes are a six-digit system for classifying business establishments that replaced the Standard Industry Classification (SIC) system. NAICS is the industry classification system used by U.S. Statistical Agencies. More information can be found at: http://www.census.gov/eos/www/naics/

B. Establishment of categories and subcategories. The following use categories and subcategories are hereby established:

1. Residential.
   a. Household living.
   b. Congregate living.
2. Commercial.

a. Retail uses.

b. Service uses.

c. Commercial recreation.

d. Overnight lodging.

e. Offices.

3. Civic.

a. Information uses.

b. Community facilities.

c. Day care.

d. Medical uses.

e. Social assistance.

f. Religious establishments.

g. Parking and transportation.

h. Utilities.

4. Industrial.

a. Industrial.

b. Warehousing, distribution and storage.

5. Open.

a. Agricultural.

b. Parks and open space.

6. Temporary.

C. Types of uses. Each use category contains one or more subcategories. Within each use subcategory, there are uses that are:



1. Permitted by right, known as principal permitted uses. Principal permitted uses are activities and uses that are permitted by right within specific zoning districts. Principal permitted uses are indicated with a "P" in Table 2-300, Permitted Uses Table;

2. Permitted by right, provided specific criteria are met, known as limited uses. Limited uses must meet specific criteria listed in this article prior to initiation of the use. Limited uses are indicated with a "L" in Table 2-300, Permitted Uses Table;

3. Permitted upon approval of a special use permit, known as special uses. Special uses require review and approval by the City Council following recommendations from the Planning and Zoning Commission, prior to initiation of the use. Special uses are

indicated with an "S" in Table 2-300, Permitted Uses Table; **[Amended 10-6-2020 by Ord. No. 7656]**

4. Permitted upon approval of a temporary use permit, known as temporary uses. Temporary uses must meet specific criteria listed in this article or receive City Council approval, if necessary, prior to initiating the use. Temporary uses are indicated with a "T" in Table 2-300, Permitted Uses Table;

5. Prohibited Uses. **[Amended 10-6-2020 by Ord. No. 7656]**

   a. Uses that are specifically prohibited through this Ordinance either by their designation as a prohibited use in the text of this Ordinance or a use indicated with a blank cell across all districts in Table 2-200, Permitted Uses Table.

   b. Uses which are not listed in this article and for which the Zoning Administrator has not made a determination that a substantially similar use exists in this article, pursuant to Section 2-200D, are prohibited, unless a text amendment to incorporate the specific use is adopted by the City Council.

D. Interpretation.

1. In the event a particular use is not listed in this article, and such use is not specifically listed as a prohibited use and is not otherwise prohibited by law, the Zoning Administrator shall determine whether a substantially similar use exists in this article. If the Zoning Administrator determines that a substantially similar use exists, the regulations governing that use shall apply to the particular use not listed and the Zoning Administrator's decision shall be recorded in writing. In determining whether a use is substantially similar to a use which is addressed by this UDO, the Zoning Administrator shall consider whether the particular use falls within the same Industry (five-digit) Classification of the North American Industry Classification Manual (Executive Office of the President, Office of Management and Budget, 2007, or subsequent editions) ("NAICS") as a use described by this Ordinance, and if the proposed use does not generate trips exceeding other uses proposed in the zoning district by more than 10%, as determined by the Institute of Transportation Engineering, Trip Generation (7th ed. 2003, or subsequent editions); which documents are hereby incorporated by this reference.

2. Where the Zoning Administrator determines that a use not mentioned is of a type, scope, or impact that does not fit any existing use category, the Zoning Administrator may request that the Planning and Zoning Commission and City Council initiate the process for a text amendment to incorporate the specific use into this Ordinance at its proposed location. An approval does not create a right for a similar use within the same zoning category. **[Amended 10-6-2020 by Ord. No. 7656]**

SECTION 2-300. Permitted Uses Table.

The permitted, limited, special, temporary and prohibited uses within each zoning district are listed in Table 2-300.

For the convenience of the reader, cross-references to applicable limited and special use criteria are listed in the second-last column of Table 2-300. However, the failure to include a cross-reference does not indicate that other regulations listed elsewhere in this Ordinance do not apply.

		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
	Recovery Residence						S	S									2-400C-72	623220
COMMERCIAL																		
Retail Uses																		
Drive-through	Drive-through (excluding drive-through for food service or office uses)									L	L	L	L	L	L		2-400C-7	—
Outdoor Sales, Storage or Display	Outdoor Sales, Service, Storage or Display (as accessory use)									L		L	L	L	L		2-400C-8	—
Motor Vehicle and Parts Dealers	Automobile Dealers[1]											L	L				2-400C-9	—
	Other Motor Vehicle Dealers											L			L		2-400C-10	—
	Automotive Parts, Accessories and Tire Stores											P	P					4413
	Automotive Accessory Sales and Installation											P		P				—

		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
	Internet Auto Sales **[Added 3-1-2016 by Ord. No. 7200; amended 12-11-2017 by Ord. No. 7419]**									L	L	L	L	L	L	L	2-400C-70	
Rental and Leasing Services	Passenger Car Rental and Leasing											L	L				2-400C-9	53211
	Truck, Utility Trailer, and RV (Recreational Vehicle) Rental and Leasing											L			L		2-400C-10	53212
Vehicle Repair and Maintenance	Automotive Repair, Minor											P	P	P	P			—
	Automotive Repair, Major[2] **[Amended 1-18-2011 by Ord. No. 6641]**											S	S	S	L		2-400C-11	—
	Automotive Oil Change and Lubrication Shops											P	P	P	P			811191
	Car Washes[3]											L					2-400C-12	811192

		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
Social Assistance	Temporary Shelters		S	S	S	S	S	S	S								2-400C-43	624221
	Community Food Services											S	S	S				624210
Religious Establishments																		
Religious Organization	Religious Organizations	P	S	S	S	S	S	S	S	S	S		S	S	S		2-400C-44	813110
	Cemeteries, Columbarium and Mausoleums	S	S	S	S	S	S	S		S	S		S	S	S		2-400C-45	812220
Parking and Transportation																		
Parking	Public Parking Lot									P	P	P	P	P	P			—
	Public Parking Structure									L	L	L	L	L	L		2-400C-46	—
	Private Parking Lots							S	S	S	S	S	S	S	S			—
	Private Parking Structure							S		S	S	S	S	S	S		2-400C-46	—

		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
	Electric vehicle charging stations **[Added 3-1-2016 by Ord. No. 7200; amended 12-11-2017 by Ord. No. 7419]**	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	2-400C-69	
Transportation	Airport, Heliport	S												S	S		2-400C-47	—
	Bus Terminal											S	S	S	S			—
	Railroad Passenger Terminal												S	S	S			—
	Freight Terminal (Air, Motor, Cargo)														S			—
	Taxi and Limousine Service											P	P	P	P			4853
Utilities																		
Utilities	Environmental Monitoring Stations														P			—
	Gas or electric power generation facility														P			—

		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
	Small Wireless Facility **[Added 12-11-2017 by Ord. No. 7419]**										P	P	P	P	P			
	Commercial Overnight Delivery Box									S	S	S	S	S	S			—
	Landfill and Transfer Station														S		2-400C-49	
	Recycling Collection Center	S													S			—
	Recycling Drop-off Point	S										S	S		S			—
	Recycling Facility	S													S		2-400C-50	—
	Residential Wind or Solar Energy systems as an accessory use **[Amended 10-6-2020 by Ord. No. 7656]**	P	P	P	P	P	P	P	P									

		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
Industrial [Amended 10-6-2020 by Ord. No. 7656]	Light Industrial													P	P			
	Heavy Industrial														P			
	Oil or Petroleum Processing																	
	Concrete Batch Plant														S		2-400C-51	
	Earth Extraction, Materials Processing and Stockpiling														S		2-400C-52	
	All Other Noxious Uses														S		2-400C-53	—
	Cannabis Infuser Processor **[Added 1-19-2021by Ord. No. 7691]**														S		2-400C-77	
	Cannabis Transporter **[Added 1-19-2021by Ord. No. 7691]**														S		2-400C-77	
Warehousing, Distribution and Storage																		

P.052

		F	E	RE	R-1	R-2	R-3A	R-3B	R-O	O	B-1	B-2	B-4	M-L	M	W	Use Criteria	NAICS
Warehousing, Distribution and Storage	Bulk inside storage													S	S		—	—
	Self-storage, mini warehouses													S	S		2-400C-54	—
	Warehousing distribution													L	P		2-400C-55	—
	Parcel delivery and pick-up service													P	P			—
	Outdoor sales, display and storage (as accessory use) **[Amended 10-6-2020 by Ord. No. 7656]**													L	L		2-400C-8	—
OPEN																		
Agricultural Uses																		
Agricultural	Agricultural Supplies and Equipment Sales **[Amended 10-6-2020 by Ord. No. 7656]**	P																—

NOTES:

1 Automobile Dealers shall include motorized bicycle shops; motor scooters; motorbike; motorcycle; off-road all-terrain vehicles (ATVs), wheeled or tracked and used motorcycle dealers.

2 Automotive Repair, Major shall include Automotive Exhaust System and Transmission Repair; Automotive Body, Paint, and Interior Repair and Maintenance and Automotive Glass Replacement Shops; Other Automotive Mechanical and Electrical Repair and Maintenance.

3 Car Washes shall include full service and automatic and self-service and non-automatic car washes

4 Beer, Wine, and Liquor Stores are subject to the application and approval of a liquor license per the requirements of the City Code.

5 A temporary retail use or activity is a use or activity that operates or locates with an intention of operating for no more than four months in a year. See Article 10, Definitions, for further details regarding Temporary Retail Use/Activity.

6 A Costume Rental comprises of establishments that are engaged in renting clothing on a year-round basis. This use is distinct from Temporary Retail Use/Activity that may rent clothing only for specific limited periods during the year.

7 A noncommercial park, playground, or other recreation facility, and/or open space officially designated as a public park, or recreation facility by a public taxing body. This use includes community centers.

SECTION 2-400. Limited and special use criteria.

A. Review of limited and special uses. This section describes the standards for limited uses and special uses, including standards for buffering, location, bulk and scale, as well as environmental standards. All limited or special uses shall be reviewed by the City to ensure compliance with the standards within this section. To the extent that a conflict exists between the standards set forth in this section and the standards set forth elsewhere in this Ordinance, the standard which is more restrictive shall apply.

1. Limited uses. Limited uses may be initiated after staff review and approval of a site plan, landscaping plan, architectural plans and any other information needed to verify compliance with these standards. Standards within this Ordinance may prohibit limited uses on certain properties. If any of the standards cannot be met, the use shall be reviewed as a special use, in accordance with the procedure and standards set forth in Article 9, Administration. If the principal use on site requires the approval of a special use, any accessory use that is a limited use in the district must also be approved as a special use.

2. Special uses. In addition to a staff review, special uses require a public hearing to accept public comment in accordance with Illinois law. All special uses must meet the general standards as provided below. Additionally, the use must also meet any specific standards listed within the applicable Section within this article. Refer to the "Development Application - Special Use Permits" handout, available through the

Community Development Department, for specific explanations of submittal requirements, and for review procedures. **[Amended 6-3-2014 by Ord. No. 7034]**

B. General standards for all special uses. The following general standards for all special uses are hereby established. The City Council may authorize a special use as provided herein, upon determining and finding as fact, the following:

1. That the proposed use is necessary or desirable, at the location involved, to provide a service or facility which will further the public convenience and contribute to the general welfare of the neighborhood or community.

2. That the proposed use will not be detrimental to the value of other properties or improvements in the vicinity.

3. That the proposed use will comply with the regulations of the zoning district in which it is located and this Ordinance generally, including, but not limited to, all applicable yard and bulk regulations, parking and loading regulations, sign control regulations, watershed, wetlands, and floodplain regulations, Building and Fire Codes and all other applicable City Ordinances.

4. That the proposed use will not negatively impact the existing off-site traffic circulation; will adequately address on-site traffic circulation; will provide adequate on-site parking facilities; and, if required, will contribute financially, in proportion to its impact, to upgrading roadway and parking systems.

5. That the proposed use will not negatively impact existing public utilities and municipal service delivery systems and, if required, will contribute financially, in proportion to its impact, to the upgrading of public utility systems and municipal service delivery systems.

6. That the proposed use will not impact negatively on the environment by creating air, noise, or water pollution; ground contamination; or unsightly views.

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

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

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

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

C. Review criteria for specific uses. The following review criteria for specific uses, to be approved as either limited or special uses are hereby established.

(iii) Dry cleaning and laundry services: three stacking spaces per lane.

(iv) Limited-service (fast food) restaurant (coffee/smoothie/donut/bakery sales): eight stacking spaces total with at least four stacking spaces between the order board and the first service window.

(v) Limited-service (fast food) restaurant (all others): Total nine stacking spaces with a minimum of four stacking spaces between the order board and the pick-up window. [Please refer to Section 4-1000, Signs, as well as the handout - 'Signage for Limited-Service (Fast Food) Restaurants for signage requirements] **[Amended 12-20-2011 by Ord. No. 6765]**

(vi) Financial institutions: six stacking spaces for one drive-through window/ lane and four stacking spaces per window/lane for two or more windows/ lanes.

(vii) Pharmacies: six stacking spaces for one lane, four stacking spaces per lane for two or more lanes.

(viii) All other uses: five stacking spaces for each window, unless operational data supporting fewer spaces is provided and administratively approved by the City Engineer.

Additional stacking spaces may be required by the City Engineer. Please refer to Section 4-200, Off-street parking and loading, for further clarification.

e. Traffic study: A traffic study or impact analysis will be required if, in the opinion of the City Engineer, the standards provided in this section cannot be met or where the traffic impact for the proposed use reaches or exceeds the threshold for requiring a traffic study or analysis.

8. Outdoor sales, service, storage or display. All outdoor sales, service, storage or display must comply with the following standards:

a. General: An on-site circulation pedestrian and vehicle plan, illustrating the location of the sales, service, storage or display area shall be provided.

b. Site design: Outdoor service or storage areas shall be located at the rear of the property. Special attention must be given to locate outdoor service or storage areas away from adjacent residential properties and at the least obtrusive location for adjacent commercial uses.

c. Screening: All outside service or storage areas shall be screened from view with solid wooden fencing or opaque landscaping, in accordance with the standards in Section 4-700, Fences, walls and screening. The height of the fencing shall be adequate to conceal the stock, equipment or materials from view of adjacent properties. In cases where the height of materials exceeds 15 feet in height making it difficult to screen with fencing and landscaping, consideration will be given to the type of materials being stored and the impact of the visibility on the adjacent and surrounding property owners.

e. Additional mitigation: Additional requirements may be required by the Zoning Administrator and the Planning and Zoning Commission and the City Council, if applicable, to mitigate the effects of the noxious use.

54. Self storage, mini warehouses. Self-storage and mini-warehouse uses must comply with the following standards:

a. General: No business activity other than the rental of storage units shall be conducted on the premises. The storage of hazardous, toxic or explosive substances, including, but not limited to, hazardous waste, industrial solid waste, medical waste, municipal solid waste, septage, or used oil is prohibited.

b. Site layout: Buildings shall be situated such that the doorways or access points are facing away from the yards abutting street rights-of-way.

c. Screening: An eight feet tall solid screen consisting of a solid wooden fence in accordance with the provisions of Section 4-700, Fences, walls and screening, or opaque landscaping along the perimeters of the property in accordance with the provisions of Section 4-400, Landscaping and screening standards, shall be provided.

d. Landscaping: Landscaping shall be provided within a minimum five-foot-wide landscape beds along the foundations of the ends of the storage buildings, in accordance with the provisions of Section 4-400, Landscaping and screening standards.

e. Security: Security lighting shall be provided to safely illuminate all areas of the facility. The use of photocell units and motion sensors is encouraged as a means of saving energy. If overnight security personnel will be staying at the facility, provide details regarding the location of the proposed residence. Appropriate utilities to serve the unit shall be provided. No more than one overnight unit shall be provided per facility.

55. Warehousing distribution. Warehousing Distribution uses must comply with the following standards:

a. Minimum separation: Warehousing Distribution uses shall be located at least 100 feet from any residential district, existing residential use, religious institution use, community facility uses, day care use, school (elementary, secondary, junior college or university), or public parks.

b. Outdoor storage: Outdoor storage areas must be located to the rear of the principal structure and be screened with a solid wooden fence or masonry wall no less than eight feet in height in accordance with Section 4-700, Fences, walls and screening. Outdoor storage areas shall not be located within the required setback or perimeter buffer.

c. Public address systems: If outdoor speaker or public address systems are installed, the maximum decibel level at the property line shall not exceed 55 where adjoining residential property and 65 where adjoining nonresidential property.

City of Crystal Lake, IL
Thursday, November 9, 2023

Chapter 650. Unified Development Ordinance

Part 1. Ordinance

Article 4. Development and Design Standards

SECTION 4-500. Planned unit development standards.

A. Purpose. The purpose of a planned unit development (PUD) is to encourage unique and innovative development of land, that supports a high quality of life, and that achieves a high quality of development, environmental sensitivity, energy efficiency and other City goals. planned unit developments are intended to allow the relaxation of otherwise substantive requirements based upon procedural protections providing for detailed review of individual proposals for significant developments. This special regulatory technique is included in this Ordinance in recognition of the fact that traditional use, bulk, space, setback and yard regulations that may be useful in protecting the character of substantially developed and stable areas may impose rigid regulation upon the development or redevelopment of parcels or areas that lend themselves to an individual, planned approach. Through the flexibility of the planned unit development technique the City seeks to achieve the following specific objectives:

1. Reducing or diminishing the monotonous design patterns that can result from the strict application of zoning, development and design standards that are targeted primarily towards individual lot development;

2. Allowing greater flexibility in selecting the means to provide access, open space and design amenities;

3. Allowing greater latitude in providing a well-integrated mix of residential and nonresidential land uses throughout the development and on individual lots, including a mix of housing types, lot sizes and densities;

4. Promoting high-quality design and environmentally sensitive development by allowing development to take advantage of special site characteristics, locations and uses; and

5. In specific instances, encouraging high quality design and environmentally sensitive development by allowing increases in residential density or nonresidential square footage where such increases are justified by superior design or the provision of additional amenities such as public open space.

B. General standards.

1. The permitted uses within a PUD are subject to the discretion and approval of the City Council with recommendations from the Planning and Zoning Commission, based on the land uses prescribed in the City's adopted plans.

2. The PUD ordinance shall indicate, either directly or by reference, the land use, development and design requirements and other applicable specifications that shall govern the planned unit development. If the PUD ordinance is silent on a particular land use, development and design requirement, or other specification, the standard of the underlying zoning district or the

applicable regulations shall apply. The development requirements that apply to the underlying zoning district shall apply to the planned unit development, unless the PUD ordinance specifies an alternate standard. The PUD ordinance may set land use, development requirement, or other specifications for aspects of the development on which the Unified Development Ordinance is otherwise silent. Any lessening of the required standards of the Unified Development Ordinance shall be directly related to the creative design, merits and benefits of the PUD to the City.

3. The area designated in the PUD shall remain under single-ownership and/or unified control. Unified control of property under multiple-ownership may be accomplished through the use of enforceable covenants or the enabling PUD ordinance. If land within a PUD is sold and/or ownership or controlling interest transferred, said actions shall be conditioned upon the new owners or controlling interest agreeing to build/develop the lot/land in accordance with the approved PUD approvals. Building permits shall only be issued for structures which conform to the approved final PUD.

4. A PUD is required if one of the following is proposed:
[Amended 10-6-2020 by Ord. No. 7656]

   a. Two or more principal structures on a single zoning lot;

   b. Development on any lot or parcel one acre or greater in the B-4 Mixed-Use Business District;

   c. Exclusively residential developments in the B-4 Mixed-Use Business District;

   d. Multifamily projects which contain over two units in the R-3A Two-Family District, over four units in the R-3B District, whether in one building or multiple buildings; and

   e. Any development in the W Watershed District or C Conservation Overlay District.

5. The minimum area/unit count requirements listed in Subsection **(4)** above may be waived based on a finding that creative site planning through a PUD is necessary to address a physical development constraint, protect sensitive natural areas or promote a community goal when more conventional development or subdivision would be difficult or undesirable given the constraints on development.

C. Development standards.

1. The PUD plan must implement the vision and land use policies of the Comprehensive Plan; the adopted subarea plans and the Tax Increment Financing Redevelopment Plans, if applicable;

2. The proposed PUD shall not result in a substantial adverse effect on adjacent property, natural resources, infrastructure, public sites or other matters affecting public health, safety or general welfare, as they exist at the time of application or as they may exist in the future.

3. Development along the perimeter of a PUD must be compatible with adjacent existing or proposed future development. In cases where there are issues of compatibility, the PUD must provide for transition areas at the edges of the development that provide for appropriate buffering and/or ensure a complimentary character of uses. Complimentary character shall be identified based on densities/intensities, lot size and dimensions, building height, building mass and scale, hours of operation, exterior lighting, and siting of service areas.

4. If different phases of development are proposed for the PUD, a development phasing plan shall be provided that identifies the general sequence or phases in which the land will be developed, including how residential and nonresidential development will be timed, how infrastructure (public and private) and open space will be provided and timed, and how development will be coordinated with the City's capital improvements program. The phasing plan shall be established at the time of approval of the Preliminary PUD.

5. Density/intensity: The density for residential developments and the intensity of any proposed nonresidential development shall be established in the PUD plan and shall be consistent with the Comprehensive Plan; the adopted subarea plans and the Tax Increment Financing Redevelopment Plans, if applicable. Where deemed appropriate by the City Council, upon recommendation of the Planning and Zoning Commission, densities and intensities may exceed those allowed in the base zoning district.

6. Dimensional standards: Where dimensional standards for the development do not follow the dimensional standards for the underlying zoning district, the minimum lot area, minimum lot width, minimum setbacks, maximum building coverage, maximum impervious surface coverage, maximum height for development, floor area ratios and setbacks from adjacent residential zones or uses must be specified in the PUD plan.

7. The responsible parties for all on-site and other required public improvements shall be established and an utility plan indicating all proposed easements shall be provided.

8. The design of public and private streets within the PUD must comply with all applicable City standards. Right-of-way, pavement widths, and street widths may be reduced by the City Council where it is found that:

   a. The PUD plan provides for separation of vehicular, pedestrian, and bicycle traffic;

   b. Access for emergency service vehicles is not substantially impaired;

   c. Adequate off-street parking is provided for the uses proposed; and

   d. Adequate space for public utilities is provided within the right-of-way.

9. The PUD plan shall establish the responsibility of the applicant/developer for providing right-of-way and easements and for constructing on-site facilities for all other infrastructure located on the site of the proposed planned development, including but not limited to police facilities, fire facilities, and EMS facilities. The PUD plan shall also establish the responsibility of the subdivider/owner to make any other improvements as required by City ordinances, and, if requested by the City, to dedicate these improvements to the City in a form that complies with City regulations.

10. A bond or letter of credit to cover the cost of required public improvements and school and park cash contributions, in accordance with the provisions of Article **5**, Subdivision Standards, must be submitted prior to issuance of any permits for the PUD.

D. Additional standards for planned unit developments.

1. Residential PUDs.

   a. Location: A residential PUD can be located anywhere in the City, including any land proposed for annexation.

   b. Permissible uses: A mix of different residential dwelling types in proximity to each other is encouraged. Neighborhood commercial uses serving the development may be approved as part of a residential PUD where appropriate.

   c. Nonresidential uses: Any nonresidential use permitted in a residential PUD shall be compatible with the residential nature of the development. Parking areas which are intended to serve nonresidential uses shall be separated from those designed to serve residential areas. Unless commercial and residential uses are combined within a single structure, commercial uses shall be separated from dwelling units by a heavily landscaped buffer zone that meets the requirements of Section 4-400, Landscaping and screening standards.

   d. Pedestrian paths: Pedestrian paths shall connect residential uses and nonresidential uses within a residential PUD.

e. Growth management: A growth management schedule shall be provided to and approved by the City Council, which indicates the number and type of residential units to be constructed in each calendar year. The maximum number of units to be constructed shall be 25 residential units or 15% of the total number of residential units (including all phases of the proposal), whichever is greater, in any calendar year. The City Council with recommendations from the Planning and Zoning Commission, at final PUD approval can approve, deny or adjust the percentage of an increase in the number of units that can be built in one calendar year. The City Council and the Planning and Zoning Commission shall consider the following criteria in approving an increase in the number of units that can be built annually:

(i) Advance dedication of school and park sites and advance payment of school, park and other impact fees;

(ii) Payment for installation of road impact improvements or fees applicable by law;

(iii) Smaller subdivisions which encourage in-filling within an established part of the community;

(iv) Completion of major and collector road networks and critical linkages in the street systems;

(v) Fulfill a need for various unit types and income levels such as low and moderate-income housing;

(vi) Provisions which satisfy needed public facilities;

(vii) Innovative architectural design, quality of exterior materials and creative use of landscaping;

(viii) Other criteria or extraordinary amenities, not listed above, which may meet the development goals of the City.

2. Commercial PUDs.

a. Location: A commercial PUD can be located in the B-1 Neighborhood Commercial, B-2 General Commercial, B-4 Downtown Business and W Watershed Districts or any land proposed for annexation.

b. Permissible uses: A mix of retail and office with residential above street level uses is encouraged in the B-4 Downtown Business, Virginia Street Corridor Overlay District and the Watershed District.

3. Industrial PUDs.

a. Location: An industrial PUD can be located in the M-L Manufacturing Limited or M Manufacturing District or any land proposed for annexation.

b. Permissible uses: Uses which are principal permitted uses in the underlying zoning district listed in Article **2**.

4. Mixed-use PUDs.

a. Location: A mixed-use PUD may be located anywhere within the City, including lands proposed for annexation.

b. Permissible uses: A mixed-use PUD should be structured to provide a mix of uses, like residential, retail, civic, and recreational uses. The integration of residential and nonresidential uses allows residents to meet more of their daily needs within the development. In addition, a variety of housing options must be provided to allow a greater diversity of residents within the neighborhood.

c. Density/Intensity: Densities and intensities should be sufficient to support a compact, pedestrian-oriented environment.

d. Relationship between building types: Buildings within a mixed-use PUD shall be designed with a common, harmonious architectural vocabulary and landscape with intent not to create a uniform appearance, but rather to create a sense of place.

e. Pedestrian paths: Pedestrian paths shall connect residential uses and nonresidential uses within a mixed-use PUD.

f. Growth management: A growth management schedule shall be provided to and approved by the City Council, which indicates the number and type of residential units to be constructed in each calendar year. The maximum number of units to be constructed shall be 25 residential units or 15% of the total number of residential units (including all phases of the proposal), whichever is greater, in any calendar year. The City Council with recommendations from the Planning and Zoning Commission, at Final PUD approval can approve, deny or adjust the percentage of an increase in the number of units that can be built in one calendar year, based on the criteria provided in Section 4-500D(1)e above.

E. Procedures.

1. PUD approval: The review and approval of a planned unit development shall be according to the procedures outlined in Article **9**, Administration.

2. Changes or amendments: Any changes or amendments to the approved preliminary PUD or approved final PUD shall follow the procedures outlined in Article **9**, Administration. Minor deviations within the development may be approved administratively by the City Manager, without the need to seek a PUD amendment, as long as such changes are not of a nature that would affect the character and standard of the PUD. Deviations that require a preliminary or final PUD amendment (or a new preliminary PUD approval) include, but are not limited to:

   a. Changes in the location, proportion or allocation of uses, or changes to the types of uses allowed (including a change in the legal description that was approved at the Preliminary PUD approving certain uses or zoning areas);

   b. Increases in residential density;

   c. More than a 10% change to the proportion of building types;

   d. An increase of more than 10% in the volume of the building;

   e. More than 5% reduction of any proposed open space;

   f. Changes in the functional uses of any proposed open space, where such changes constitute an intensification of open space usage;

   g. Substantial changes in standards, general location of roads, utilities, or stormwater management features;

   h. Substantive changes in the Covenants, Conditions and Restrictions, or other governing agreements, that affect in any manner the character of the PUD.

3. Existing PUDs: All PUDs existing as of the date of adoption of this Ordinance shall continue to be governed under the conditions of prior approval.

   a. Controlling regulations. The PUD ordinance adopted at the time of the approval shall be the controlling document pertaining to the PUD.

   b. Amendment. In amending any PUD in existence at the time of approval of this Ordinance, any amendments shall be consistent to the maximum extent possible with the provisions of this Ordinance.

3. By ordinance, cause to be issued a special use permit, including any conditions found necessary to accomplish the purposes of this Ordinance.

4. By ordinance, cause to be approved a planned unit development, including any conditions found necessary to accomplish the purposes of this Ordinance.

5. By ordinance, cause to be issued a variation from the specific regulations, including conditions found necessary to accomplish the purposes of this Ordinance.

6. By ordinance, cause to be issued a plat of subdivision, including any conditions found necessary to accomplish the purposes of this Ordinance.

SECTION 9-200. Specific standards and other requirements for applications for development approval.

A. Required submittals. All applications for development approval shall include the following:

1. Application fee, per the requirements of this section.

2. Application form.

3. Ownership information.

4. Notification papers and documents as necessary to meet the requirements of Section 9-200L, Notice, of this Ordinance.

5. Additional submittals as required for specific requests in this Ordinance.

6. Additional information and/or materials as determined to be necessary by the City of Crystal Lake to meet the goals and objectives of this Ordinance, as detailed in the relevant development application handouts available through the Community Development Department. **[Amended 6-3-2014 by Ord. No. 7034]**

B. Amendments.

1. Application. **[Amended 6-3-2014 by Ord. No. 7034]**

Refer to the "Development Application - Map Amendments (Rezoning)" handout, available through the Community Development Department, for specific explanations of submittal requirements and for review procedures. **[Amended 6-3-2014 by Ord. No. 7034]**

The following persons or public bodies shall have standing to initiate an amendment to this Ordinance together with the Zoning Map:

a. Any person owning real property in the City of Crystal Lake may file a petition with the Zoning Administrator to amend either the Map or the text of the Ordinance, as it affects his or her property. Such petition shall be accompanied by an accurate description of the property, a statement of any proposed map amendment, statement of any proposed amendment to the text, the reasons therefore, and by paying the proper filing fee.

b. The City Council as provided in this section.

c. The Planning and Zoning Commission as provided in this section.

2. Public hearing and notice. Upon receipt of a petition for a map amendment, the Zoning Administrator shall schedule a public hearing before the Planning and Zoning Commission, allowing adequate time for proper notice. Upon receipt of a petition for a text amendment, the City Council shall schedule a public hearing before the Planning and Zoning Commission, allowing adequate time for proper notice. Notice shall be given as provided in Section 9-200L, Notice. **[Amended 10-6-2020 by Ord. No. 7656]**

3. Standards. In recommending approval or conditional approval of an amendment, the Planning and Zoning Commission shall transmit to the City Council written findings of fact that all of the conditions below apply to the application:

a. The existing uses and zoning of nearby property;

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

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

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

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

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

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

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

Report. **[Amended 10-6-2020 by Ord. No. 7656]**

Within 45 days, or as soon as the agenda schedule permits, after all pertinent information has been received from the petitioner, and as necessary from the City departments, the petition shall be placed on the Planning and Zoning Commission agenda. The Planning and Zoning Commission shall review the proposed petition and report its findings to the City Council as provided in this article.

If the Planning and Zoning Commission fails to conclude the public hearing within 60 days from the date that the petition is scheduled for a Planning and Zoning Commission public hearing, for whatever reason, the petitioner's request shall be deemed to have received a negative recommendation from the Planning and Zoning Commission, unless the time is specifically extended by a request from the petitioner. If the Planning and Zoning Commission fails to conclude the public hearing within the time allotted, the petition will be forwarded to the City Council for action.

5. Recommendations. Within 45 days following the public hearing, excluding any continuation of such hearing or extensions requested by the petitioner, the Planning and Zoning Commission shall forward its recommendations to the City Council.

INTERIOR SIDE SETBACK — The minimum distance required between a line determined by the zoning district standard for the purposes of establishing a building envelope and the interior side lot line. **[Amended 12-11-2017 by Ord. No. 7419]**

INTERIOR SIDE YARD — The open space extending along the interior side lot lines between the front and rear yards.

LOT AREA — The amount of land area, included within the lines of a lot. Lands located within any private easements are included within the lot area measurement.

LOT LINE — The boundary line of a lot which denotes the edge of the subject property. **[Added 10-6-2020 by Ord. No. 7656]**

LOT WIDTH — The horizontal distance between the side lot lines measured at right angles to the lot depth at the established front building line. In established neighborhoods where the front building setback line is determined either as an average setback of the two closest dwellings or the block average, the lot width is measured not at the calculated front setback line, but at the front building setback line for each zoning district as established in this article. For lots along an inside curve (for a cul-de-sac or curved streets), lot width is measured along the chord of the setback arc where it intersects the side lot line for lots along the inside curve. For lots on the outside curve, lot width is measured along a line tangent to the midpoint of the setback projected to the side lot line.

REAR LOT LINE — That boundary (or boundaries) of a lot which is most nearly parallel to and most remote from the front lot line.

REAR YARD — The open space extending across the full width of the zoning lot, between the rear line or lines of the lot and setback line. **[Amended 12-11-2017 by Ord. No. 7419]**

STORY — That portion of a building included between the surface of any floor and the surface of the floor next above it; or if there is no floor above it, then the space between the floor and ceiling above it. Any basement or cellar with more than 1/2 of its height above the average level of the adjoining ground at the front of the building shall be considered a story for purposes for both height and area measurements.

YARD ABUTTING A STREET — The yard abutting a street lot line is that boundary of a lot which is abutting the public right-of-way that is not considered the front lot line. **[Added 12-11-2017 by Ord. No. 7419]**

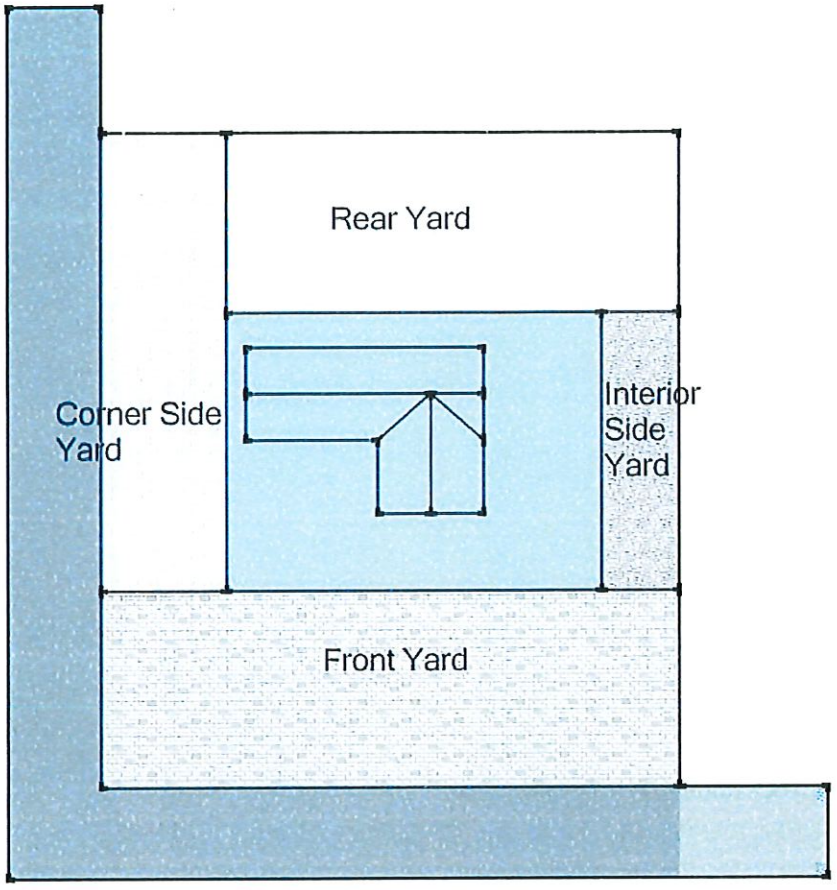
YARD ABUTTING A STREET SETBACK — Yard abutting a street setback is the minimum distance, measured at right angles, from the yard abutting a street lot line to a line determined by the zoning district standard for the purposes of establishing a building envelope. **[Added 12-11-2017 by Ord. No. 7419]**

YARD ABUTTING A STREET YARD — The open space extending along the side lot line that abuts a street, between the front setback and rear lot line. For lakefront lots, the yard abutting a street is the yard along a public right-of-way, or where no public right-of-way exists, along a private right-of-way, easement or accessway. **[Added 12-11-2017 by Ord. No. 7419]**

C. Exterior lighting.

ABANDONMENT — Discontinuance in the usage of a lighting installation, or portion thereof, with no intention to resume the usage of such lighting. A lighting installation or portion thereof, that has not been operated for a period of 24 months or longer, shall be considered to be abandoned.

FRONT YARD — The open space extending across the full width of the zoning lot, between the front line of the lot and the nearest setback line. **[Amended 12-11-2017 by Ord. No. 7419]**



HALF STORY — That portion of a building under a gable, hip or mansard roof, the wall plates of which are not more than 4 1/2 feet above the finished floor of such story. In the case of single-family dwellings, two-family dwellings and multiple-family dwellings less than three full stories in height, a half story in a sloping roof shall not be counted as a story for the purpose of this chapter. In the case of multiple-family dwellings, three or more full stories in height, a half story shall be counted as an additional story.

IMPERVIOUS SURFACE COVERAGE — The area of a lot or parcel occupied by any hard-surfaced, man-made area that does not readily absorb or retain water, including but not limited to buildings, patios, paved parking and driveway areas, walkways, sidewalks and paved recreation areas (e.g. basketball court, tennis court, swimming pools).
To determine the percentage of impervious surface covered, divide the total square footage of the impervious surfaces by the total square footage of the site.
Impervious Surfaces/Total Area of Site = % Impervious Surface Coverage

INTERIOR SIDE LOT LINE — That boundary of a lot, other than a front or rear property line which does not abut a public or private right-of-way, but is a common property line between adjoining lots.

BUILDING HEIGHT — The vertical distance measured from the curb level, or its equivalent established grade, opposite the middle of the front of the building to the highest point of the roof in the case of a flat roof; to the deckline of a mansard roof; and to the mean height level between eaves and ridge for a gable, hip or gambrel roof; excluding elevator or mechanical equipment rooms; and provided that where buildings are set back from the street line, the height of the building may be measured from the average elevation of the finished lot grade at the front of the building. For all nonresidential structures, where the overall vertical grade of the area occupied by the footprint of the building varies more than three feet, the height of the building shall be measured from the average of all grade elevations of the building. For properties abutting Crystal Lake, building height shall be measured from the street side. **[Amended 11-19-2013 by Ord. No. 6972]**

BUILDING LINE/BUILDING SETBACK LINE — A line or lines on the horizontal surface of a lot, parallel or nearly parallel to the front, side, and rear lot lines, and located at a distance prescribed by the yard regulations and beyond which no portion of a building may extend as provided by this Ordinance.[14]

CORNER SIDE YARD — The open space extending along the side lot line that abuts a street, between the front setback and rear lot line. For lakefront lots, the yard abutting street shall be treated as a corner side yard.

CURB LEVEL — The level of the established curb in front of the building measured at the center of such front. Where a building faces on more than one street, the curb level shall be the average of the levels of the curbs at the center of the front of each street. Where no curb elevation has been established, the center line of the street pavement shall be the curb level.

FLOOR AREA — The floor area of a nonresidential structure, when taken as a principal use, is the total usable horizontal area enclosed by exterior walls of a building, exclusive of basement, cellars, attics and crawl spaces. The floor area of a residence, when taken as a principal use, is the total horizontal area of living space enclosed by the exterior walls measured at the outside of such exterior walls, including partitions, closets, bath and utility rooms and the lower level of a tri-level structure but not including unfinished cellars, basements, attics, garages, breezeways, porches, patios and other spaces not used ordinarily for living, eating and sleeping purposes. Unfinished areas above the ground floor living spaces shall be included, provided that subflooring is laid, insulation installed, and windows and stairways are installed as required by City ordinances and codes

FRONT LOT LINE — The narrowest boundary of a lot which is along a public right-of-way, or where no public right-of-way exists, along a private right-of-way, easement or accessway. Where a lot contains an easement for street purposes across the front of a lot, the edge of the easement shall be considered the front lot line. Where a lot abuts *Crystal Lake,* the lot line at the water's edge is to be the front lot line. **[Amended 12-11-2017 by Ord. No. 7419; 10-6-2020 by Ord. No. 7656]**

FRONT SETBACK — A distance, measured at right angles, from the front lot line to a line determined by the zoning district standard for the purposes of establishing a building envelope. **[Amended 12-11-2017 by Ord. No. 7419]**

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14. **Editor's Note: The definitions of "corner side lot line" and "corner side setback," which immediately followed this definition, were repealed 12-11-2017 by Ord. No. 7419.**