

COAL CITY PLANNING & ZONING PUBLIC HEARING

**MONDAY
SEPTEMBER 9, 2024
7:00 p.m.**

**COAL CITY VILLAGE HALL
515 S. BROADWAY, COAL CITY, ILLINOIS**

AGENDA

1. Call meeting to order
2. Public Hearing –North Arrow Partners
Hunters Run 44-Unit Senior Restricted Development
 - i. Swear in Testimonials
 - ii. Presentation by Petitioner
 - iii. Public Comment
 - iv. Board Consideration
 - v. Action on Request
3. Adjourn

MEMO

TO: Planning & Zoning Board Members

FROM: Matthew T. Fritz
Village Administrator

MEETING
DATE: September 9, 2024

RE: **SEPTEMBER 9th MEETING AGENDA ITEMS**

Planned Use Development, Hunters Run Subdivision

North Arrow Partners, represented by John Cronin and others from their firm, have secured an option to purchase the 11 acre + subdivision currently owned by Bernie D’Orazio at the southwest corner of Marguerite & Maple, which is zoned RM-1. This firm has submitted the paperwork and design drawings depicting the resubdivision of the existing acreage into two lots – Lot 1 (367,010 square feet), which would host 12 buildings, 11 of which would possess 4 dwelling units each consisting of 3 one-bedroom units and 1 two-bedroom unit and the last building, which would be a 1,600 square foot shared community building; and Lot 2 (165,130 square feet) to be dedicated to the Village of Coal City for future park space (the Plat of Subdivision states 132,789 square feet, but a portion of the land already has Hunters Run running through it to be dedicated).

At a previous meeting of August 19th, the developed presented this subdivision at which time the project was assigned to an ad hoc Planned Unit Development (PUD) committee at which all of the affected overlapping governmental entities reviewed the subdivision proposal. Two of these meetings occurred at which time comments were provided and received by the developer; one change that has occurred to the design of each of the dwelling units is a rear exit that will be provided for each unit rather than relying upon a rear emergency exit window within the bedrooms. Other recommended changes including the consistency of sidewalks and their connection to a frontage sidewalk along Marguerite are to be added as well. Aside from these changes, the other entities in attendance have been informed and did not have any additional comments aside from those that have been incorporated within the updated design.

The theme and discussion at the PUD committee was similar to the presentation to the Plan Commission. This development will be an age-restricted multi-family development, which will allow 55 year + individuals to lease units from a management company within the complex. North Arrow Partners is financing the project with Illinois Housing Development Authority funds, which will require the tenants of this subdivision to be income qualified in addition to age restricted. It is expected the land donation on Lot 2 will be subject to a redevelopment agreement with the Village in order to gain permitting at a lesser cost allowing the units to be constructed at a higher standard and materials.

Due to the number of allowances to be granted, i.e. road width, private infrastructure, etc. there will likely need to be a development agreement covering a number of issues related to the final PUD recommendation. Depending on the feedback, materials submitted, and discussion on

Monday evening, this item can be extended until a future meeting night such as 10/7 or 10/14, which would allow additional assurances to be put in place, responses to be completed and a more complete submission to be considered. Other alternatives of action would be to simply move towards consideration of the petitioner's request with current information or tabling the matter, which would require the matter to be placed on the agenda for future consideration requiring additional notice prior to the final determination being provided. Village Attorney Mark Heinle will be in attendance and assist the Board through this process. Actions regarding this petition are to be considered by the Plan Commission, which will require 5 affirmative votes in order for the resubdivision to be positively recommended.

Included within this packet are updated materials from the last time this item was presented:

- 1.) Ad hoc PUD Committee Meeting Minutes of 8/22/24
- 2.) Ad hoc PUD Committee Meeting Minutes of 9/3/24
- 3.) Copy of Table 16: Approval Criteria for PUDs
- 4.) Engineering Review Letter #1 of 8/29/24
- 5.) North Arrow Response to Engineering Review Letter #1, 8/30/24
- 6.) Additional Submission, Document #24, 8/16/24
- 7.) Updated Traffic Report Summary
- 8.) Updated Land Use Subdivision Layouts

The public hearing for this variance is scheduled for Monday evening.

Pertinent Code Section(s)

156.185, Table 16

VILLAGE OF COAL CITY
PLANNED UNIT DEVELOPMENT Preliminary Presentation Meeting
North Arrow Partners – Hunters Run Property
Thursday, August 22, 2024 @ 4:00 p.m.

On Thursday, August 22, 2024 at 4 p.m. in the boardroom of the Coal City Village Hall, Matt Fritz opened the meeting explaining a P.U.D. process and why it is necessary when a subdivision or re-subdivision goes in; the village requests a meeting of all governmental units to look at the development together. This P.U.D. was presented to the Planning & Zoning Board on August 19, 2024 and they remanded it to the P.U.D. committee. There is a public hearing scheduled for September 9, 2024 and notice has gone out for residents.

Each attendee introduced themselves and their affiliation:

Coal City Police Department	Chief Chris Harseim
North Arrow Partners	John Cronin
North Arrow Partners	Johnathan Chance
Planning & Zoning Trustees	Pamela Noffsinger and Bill Mincey
Planning & Zoning Chairwoman	Maria Lewis
Chamlin Engineering	Timothy Hejny
Village Deputy Clerk	Linda Sula
Zoning Board of Appeals	Jill Breneman
Zoning Administrator	Matt Fritz
Coal City Fire Department	Nick Doerfler
Coal City Public Works Director	Darrell Olson
Coal City Building Inspector	Kyle Watson
Coal City School District	Chris Spencer, Superintendent
Coal City School District	Jason Smith
Free Press	Rose Panieri

Representing North Arrow Partners were John Cronin and Johnathan Chance. The company is located in DuPage County and are architects and general contractors with specialties in multi-family, senior-multi-family and special needs housing. Their focus is in Illinois and after doing research in the Coal City area there is a need for senior housing. The proposed property is located at Hunters Run and Marguerite Street, and is around 11 acres and zoned for low-density multi-family as is. Key elements presented were:

- Senior Retirement Community for 55 and Older
- 44 Senior Residences – 11 Buildings – 4 Residences per Building
- North Arrow Partners will own the property
- 33 – 1 bedroom and 11 – 2 bedroom
- Each home will have a one car attached garage
- Large front porches on each
- Community Building with offices, Fitness Center
- Walking path to a Gazebo

- 1 story and handicapped adaptable w/9 that will be fully accessible
- They are rental units
- Sidewalks are 6' wide
- Some additional parking

All entrances would come off Marguerite. The improvement would be made to the north and the south portion, about 3 and some acres would be dedicated back to the village in exchange for reduction in some of the permit/impact fees.

Rose Panieri

1. Are these units tax credits (yes) they are not subsidized but will be income verified, with an estimated \$48,000 income for 1 bedroom and under \$60,000 for a 2 bedroom.
2. Will North Arrow manage the property? No – they are currently working with the Grundy County Housing Authority for possible management of the facility.
3. Cost of the project? A little over \$12 million in construction cost
4. Target date for renting? Tentative construction start March/April 2025 with Renting around July 2026.

Matt Fritz

1. Requested an overlay that shows where the water and storm is located for the water department and fire department. Cronin indicated he would get more particulars for this from the civil engineer. Cronin did state it was his understanding everything is appropriately sized to accommodate the project.
2. Street lights should have their own disconnect
3. Length from the face of garage door to sidewalk? At least the length of a car (20 ft. or more)

Timothy Hejny

1. Will the water and sewer main be public or private? It is a private roadway and Cronin suspects everything on the property would be private as well.
2. Requested preliminary storm water calculation associated with the P.U.D. to make sure the ponds are sized appropriately.

Maria Lewis

1. Wants to see property storm water controlled.

Nick Doerfler

1. Slab? Yes Stick built? Yes Sprinklers? No
2. Requested turn radius's and hydro locations (per IFC code)
3. Rear exterior doors? No, however after discussion they are adding them back in the plan

John Cronin

1. Management will pay for the water/trash for the residents. Is it necessary for each unit to have its own water meter? The code states every unit must be metered and each unit will have its own b-box.

Darrell Olson

1. What is the actual width of the streets? 24 feet with no on street parking.

Bill Mincey

1. Is there full firewall to the roof between units? Yes

There was discussion regarding the next meeting date either August 29 or September 3. Matt will get back with everyone with the final decision date and time.

A handwritten signature in black ink that reads "Linda Sula". The signature is written in a cursive, flowing style.

Linda Sula, Planning & Zoning Secretary

VILLAGE OF COAL CITY
PLANNED UNIT DEVELOPMENT MEETING
North Arrow Partners – Hunters Run Property
Tuesday, September 3, 2024 @ 4:00 p.m.

On Monday, September 3, 2024 at 4 p.m. in the boardroom of the Coal City Village Hall, Matt Fritz, village administrator distributed a condensed traffic study report and stated this was the 2nd meeting for the P.U.D. and this would be a good time for questions on this project.

Coal City Police Department	Chief Chris Harseim
North Arrow Partners	John Cronin
North Arrow Partners	Johnathan Chance
Planning & Zoning Trustees	Pamela Noffsinger and Bill Mincey
Planning & Zoning Chairwoman	Maria Lewis
Planning & Zoning Secretary	Linda Sula
Zoning Board of Appeals	Jill Breneman
Zoning Administrator	Matt Fritz
Coal City Fire Department	Chief Jim Seerup
Coal City Public Works Director	Darrell Olson
Coal City Building Inspector	Kyle Watson
Coal City School District	Chris Spencer, Superintendent
Coal City School District	Jason Smith
Coal City Library	Cindy Starks

1. Matt Fritz- Opened with requesting the changes that were incorporated since the last meeting.
 - Added rear doors with small patio
 - Adjusted storm water calculations (sent to village engineer)
 - New drawings
2. Matt Fritz – went through the traffic study which gave counts of where people will leave and get to the site.
 - 70% EB on Route 113
 - 12% directly east off of Maple
 - Study indicated no traffic improvements are necessary and the current roadway system is adequate.

Questions were posed and answered by the North Arrow Representatives.

3. Jason Smith – Are these CMU constructions? Are they on a slab or crawl? Is only shelter in case of tornado interior? They are framed construction with CMU wall between the units, they are on a slab with only interior shelter. Fire wall goes to the roof decking.
4. Pam Noffsinger – Road Width? 24 feet

5. Jim Seerup – Radius for emergency vehicles? The radius is accurate for the emergency vehicles to get through and there is no street parking.
6. Maria Lewis - Will traffic flow in one way and out the other? There will be two-way traffic.
7. Fritz (Grundy County Questions) – Will golf carts be allowed within the subdivision? That would be the village’s decision.
8. Maria Lewis – Brick with vinyl or hardy siding? Brick with hardy siding (discussed length of how long material/paint would last on hardy siding). Will it add to insulation value? No it will not.
9. Jason Smith – Are the buildings elevated or is the slab same elevation as roadway outside? They will sit up higher but with an accessible route.
10. Matt Fritz – Would like to see sidewalk continuous through the driveways. Cronin stated that is the intention however, the drawings did not show the lines where they will be cut through.
11. Fritz (Grundy County Questions) – Illinois requires that all structures comply with State Law Energy Code for 2023. Yes, this project will comply.
12. Maria Lewis – Street Lamps (lumens) with full cut off.
13. Pam Noffsinger – Is there going to be signage and where? There is no current signage and would not be opposed to signage; Lewis indicated it would be beneficial. Discussion pursued about this but will be addressed at a later time per our code.
14. Fritz (Grundy County Questions) – Each unit should have accessibility features such as doorways, hallway widths; units may need to be accessibility ready for the resident at some point. Units are made to be 100% adaptable. The current 9 units are fully accessible with lower counter tops, lower cupboards with open areas under the sink to roll under. This will include bathroom accessibility; all bathrooms will come with grip bars on the wall and a mix of roll in showers and tub showers. Cronin also indicated that there are sensory units as well for hearing and/or vision impairment. Which will include doorbells that will have a flasher and smoke detectors will have strobes as well as horns.
15. Matt Fritz – Asked again about the utilization of the community building and if the public will be allowed to use it as well or is it just for the residents there? Cronin did not have an answer for this yet, but will look into this.
16. Pam Noffsinger – Will there be someone on site that will designated as a contact person? There will be a property manager on site during the week for regular work hours. There will be emergency numbers for the property manager. Harseim voiced his concern about not being able to get a hold of anyone during emergencies at existing locations. Cronin stated the property manager they intend to be working with is the Grundy County Housing Authority, however he is not clear about who they may have as their property manager whether they are hiring someone or have the person already. He believes they would be local. Cronin also indicated he would give out his cell number or others in his

company in case of an emergency.

17. Pam Noffsinger – Suggested that they could have all of the water bills sent directly to them as the owner. Cronin was not sure at this time what they will do.
18. Maria Lewis – Asked if they will be using their own garbage company? Cronin believed they would handle their own garbage and not the village. Where would the trash receptacles be located? There is currently a dumpster receptacle located by the community building but this is not for the residents. They will work on this.
19. Pam Noffsinger – Lawn care, shoveling, snow removal? This will be done by property maintenance.
20. Bill Mincey – How do you protect against others living in the residence (children, friends, etc.) other than the one that signed the lease? There are inspections by the property manager as a regular check up. The lenders as well will come and do an assessment of the property. Cameras will also be installed for security measures which can be viewed. There are also specific rules about visitors and how long they can stay.
21. Maria Lewis – Asked about a site map, where the landscaping will be placed, what kind of trees, bushes, ground cover etc. for the public hearing. The site map was submitted at the prior meeting. Also wanted to know if there is going to be a drip watering system? This is not in the budget currently, however this is something that if there are funds left available they would install.
22. Fritz (Grundy County Questions) – A bike or walking path should be provided within the subdivision to give a sense of home in the area. Fritz commented he thinks Marguerite Street needs a sidewalk for connectivity and it is the frontage of the property.
23. Matt Fritz – Questioned the south entrance coming close to the Coal Bin Storage entrance across the street and doesn't really care for it. Chris Harseim explained the three entrances for Coal Bin storage. After some discussion it was determined it should not be an issue.
24. Jim Seerup – When it rains a lot the water would come across the road and wash gravel across Marguerite Street. Olson indicated that one of the entrances was blacktopped but not sure if it was that one. Seerup wanted to make sure if the driveways line up and there is still a water issue it wouldn't end up in the new subdivision. Olson indicated from the last meeting a detention pond will be added to the south end. Cronin stated one will be added to the south and west. There is a ditch along Maple Street that Seerup asked if it would be filled in. Fritz stated no because this needs to be open for flow.

Fritz indicated he would distribute the minutes from the meetings for review and if there any questions return them to him. Also if there are any comments or concerns let him know as well. If once he receives those comments and believes there is a reason to have another meeting one will be scheduled.

Pam requested to see the rear exit on the diagram and wanted to know what each unit would be losing due to adding the back door. One bedroom unit lost some bulk storage area and the two bedroom they removed a window. Noffsinger also asked about storage in the garage, which shelving units could be added for

the residents.

Jill Breneman asked about the showers and tubs and wanted to know if the owner thought about going all showers versus tubs for the seniors would be better. Cronin indicated they are talking about it.

Jim Seerup asked if they could put the flashing lights on the fire alarms in all of the units. Cronin indicated that they could add this at any time. These will not be hard wired to the 911 system.

Bill Mincey asked about the maneuverability for stretchers. Cronin indicated that all doors are 36 inches.

There is a public hearing scheduled for Monday, September 9, 2024 at 7:00p.m. and Lewis asked if Cronin could have the presentation set up or aerial available for residents who may be at the meeting and would like to view it.

A handwritten signature in black ink that reads "Linda Sula". The signature is written in a cursive, flowing style.

Linda Sula, Planning & Zoning Secretary

ZONING CODE

156 Attachment 16

Village of Coal City

Table 16: Approval Criteria for Planned Unit Developments

Generally

In recommending approval or conditional approval of a preliminary or final plan for a planned unit development, the Zoning Board shall transmit to the Village Board written findings of fact that the application meets all of the criteria below, or will meet them when the Board's conditions are complied with. The Village Board shall not be bound by the recommendation of the Zoning Board, but in granting approval or conditional approval, the Board shall also find that all of the following criteria are met or will be met when any conditions to which the approval is made subject are complied with.

(1) Superior Design

The planned unit development represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable zoning district and subdivision regulations and that solely on this basis modifications to the use and design standards established by such regulations are warranted.

(2) Meets Planned Unit Development Requirements

The planned unit development meets the requirements for planned unit developments set forth in this chapter and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

(3) Consistent with Village Comprehensive Plan

The planned unit development is generally consistent with the objectives of the Village Comprehensive Plan as viewed in light of any changed conditions since the adoption thereof.

(4) Public Welfare

The planned unit development will not be detrimental to the public health, safety, morals, or general welfare.

(5) Compatible with Environs

Neither the planned unit development nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

(6) Natural Features

The design of the planned unit development is as consistent with the preservation of natural features of the site such as floodplains, wooded areas, natural drainageways, or other areas of sensitive or valuable environmental character.

(7) Circulation

Streets, sidewalks, pedestrianways, bicycle paths, off-street parking, and off-street loading as appropriate to the planned land uses are provided. They are adequate in location, size, capacity, and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks, and snow plows as appropriate without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary

COAL CITY CODE

through traffic within the planned unit development, or unduly interfering with the safety or capacity of adjacent streets.

(8) Open spaces and Landscaping

The quality and quantity of common open spaces and landscaping provided are consistent with the higher standards of design and amenity required of a planned unit development. The size, shape, and location of a substantial portion of total common open space provided in residential areas render it usable for recreation purposes. Open space between all buildings is adequate to allow for light and air, access by fire-fighting equipment, and for privacy where walls have windows, terraces, or adjacent patios. Open space along the perimeter of the development is sufficient to protect existing and permitted future uses of adjacent property from adverse effects from the development.

(9) Covenants

Where individual parcels are to be later sold, adequate provision has been made in the form of deed restrictions, homeowners' or condominium associations, or the like for:

- (a) The preservation and maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas, and other common elements not to be dedicated to the Village or another public body.
- (b) Such control of the use and exterior design of individual structures as is necessary for continuing conformance to the planned unit development plan, such provision to be binding on all future ownership.

(10) Public Services

The land uses, intensities, and phasing of the planned unit development are consistent with the anticipated ability of the Village, the school districts, and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools, and other public facilities and services without placing undue burden on existing residents and businesses.

(11) Phasing

Each proposed development phase of the planned unit development can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed.



Chamlin & Associates
ENGINEERS • SURVEYORS • PLANNERS

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MEMORANDUM

DATE: August 29, 2024
TO: Village of Coal City
515 South Broadway Street
Coal City, Illinois 60416
ATTN: Matthew Fritz – Village Administrator
FROM: Timothy Hejny, P.E.
SUBJECT: Hunter's Run P.U.D. Application

SENT VIA EMAIL

The following are comments and concerns that should be addressed prior to the approval of the proposed Hunter's Run P.U.D.:

1. The proposed development borders three existing streets (West Maple Street, South Marguerite Street and Hunter's Run) that are not improved to current Village standards. Per Section 155-41(L) of the Subdivision Regulations, "*Where streets are dedicated (whether used or not), but not improved to the standards of this chapter and border on or are wholly within the proposed subdivision land, same shall be improved by the developer to the standards of this chapter*". The one-half of the right-of-way that is adjacent to the development should be improved to the standards described in Section 155-57(F) of the Subdivision Regulations, including sidewalk in the public right-of-way.
2. If West Maple Street right-of-way across the north line of the property has not been dedicated, the developer will be required to dedicate 80-foot-wide public right-of-way.
3. The U.S. Fish and Wildlife Service National Wetlands Inventory show some isolated wetlands on or near the property. The developer should submit to the Army Corps of Engineers for a "No Permit Needed" letter to disturb the mapped wetlands or provide a wetland delineation report that demonstrates that there are not jurisdictional wetlands on the property.
4. Although it is understood that the proposed water and sanitary sewer mains will remain under private ownership of the developer, the proposed water and sanitary mains that will serve the townhomes and community building should be a public utility easement dedicated to the Village.
5. The developer's engineer should provide the Village with preliminary stormwater management calculations that demonstrate that the proposed detention basin shown on the provided exhibits will meet the requirements of the Will County Stormwater Management Ordinance. This includes providing compensatory storage for any depressional storage volume lost to the development of the property.
6. Sizing calculations for the ditch culvert that will be used to access the bike path along the west side of the property should be provided to the Village.
7. The developer will be required to obtain IEPA water main extension permit, IEPA sanitary sewer extension permit and an IEPA NPDES Construction Permit.
8. An environmental study has been prepared for this property in 2008 that indicated that there is a high probability of contamination from mining activities. A Phase II Environmental Study should

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Hunter's Run P.U.D. Application
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be done for any property that is to be deeded/dedicated to the Village. Additionally, a Phase II Environmental Study should be done for the property where the water and sanitary mains will be installed to ensure that special measures are not needed for the proposed underground utilities due to contaminated soil.

9. The submitted *Document 21: Grounds for approval and narrative of appropriateness* indicated that "consolidated greenspace is to be deeded back to the City." The Developer should provide an exhibit identifying the areas of the property that they intend to deed to the Village as there may be some areas of the property that the Village does not want to own and/or maintain.
10. Issuance of construction permits will be contingent on approval of final engineering.
11. The Developer should provide the Village with a Preliminary and Final P.U.D. Plat that includes all applicable information listed in Section 155-24 and 155-26 of the Subdivision Regulations.
12. Additional comments may be forthcoming when the requested information is provided.



NORTH ARROW
PARTNERS

Date: August 30, 2024,

Delivered Via Email

To: Matt Fritz – Village Administrator
Village of Coal City,
515 S. Broadway Street,
Coal City, IL, 60416

Tim Hejny, PE
Chamlin and Associates
221 W. Washington Street
Morris, IL, 60450

From: North Arrow Development

Subject: Address of Engineering Concerns, Hunters Run PUD Application

North Arrow Development would like to present the following responses to the concerns posed by Tim Hejny regarding the PUD application for the Hunters Run development.

1. Subdivision Standards and Right-of-Way Improvements:

North Arrow Development is aware of and understands the subdivision requirements outlined in the village code. However, we are concerned that the extensive right of way improvements will exceed our development budget. We are working on a development agreement with the Village of Coal City regarding the dedication of part of the property and anticipate that some of the right-of-way improvements will be addressed within the mutually agreed terms of that agreement.

2. Right-of-Way Dedication, Maple Street:

GIS information in the Grundy County GIS System indicates that the portion of W. Maple Street in question is already dedicated to the Village of Coal City. North Arrow Development is aware of the need to potentially dedicate the right-of-way along Hunters Run to the village of Coal City, and anticipate that item will be included in the ongoing development an dedication discussions with the Village of Coal City.

BUILDING PURPOSE.



NORTH ARROW PARTNERS

- 3. Wetlands on Development Site:**
North Arrow Development has retained a professional environmental firm to conduct a Wetland Delineation Report in response to the concerns of wetlands on the development site.
- 4. Easements for Water and Sanitary Sewer:**
North Arrow Development will include easements for the sanitary sewer and water lines in the Hunters Run development with the final submissions for engineering.
- 5. Preliminary Stormwater Calculations:**
The preliminary stormwater calculations have been included in a response to the Village of Coal City.
- 6. Sizing Calculations for Ditch Culvert:**
The sizing calculations for the ditch culvert and the detention areas have also been included in a response to the Village of Coal City.
- 7. IEPA Permitting:**
North Arrow Development is aware of the need to obtain IEPA permits for the new sanitary sewer and water lines and will obtain them.
- 8. Environmental Phase II Study:**
North Arrow Development has retained a professional environmental firm to conduct an Environmental Phase II study on the site and will share the findings upon completion of the report.
- 9. Greenspace Areas:**
The areas the North Arrow Development intend to dedicate to the Village of Coal City are marked on the submitted drawings as "Lot 2." They largely consist of the southern $\frac{1}{4}$ of the site.
- 10. Conditions of Construction Permits:**
North Arrow Development acknowledges that the issuance of construction permits is conditional upon the acceptance and approval of final engineering.

BUILDING PURPOSE.



Revised Submission: 8/16/2024

Hunters Run at Coal City
SW Corner of S. Marguerite and W. Maple
Coal City, IL, 60416

Document 24: Protective Covenants and Deed Restrictions

The full protective covenants and deed restrictions of this PUD will not be created until the final closing of the development, as is standard. At that time, they will be encoded into a formal Extended Use Agreement. However, some key points that will be included in the Extended Use Agreement have been formally delineated at this point. This is not a legally governing document, but rather summarizes points and language that will be included in the final document.

Protection from change:

- Upon completion of this project, the owner will not demolish any part of the project unless required by law. The owner will also not permit the use of any residential unit for any purpose other than rental housing to qualifying tenants.
- In the event of a sale of the land, the new owner will also be subject to the governing documents on this property regarding the use and occupants, and sale may be voided if the buyer refuses to accept these governing documents.
- No modification to the design and aesthetic appearance of the structures on the proposed development without first consulting with the Architectural Pattern Book provided with this application.

Occupancy:

- Our intention is that all residents of the development are 55 years of age or older, within the allowances of the Fair Housing Act and other mandatory anti-discrimination legislation.
- During the terms of our extended use agreement, all units shall only be leased, rented, and otherwise made available to members of the public who are qualifying tenants.
- Seven (7) one-bedroom units in the development will be set aside to be filled by qualified tenants as outlined in the State Referral Network Agreement.

BUILDING PURPOSE.



NORTH ARROW

Maintenance and Owner Responsibilities:

- Upon completion of this project, and during the remainder of this agreement, the owner agrees, represents, and warrants that all units will remain suitable for occupancy in accordance with local health, safety, and building codes.
- If any portion of this project becomes damaged, destroyed, condemned, or otherwise impeded from occupancy, the owner will use its best efforts to repair and restore the project to substantially the same condition as prior.
- Sixteen (16) units in the development will be constructed and maintained with the equipped universal design standards and are to be kept as at least "Adaptable" units as described by Fair Housing. A further seven (7) units are set to be fully ADA accessible, with one (1) unit to have accommodation for sensory impaired persons.
- The Village will not bear the costs of maintenance of the private drive, nor will it be responsible for snow removal.
- The development will lay in a Special Service Area, and any negligence of the property manager to dutifully maintain the property in accordance with local codes for building and lot appearance, occupancy, health, and safety will not become a liability of the general public (Village of Coal City).

BUILDING PURPOSE.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be developed with a residential development consisting of 44 senior townhome affordable rental units. Access to the development will be provided via two full access drives. The northern access drive will be located approximately 160 feet south of Maple Street while the southern access drive will be located approximately 390 feet south of the northern access drive. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

As previously indicated, the proposed development will be affordable rental units for seniors. This type of land use generates very little traffic when compared to a regular townhome development for the following reasons:

1. *Demographic Characteristics:* Residents of senior housing typically consist of older adults who may have mobility limitations, leading to less frequent travel compared to younger populations. Many seniors may rely on public transportation, family, or community services rather than personal vehicles.
2. *Reduced Daily Activities:* Seniors often have fewer daily commitments that require travel. Many may not be working, and their activities may be limited to essential errands, social engagements, or healthcare appointments, which typically do not require extensive travel.
3. *On-Site Amenities:* Many senior affordable housing developments include on-site amenities such as community centers, fitness areas, or healthcare services. This reduces the need for residents to travel outside the complex for daily activities. The proposed development will provide a community building.
4. *Community Services:* Many senior housing complexes are designed to be close to essential services like grocery stores, pharmacies, and healthcare facilities. This proximity allows residents to walk or use community transportation options, further minimizing traffic.
5. *Transportation Alternatives:* Availability of transportation services tailored for seniors, such as shuttles or ridesharing programs (i.e. the Grundy Transportation service, which offers rides within Grundy County and to Joliet, Monday through Friday/6:00 A.M. to 6:00 P.M.), ensures that residents can access services without contributing significantly to local traffic volumes.

6. *Lower Visitor Traffic:* Compared to regular family-oriented housing, senior housing may attract fewer visitors, resulting in lower traffic from family members or friends visiting.

Collectively, these factors indicate that a senior affordable housing complex would contribute minimally to local traffic compared to other types of residential developments. A copy of the preliminary site plan is included in the Appendix.

Directional Distribution

The directions from which residents will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic. Figure 5 also shows the distance, in feet, between the existing and proposed access intersections.

Peak Hour Traffic Volumes

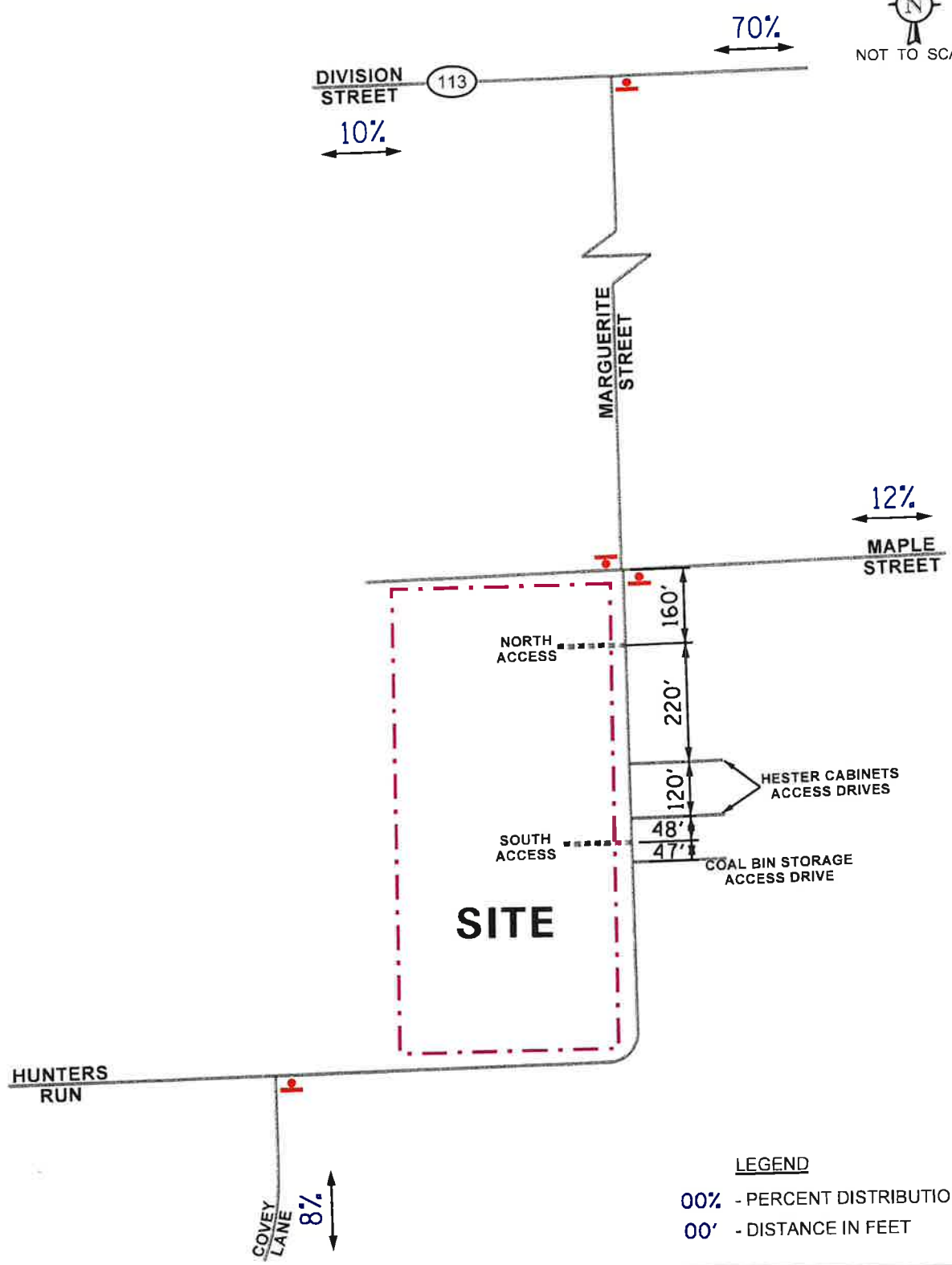
The number of peak hour trips estimated to be generated by the proposed residential development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). The “Senior Adult Housing - Multifamily” (Land-Use Code 252) rates were used to determine the traffic to be generated by the development. **Table 2** shows the weekday morning and weekday evening peak hour traffic to be generated by the proposed senior residential development as well as the daily total traffic volumes.

Table 2
PROJECTED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic		
		In	Out	Total	In	Out	Total	In	Out	Total
252	Senior Adult Housing - Multifamily (44 Units)	3	6	9	6	5	11	76	76	152



NOT TO SCALE



LEGEND

- 00% - PERCENT DISTRIBUTION
- 00' - DISTANCE IN FEET

Hunters Run
Townhomes
Coal City, Illinois

Directional Distribution

KLOA
Konig, Lindgren, O'Hara, Aboona, Inc.
Job No: 24-196 Figure: 5

Trip Generation Comparison

The site is zoned for low density residential and could be developed with 44 regular townhomes. **Table 3** shows a trip generation comparison between the proposed land use and the potential for 44 regular townhomes.

Table 3
SITE-GENERATED TRAFFIC VOLUME COMPARISON

ITE Land -Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
252	Senior Adult Housing – Multifamily (44 Units)	3	6	9	6	5	11	152
215	Single-Family Attached Housing (44 Units)	4	13	17	13	9	21	285
	Difference	-1	-7	-8	-7	-4	-11	-133

As can be seen, the proposed development will generate approximately eight fewer total (in/out) trips during the morning peak hour, 11 fewer trips during the evening peak hour, and approximately 133 fewer trips on a daily basis.

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The traffic assignment for the development is illustrated in **Figure 6**.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.7 percent per year for six years (buildout year plus five years) for a total of approximately 4.0 percent to project Year 2030 background conditions. Included in the Year 2030 background conditions volumes is the traffic to be generated by the approximately 15 vacant single-family home lots along Covey Lane just east of Carbon Hill Road. **Figure 7** illustrates the Year 2030 no-build conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the Year 2030 no-build traffic volumes (Figure 7) to determine the Year 2029 total projected traffic volumes, shown in **Figure 8**.

LOS = Level of Service on the last page

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Division Street (IL 113) with Marguerite Street				
• Westbound Left/Through	A	8.7	A	9.2
• Northbound Approach	B	14.6	C	16.7
Marguerite Street with Maple Street				
• Northbound Approach	B	10.4	A	9.3
• Southbound Approach	B	10.4	A	9.5
Marguerite Street with Hester Cabinets North Access Drive				
• Westbound Approach	A	0.0	A	0.0
• Southbound Left/Through	A	7.4	A	7.3
Marguerite Street with Hester Cabinets South Access Drive				
• Westbound Approach	A	8.9	A	8.4
• Southbound Left/Through	A	0.0	A	7.3
Marguerite Street with Coal Bin Storage Access Drive				
• Westbound Approach	A	9.2	A	0.0
• Southbound Left/Through	A	7.4	A	0.0
Hunters Run with Covey Lane				
• Northbound Approach	A	8.8	A	8.6
• Westbound Left/Through	A	7.5	A	7.3
LOS = Level of Service Delay is Measured in Seconds				

Table 5
 CAPACITY ANALYSIS RESULTS – YEAR 2030 NO BUILD CONDITIONS –
 UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Division Street (IL 113) with Marguerite Street				
• Westbound Left/Through	A	8.7	A	9.3
• Northbound Approach	C	15.0	C	17.3
Marguerite Street with Maple Street				
• Northbound Approach	B	10.4	A	9.3
• Southbound Approach	B	10.4	A	9.5
Marguerite Street with Hester Cabinets North Access Drive				
• Westbound Approach	A	0.0	A	0.0
• Southbound Left/Through	A	7.5	A	7.3
Marguerite Street with Hester Cabinets South Access Drive				
• Westbound Approach	A	8.9	A	8.4
• Southbound Left/Through	A	0.0	A	7.3
Marguerite Street with Coal Bin Storage Access Drive				
• Westbound Approach	A	9.2	A	0.0
• Southbound Left/Through	A	7.4	A	0.0
Hunters Run with Covey Lane				
• Northbound Approach	A	8.9	A	8.6
• Westbound Left/Through	A	7.5	A	7.3
LOS = Level of Service Delay is Measured in Seconds				

Table 6
 CAPACITY ANALYSIS RESULTS – YEAR 2030 TOTAL PROJECTED CONDITIONS –
 UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Division Street (IL 113) with Marguerite Street				
• Westbound Left/Through	A	8.7	A	9.4
• Northbound Approach	C	15.3	C	17.5
Marguerite Street with Maple Street				
• Northbound Approach	B	10.5	A	9.3
• Southbound Approach	B	10.5	A	9.6
Marguerite Street with Hester Cabinets North Access Drive				
• Westbound Approach	A	0.0	A	0.0
• Southbound Left/Through	A	7.5	A	7.3
Marguerite Street with Hester Cabinets South Access Drive				
• Westbound Approach	A	8.9	A	8.4
• Southbound Left/Through	A	0.0	A	7.3
Marguerite Street with Coal Bin Storage Access Drive				
• Westbound Approach	A	9.2	A	0.0
• Southbound Left/Through	A	7.4	A	0.0
Hunters Run with Covey Lane				
• Northbound Approach	A	8.9	A	8.6
• Westbound Left/Through	A	7.5	A	7.3
Marguerite Street with North Access Drive				
• Eastbound Approach	A	9.2	A	9.0
• Northbound Left/Through	A	0.0	A	0.0
Marguerite Street with South Access Drive				
• Eastbound Approach	A	9.1	A	8.9
• Northbound Left/Through	A	0.0	A	0.0
LOS = Level of Service Delay is Measured in Seconds				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Division Street with Marguerite Street

The results of the capacity analyses indicate that the northbound approach operates at a LOS B and C during the weekday morning and evening peak hours. The westbound left/through movement operates at a LOS A during both peak hours. Under Year 2030 no-build conditions, the northbound approach as well as the westbound left/through movement is projected to continue to operate at the same LOS with increases in delay of less than one second.

Under Year 2030 total projected conditions, this intersection is projected to continue to operate at the same LOS during the weekday morning and weekday evening peak hour with increases in delay of less than one second over existing and no-build conditions. Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one percent. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements or traffic control modifications are required.

Marguerite Street Unsignalized Intersections (Maple Street, Hester Cabinets North and South Access Drives, and Coal Bin Storage Access Drive)

The following summarizes how the area unsignalized intersections currently operate and are projected to operate:

- Under existing conditions, all of the critical movements at the area unsignalized intersections operate at LOS B or better.
- Under Year 2030 no-build conditions, all of the critical movements at the area unsignalized intersections will continue to operate at the same LOS with either no increases in delay or less than one second of additional delay.
- Under Year 2030 Year 2030 total projected conditions, all of the critical movements at the area unsignalized intersections will continue to operate at the same LOS with increases in delay of less than one second. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements or traffic control modifications are required.

Marguerite Street with the North and South Site Access Drives

As proposed, two full-movement access drives will be provided on Marguerite Street. The northern access drive will be located approximately 160 feet south of Maple Street while the southern access drive will be located approximately 390 feet south of the northern access drive. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Based on a review of the proposed plan, all of the drive aisles within the development will be 24 feet wide, allowing for two-way traffic.

Under Year 2030 total projected conditions, outbound movements from the access drive are projected to operate at LOS A with 95th percentile queues of less than 25 feet during the weekday morning and weekday evening peak hour. Further, inbound left-turn movements into the site are projected to operate at LOS A during both peak hours. Based on the results of the capacity analyses and a review of the projected traffic volumes, an exclusive left-turn lane or an exclusive right-turn lane into either access drive will not be necessary.

Inspection of the site plan indicates that the closest townhome garage driveways off both access drives will be located approximately 70 to 75 feet west of Marguerite Street edge of pavement. This is an adequate distance to ensure that, given the projected low volume of traffic to be generated by the proposed development, the projected outbound queues and the fact that the proposed residential development will not directly connect to any other roads, the vehicular movements in and out of the closest garages will not conflict with the traffic operation of the two points of vehicular access to the residential development. It is recommended that clear sight visibility triangles be maintained on the west side of Marguerite Street in the vicinity of the two access drives.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- As proposed, the site will be redeveloped with a residential development consisting of 44 senior townhome affordable rental units.
- The trips to be generated by the proposed development will be approximately 50 percent lower during the peak hours and on a daily basis than the number of trips that could be generated from a regular townhome development.
- Access to the site will be provided via two full-movement access drives off Marguerite Street. This access system will be adequate in accommodating the projected traffic volumes.
- Vehicular movements in and out of the closest garages to Marguerite Street will not conflict with the traffic operation of the two points of vehicular access to the proposed residential development.
- Clear sight lines should be maintained on the west side of Marguerite Street at both access drives.
- The area roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no additional roadway improvements or traffic control modifications are required.

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service	Average Total Delay (sec/veh)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 6th Edition.

HUNTERS RUN

S. MARGUERITE STREET & W. MAPLE STREET
COAL CITY, IL 60416

DRAWING INDEX

A0.0	TITLE SHEET	CE-1	PRELIMINARY GRADING AND DRAINAGE PLAN
A0.1	SITE PLAN	CE-2	PRELIMINARY UTILITY PLAN
A1.0	TYP. BUILDING FLOOR PLAN	L-1	PRELIMINARY LANDSCAPE PLAN
A2.0	COMMUNITY BUILDING FLOOR PLAN		
A3.0	TYP. BUILDING ELEVATIONS - TYPE A		
A3.1	TYP. BUILDING ELEVATIONS - TYPE B		
A3.2	COMMUNITY BUILDING ELEVATIONS		
A4.0	EXTERIOR RENDERINGS		

APPLICABLE BUILDING CODES

CITY OF COAL CITY ZONING ORDINANCE
2015 INTERNATIONAL BUILDING CODE
2015 INTERNATIONAL RESIDENTIAL CODE
CURRENT EDITION OF THE ILLINOIS STATE PLUMBING CODE W/ AMENDMENTS
2015 INTERNATIONAL MECHANICAL CODE
2015 INTERNATIONAL FIRE CODE
NATIONAL ELECTRICAL CODE NFPA 70/2014
2018 INTERNATIONAL ENERGY CONSERVATION CODE
ILLINOIS ACCESSIBILITY CODE - CURRENT EDITION
FEDERAL FAIR HOUSING AMENDMENTS ACT
UNIFORM FEDERAL ACCESSIBILITY STANDARDS ACT
2010 AMERICANS WITH DISABILITIES ACT ARCHITECTURAL GUIDELINES
ICC / ANSI STANDARD A117.1 - CURRENT EDITION
DAVIS-BACON ACT OR ILLINOIS PREVAILING WAGE ACT (820 ILCS 130/0.01)
IHDA: QAP & STANDARDS FOR ARCHITECTURAL PLANNING & CONSTRUCTION - LATEST VERSION

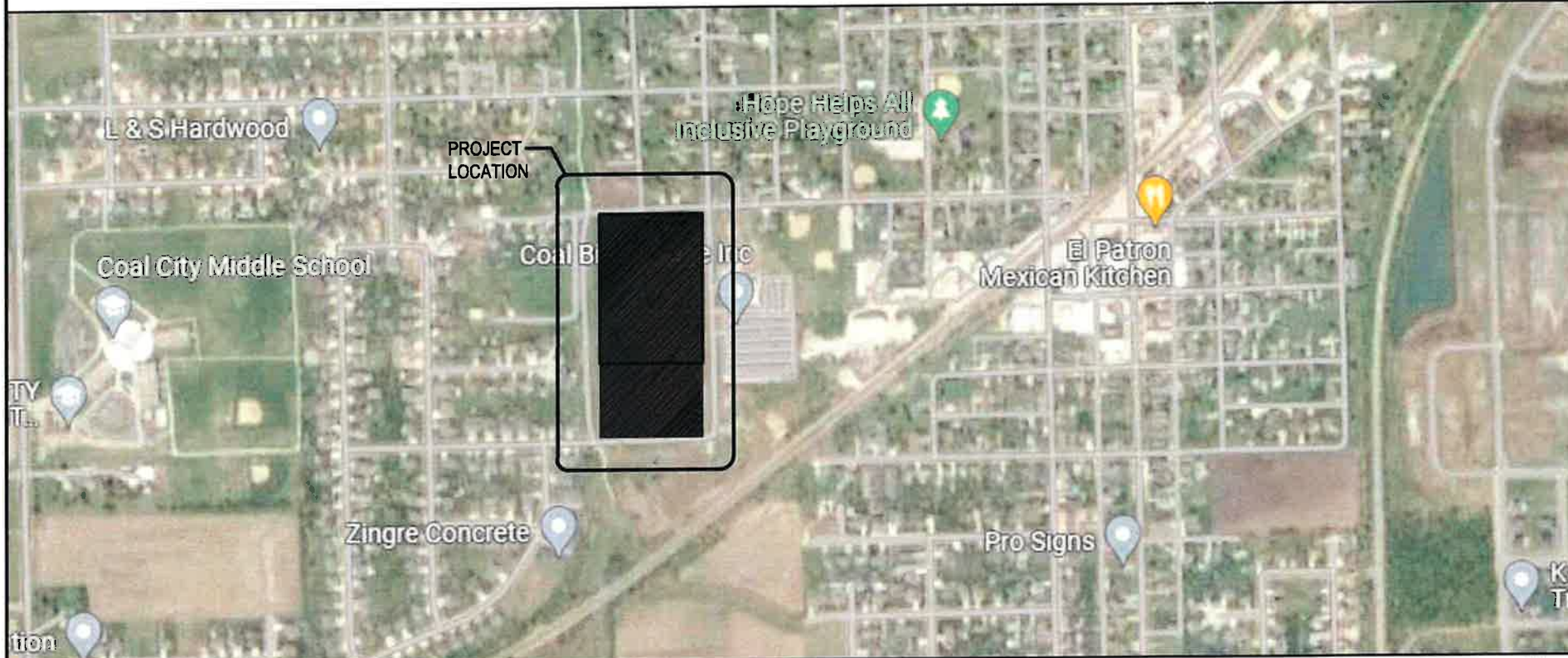
CERTIFICATIONS

GREEN BUILDING CERTIFICATION: 2020 NGBS GREEN + NET ZERO ENERGY

PROJECT DATA

ADDRESS:	S MARGUERITE ST. & W. MAPLE ST., COAL CITY IL 60416
ZONING DISTRICT:	RM-1 LOW DENSITY MULTI-FAMILY RESIDENTIAL DISTRICT
LOT #1 SIZE:	± 367,000 SF. (± 8.43 ACRES)
LOT #2 SIZE:	± 172,000 SF. (± 3.95 ACRES)
GROSS FLOOR AREA:	± 57,853 SF. (11 TOWNHOME BLDGS. + 1 COMMUNITY BLDG.)
PROPOSED HEIGHT OF BUILDINGS:	1-STORY BUILDINGS (± 15 FT.)
COMMUNITY BUILDING:	MGMT. OFFICE, COMMUNITY SPACES FOR RESIDENTIAL TENANTS
TOTAL DWELLING UNITS PROPOSED:	44 TOWNHOME UNITS - INCLUDES: (7) ADA & (1) SENSORY UNITS *ALL 44 UNITS ARE ADAPTABLE PER FAIR HOUSING & (9) UNITS ARE ADAPTABLE PER ILLINOIS ACCESSIBILITY CODE
ONE BEDROOM UNITS:	33 (INCLUDES: 5 ACCESSIBLE & 1 SENSORY UNITS)
TWO BEDROOM UNITS:	11 (INCLUDES: 2 ACCESSIBLE UNITS)
TOTAL PARKING:	112 PARKING SPACES INCLUDES: 2 STALLS/UNIT (88 STALLS) + 24 COMMON STALLS
BIKE PARKING:	16 BIKE SLOTS
CONSTRUCTION TYPE:	5B

VICINITY MAP



NOT TO SCALE



OWNER

HUNTERS RUN
LIMITED PARTNERSHIP
524 W. ST. CHARLES RD.
VILLA PARK, IL 60181

ARCHITECT

NORTH ARROW
ARCHITECTURE
524 W. ST. CHARLES RD.
VILLA PARK, IL 60181
PHONE: 630.279.9990

GENERAL CONTRACTOR

NORTH ARROW
CONSTRUCTION
524 W ST. CHARLES RD.
VILLA PARK, IL 60181
PHONE: 630.279.9990



NORTH ARROW
ARCHITECTURE
524 WEST ST. CHARLES ROAD
VILLA PARK, ILLINOIS 60181

HUNTERS RUN

S. MARGUERITE STREET & W. MAPLE STREET
COAL CITY, IL 60416

PID # 12405

DATE:
08/09/2024
08/29/2024

A0.0

PROJECT DATA :

ADDRESS: HUNTERS RUN & SOUTH MARGUERITE STREET
COAL CITY, IL 60416

ZONING DISTRICT: RM-1
LOW DENSITY MULTIFAMILY RESIDENTIAL DISTRICT

LOT #1 SIZE: TOTAL ±367,000 SF (±8.43 ACRES)
LOT #2 SIZE: TOTAL ±172,000 SF (±3.95 ACRES)

MIN. UNCOVERED SPACE: 65%
PROPOSED UNCOVERED SPACE: 84%
TOTAL COVERED SPACE: 16% (57,853 S.F. FOOTPRINT)

MIN. NON-VEHICULAR SPACE: 45%
PROPOSED NON-VEHICULAR SPACE: 66.5% (±317,850 SF)

MIN. RECREATIONAL SPACE: 5%
PROPOSED RECREATIONAL SPACE: 37.5% (±137,462 SF)

TOTAL BUILDINGS GROSS FLOOR AREA: TOTAL 57,853 S.F.
TOTAL BUILDINGS NET FLOOR AREA: TOTAL 49,691 S.F.
(SEE TABLE FOR BUILDING AREAS)

TOTAL # BUILDINGS: 12
INCLUDES:
11 TOWNHOME RESIDENTIAL BUILDINGS (4 UNITS / BLDG) +
1 COMMUNITY BUILDING

TOTAL DWELLING UNITS PROPOSED: 44 UNITS
INCLUDES:
(7) ACCESSIBLE & (1) SENSORY UNITS
(9) ADAPTABLE UNITS PER ILLINOIS ACC. CODE
(44) ADAPTABLE UNITS PER FAIR HOUSING

*ONE BEDROOM UNITS: 33
INCLUDES: (5) ACCESSIBLE & (1) SENSORY UNITS
*TWO BEDROOM UNITS: 11
INCLUDES: (2) ACCESSIBLE UNITS

MAXIMUM BUILDING HEIGHT: 40 FT.
PROPOSED BUILDING HEIGHT: 1-STORY (15 FT.)

MINIMUM SETBACKS:
*FRONT YARD = 25 FT.
*CORNER SIDE YARD = 25 FT.
*INTERIOR SIDE YARD = 15 FT.
*REAR YARD = 25 FT.

PARKING REQUIRED:
2 STALLS / 1 BED. UNIT
2.33 STALLS / 2 BED. UNIT
TOTAL MIN. REQUIRED = 92 PARKING SPACES

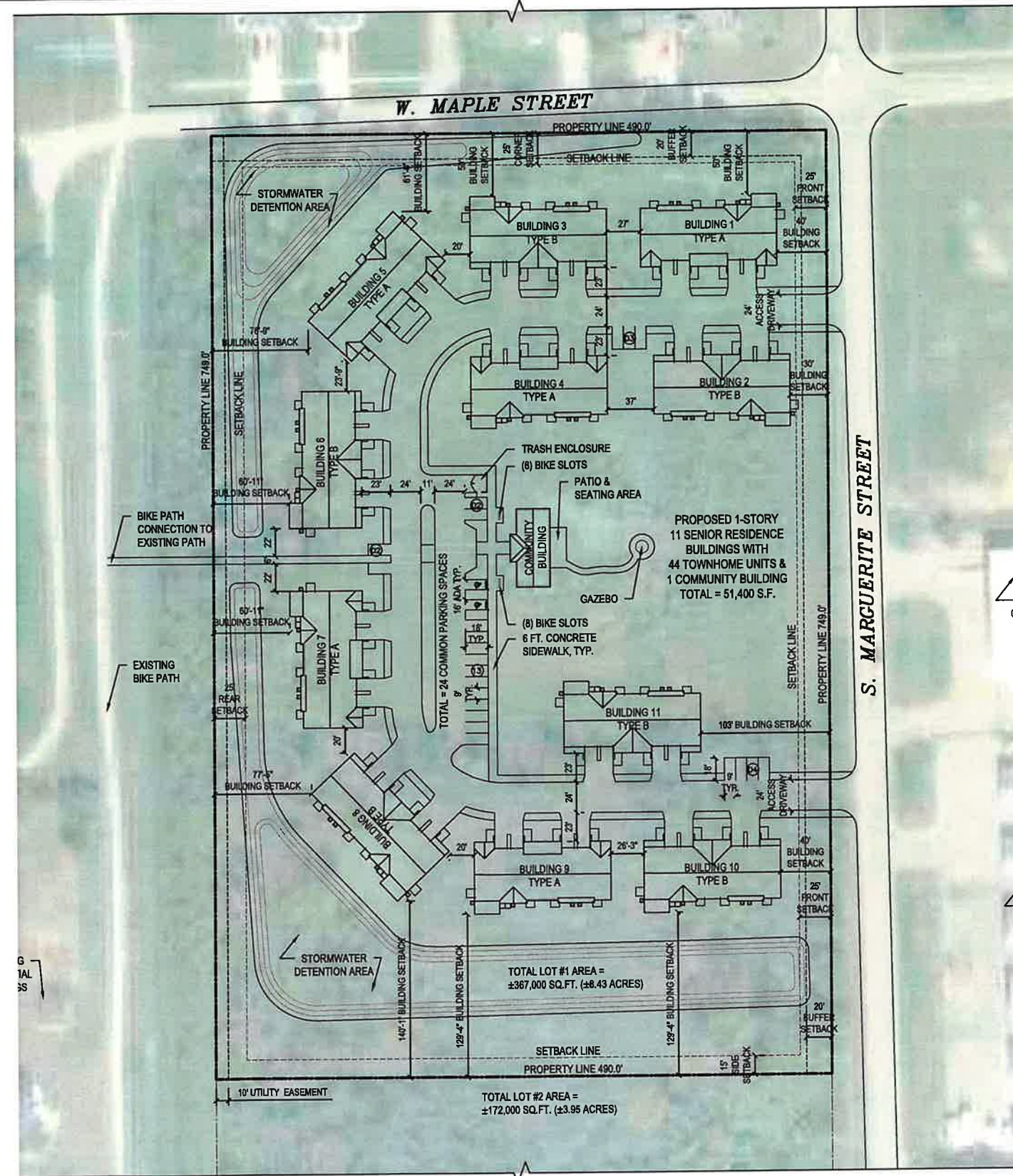
PROPOSED PARKING: TOTAL 112 SPACES
INCLUDES:
(2) PARKING SPACES PER UNIT = TOTAL 88 +
(24) COMMON AREAS PARKING SPACES (INCLUDES: 2 ADA STALLS)
TOTAL PARKING & DRIVEWAY AREA (VEHICULAR AREA) = 49,350 S.F.

BIKE PARKING: 16 SLOTS

PROJECT AMENITIES	
*ALL AMENITIES LISTED BELOW MUST BE INCORPORATED INTO THE PROJECT:	
*UNIT SPECIFIC AMENITIES:	
- RESIDENTIAL UNITS ARE 15% LARGER THAN THE MINIMUM REQUIRED BY IHDA	
- WASHER / DRYER IN EVERY UNIT.	
- DISHWASHER IN EVERY UNIT.	
*PROJECT BUILDING AMENITIES:	
- DEDICATED COMMUNITY ROOM MEETING AUTHORITY STANDARDS AND GUIDELINES.	
*SITE SPECIFIC PROJECT AMENITIES:	
- SECURED BICYCLE PARKING (MINIMUM OF EIGHT (8) SLOTS PER TWENTY FIVE (25) UNITS).	

BUILDING AREAS:			
BUILDINGS TYPE:	NET AREA:	GROSS AREA:	NUMBER OF BUILDINGS:
BUILDINGS TYPE A	4,381 S.F.	5,100 S.F.	05
BUILDINGS TYPE B	4,381 S.F.	5,100 S.F.	06
COMMUNITY BUILDING	1,500 S.F.	1,753 S.F.	01
TOTAL BUILDINGS NET AREA: 49,691 S.F.			
TOTAL BUILDINGS GROSS AREA: 57,853 S.F.			

NOTES:
* BUILDING GROSS AREAS INCLUDE: COVERED PORCHES AND ATTACHED GARAGE AREAS.
* BUILDING NET AREAS INCLUDE: UNIT AREAS AND COVERED GARAGE AREAS.



HUNTERS RUN
S. MARGUERITE STREET & W. MAPLE STREET
COAL CITY, IL 60416

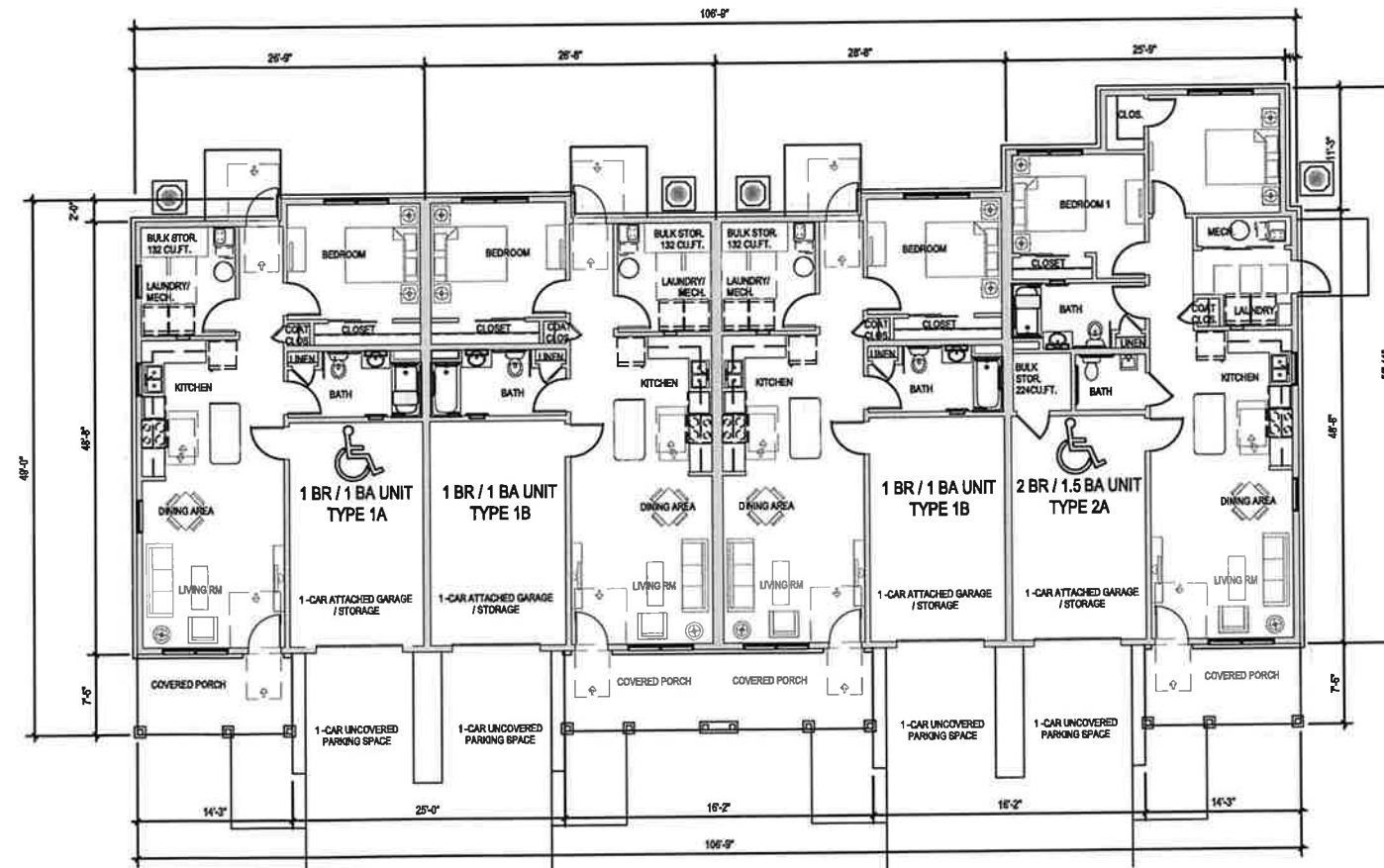
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08/09/2024
08/29/2024
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PROPOSED FINISHES:

- WEATHER SHELTERED BUILDING MAIN ENTRY AREA. COVERAGE SHALL NOT BE HIGHER THAN THE FIRST LEVEL AND BE A MINIMUM OF 4" WIDE X 8" DEEP.
- PRIMARY UNIT ENTRY DOOR WITH DUAL VIEWERS, MOUNTED PER ACCESSIBLE GUIDELINES. AUDIO/VISUAL DOORBELL AT SENSORY UNIT ONLY.
- 42" WIDE HALLWAYS AND MANEUVERING CLEARANCES WITH 32" CLEAR DOORWAYS WITHIN COMMON AREAS AND UNITS.
- LEVER STYLE DOOR HARDWARE ON ALL INTERIOR DOORS WITHIN COMMON AREAS AND UNITS.
- ELECTRIC DEVICES, HVAC CONTROLS AND ALARM CONTROLS AT ACCESSIBLE HEIGHTS IN COMMON AREAS AND UNITS.
- ROCKER LIGHT SWITCHES AND CONTROLS AT ACCESSIBLE HEIGHTS IN COMMON AREAS AND UNITS.
- PROVIDE ADJUSTABLE (36"-60") RODS / SHELVES WITHIN CLOSETS IN COMMON AREAS AND UNITS.
- ALL FLOOR FINISHES TO BE CARPET OR VINYL FLOORING WITH VINYL BASE.
- ALL WALLS AND CEILINGS ARE TO BE PAINTED DRYWALL IN COMPLIANCE WITH GREEN SEAL STANDARDS FOR LOW VOC LIMITS.
- ACCESSIBLE HANDLES / TOUCH LATCHES FOR ALL CABINETS DOORS / DRAWERS.
- ANTI-SCALD DEVICES AT ALL FIXTURES.
- ADEQUATE WORKFLOOR SPACE IN FRONT OF ALL APPLIANCES (30"x48" MIN. PARALLEL WHERE ALLOWED BY CODE) IN ALL UNIT KITCHENS.
- PROVIDE ADA COMPLIANT DISHWASHER, STOVE & REFRIGERATOR IN ALL UNITS & COMMON AREAS.
- UNDERCABINET LIGHTING UNDER ALL WALL CABINETS IN UNITS AND COMMON AREAS.
- KITCHENS TO HAVE WOOD FACED CABINETS WITH PLASTIC LAMINATE COUNTERTOP.
- INTERIOR APARTMENT KITCHEN INCLUDE:
- ENERGY STAR CERTIFIED APPLIANCES: TWO BOWL KITCHEN SINK & KITCHEN EXHAUST HOODS VENTED TO THE EXTERIOR. PROVIDE AN ACCESSIBLE EXHAUST HOOD/LIGHT WALL SWITCH IN ADA UNITS KITCHEN & COMMUNITY ROOM.
- 30" MIN. CLEAR WORK SURFACE ADJACENT TO RANGE/OVEN AT ACCESSIBLE UNITS KITCHEN AND COMMUNITY ROOM.
- SINKS IN ALL COMMON AREA TOILET ROOMS & KITCHENS, UNIT KITCHENS AND BATHROOMS WITH SINGLE-HANDLE LEVER FAUCET.
- GRAB BARS TO BE INSTALLED IN ALL ADA WATER CLOSETS, ALL BATH TUBS AND/OR SHOWER UNIT BATHROOMS AND TOILET ROOMS FROM COMMON AREAS. PROVIDE BUILT IN REINFORCEMENT.
- ALL BATHTUB / SHOWER WITH GRAB BAR REINFORCEMENT, OFFSET CONTROLS FOR EXTERIOR USE, ANTI-SCALD DEVICES AND SINGLE-HANDLE LEVER FAUCETS.
- PROVIDE REMOVABLE SEATS AT ACCESSIBLE BATHTUB / SHOWER UNITS.
- LOWER TOWEL RACKS AND HOOKS AT ALL UNITS BATHROOMS/ POWDER ROOMS & COMMON AREAS TOILET ROOMS.
- PROVIDE AN ACCESSIBLE MEDICINE CABINET FOR ALL UNIT BATHROOMS AND POWDER ROOMS.
- WINDOW COVERINGS AT ALL UNITS. ALL WINDOWS TO HAVE 1" WIDE HORIZONTAL MIN BLINDS.
- ALL CLOSETS HAVE MINIMUM 32" CLEAR OPENING.
- IN-UNIT WASHER/DRYER LAUNDRY CLOSET. DRYER VENTED TO THE EXTERIOR OF THE BUILDING.

**TYPICAL RESIDENTIAL BUILDINGS TYPE A & B (TOTAL 11 BUILDINGS)
UNIT AREAS (4 UNITS PER BUILDING):**

UNIT TYPE:	UNIT NET AREA:	COVERED GARAGE/STORAGE NET AREA:	UNIT GROSS AREA:	COVERED GARAGE/STORAGE GROSS AREA:
UNIT TYPE 1A - 1 BED. / 1 BATH	773 S.F.	254 S.F.	958 S.F.	272 S.F.
UNIT TYPE 1B - 1 BED. / 1 BATH	773 S.F.	254 S.F.	936 S.F.	272 S.F.
UNIT TYPE 1B - 1 BED. / 1 BATH	773 S.F.	254 S.F.	936 S.F.	272 S.F.
UNIT TYPE 2A - 1 BED. / 1.5 BATH	1,046 S.F.	254 S.F.	1,162 S.F.	272 S.F.
*TOTAL NET AREA PER BUILDING (INCLUDING GARAGE AREAS): 4,381 S.F.				
*TOTAL GROSS AREA PER BUILDING (INCLUDING GARAGE & COVERED PORCHES): 5,100 S.F.				



1 TYPICAL BUILDING (TYPE A & B) FLOOR PLAN
SCALE: 1/16" = 1'-0"



NORTH ARROW ARCHITECTURE
524 WEST ST. CHARLES ROAD
VILLA PARK, ILLINOIS 60181

HUNTERS RUN
S. MARGUERITE STREET & W. MAPLE STREET
COAL CITY, IL 60416

PID # 12405
DATE:
08/09/2024
08/29/2024

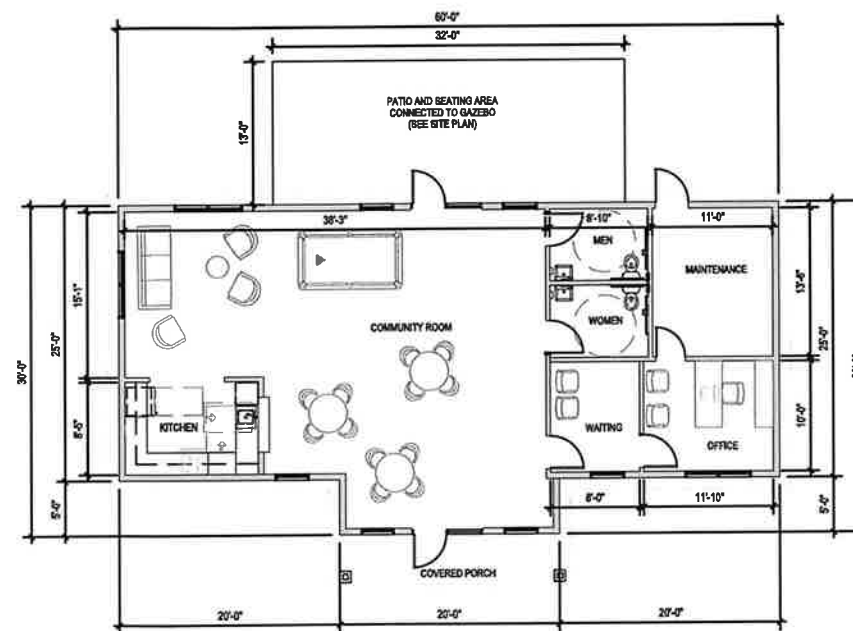
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PROPOSED FINISHES:

- WEATHER SHELTERED BUILDING MAIN ENTRY AREA. COVERAGE SHALL NOT BE HIGHER THAN THE FIRST LEVEL AND BE A MINIMUM OF 48" WIDE X 80" DEEP.
- PRIMARY UNIT ENTRY DOOR WITH DUAL VIEWERS, MOUNTED PER ACCESSIBLE GUIDELINES. AUDIO/ VISUAL DOORBELL AT SENSORY UNIT ONLY.
- 42" WIDE HALLWAYS AND MANEUVERING CLEARANCES WITH 32" CLEAR DOORWAYS WITHIN COMMON AREAS AND UNITS.
- LEVER STYLE DOOR HARDWARE ON ALL INTERIOR DOORS WITHIN COMMON AREAS AND UNITS.
- ELECTRIC DEVICES, HVAC CONTROLS AND ALARM CONTROLS AT ACCESSIBLE HEIGHTS IN COMMON AREAS AND UNITS.
- ROCKER LIGHT SWITCHES AND CONTROLS AT ACCESSIBLE HEIGHTS IN COMMON AREAS AND UNITS.
- PROVIDE ADJUSTABLE (36"-60") RODS / SHELVES WITHIN CLOSETS IN COMMON AREAS AND UNITS.
- ALL FLOOR FINISHES TO BE CARPET OR VINYL FLOORING WITH VINYL BASE.
- ALL WALLS AND CEILINGS ARE TO BE PAINTED DRYWALL IN COMPLIANCE WITH GREEN SEAL STANDARDS FOR LOW VOC LIMITS.
- ACCESSIBLE HANDLES / TOUCH LATCHES FOR ALL CABINETS DOORS / DRAWERS.
- ANTI-SCALD DEVICES AT ALL FIXTURES.
- ADEQUATE WORK/FLOOR SPACE IN FRONT OF ALL APPLIANCES (30"x48" MIN. PARALLEL WHERE ALLOWED BY CODE) IN ALL UNIT KITCHENS.
- PROVIDE ADA COMPLIANT DISHWASHER, STOVE & REFRIGERATOR IN ALL UNITS & COMMON AREAS.
- UNDERCABINET LIGHTING UNDER ALL WALL CABINETS IN UNITS AND COMMON AREAS.
- KITCHENS TO HAVE WOOD FACED CABINETS WITH PLASTIC LAMINATE COUNTERTOP.
- INTERIOR APARTMENT KITCHEN INCLUDES: ENERGY STAR CERTIFIED APPLIANCES: TWO BOWL, KITCHEN SINK & KITCHEN EXHAUST HOODS VENTED TO THE EXTERIOR. PROVIDE AN ACCESSIBLE EXHAUST HOOD/LIGHT WALL SWITCH IN ADA UNITS KITCHEN & COMMUNITY ROOM.
- 30" MIN. CLEAR WORK SURFACE ADJACENT TO RANGE/OVEN AT ACCESSIBLE UNITS KITCHEN AND COMMUNITY ROOM.
- SINKS IN ALL COMMON AREA TOILET ROOMS & KITCHENS, UNIT KITCHENS AND BATHROOMS WITH SINGLE-HANDLE LEVER FAUCET.
- GRAB BARS TO BE INSTALLED IN ALL A.D.A. WATER CLOSETS, ALL BATH TUBS AND/OR SHOWER UNIT BATHROOMS AND TOILET ROOMS FROM COMMON AREAS. PROVIDE BUILT IN REINFORCEMENT.
- ALL BATHTUB / SHOWER WITH GRAB BAR REINFORCEMENT, OFFSET CONTROLS FOR EXTERIOR USE, ANTI-SCALD DEVICES AND SINGLE-HANDLE LEVER FAUCETS.
- PROVIDE REMOVABLE SEATS AT ACCESSIBLE BATHTUB / SHOWER UNITS.
- LOWER TOWEL RACKS AND HOOKS AT ALL UNITS BATHROOMS/ POWDER ROOMS & COMMON AREAS TOILET ROOMS.
- PROVIDE AN ACCESSIBLE MEDICINE CABINET FOR ALL UNIT BATHROOMS AND POWDER ROOMS.
- WINDOW COVERINGS AT ALL UNITS. ALL WINDOWS TO HAVE 1" WIDE HORIZONTAL MINI BLINDS.
- ALL CLOSETS HAVE MINIMUM 32" CLEAR OPENING.
- IN-UNIT WASHER/DRYER LAUNDRY CLOSET. DRYER VENTED TO THE EXTERIOR OF THE BUILDING.

COMMUNITY BUILDING AREAS:

BUILDINGS TYPE:	TOTAL NET AREA:	TOTAL GROSS AREA:
COMMUNITY BUILDING	1,500 S.F.	1,753 S.F.



 **1** COMMUNITY BUILDING FLOOR PLAN
SCALE: 1/16" = 1'-0"



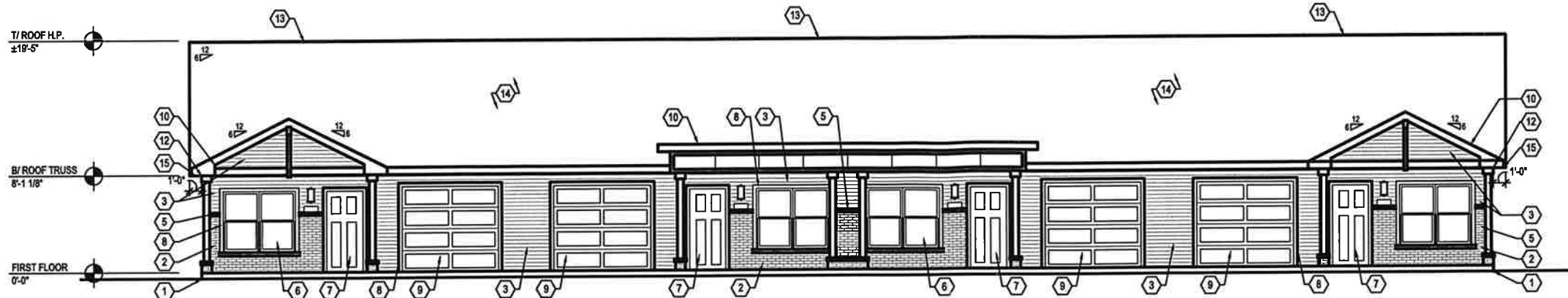
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ARCHITECTURE
524 WEST ST. CHARLES ROAD
VILLA PARK, ILLINOIS 60181

HUNTERS RUN
S. MARGUERITE STREET & W. MAPLE STREET
COAL CITY, IL 60416

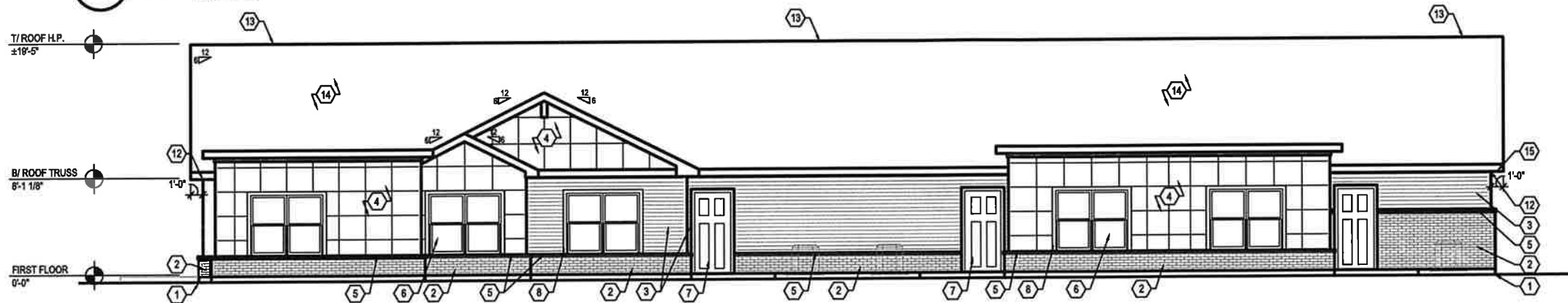
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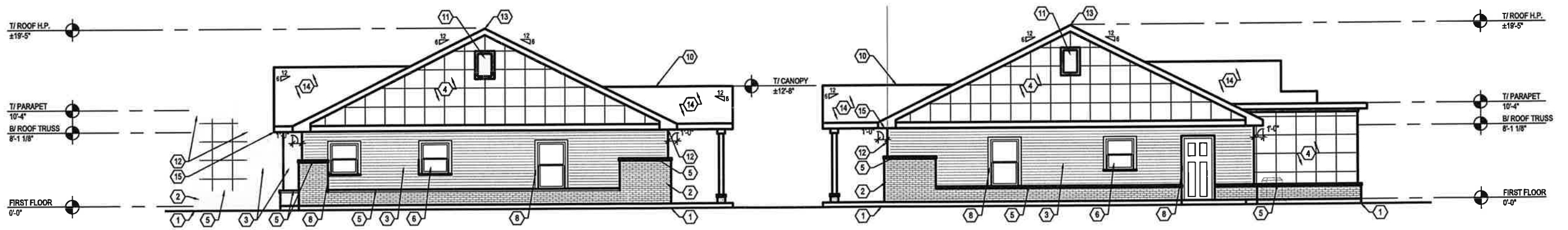
TYPICAL BUILDING ELEVATIONS TYPE A



1 FRONT ELEVATION
SCALE: 3/32" = 1'-0"



2 REAR ELEVATION
SCALE: 3/32" = 1'-0"



3 LEFT ELEVATION
SCALE: 3/32" = 1'-0"

3 RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

- ELEVATION CODED NOTES:**
1. FINISH GRADE - SLOPE AWAY FROM THE BUILDING.
 2. UTILITY SIZE FULL BRICK.
 3. PRE-FINISHED HORIZONTAL 4" FIBER CEMENT LAP SIDING.
 4. PRE-FINISHED FIBER CEMENT PANELS SIDING WITH MATCHING REVEAL TRIM.
 5. PRE-FINISHED METAL FLASHING.
 6. PREMIUM LOW "E" VINYL WINDOWS, TYP.
 7. INSULATED HOLLOW METAL DOOR.
 8. TRIM BOARDS.
 9. GARAGE DOOR
 10. PRE-FINISHED CANOPY SUPPORTED BY WOOD COLUMNS.
 11. VINYL LOUVER.
 12. PRE-FINISHED SEAMLESS GUTTERS AND DOWNSPOUTS W/ SPLASH BLOCK IN GRADE.
 13. CONTINUOUS RIDGE VENT.
 14. ENERGY STAR RATED ARCHITECTURAL ASPHALT SHINGLES ON DECORATIVE GABLE ROOF.
 15. DEEP ROOF OVERHANG W/ PRE-FINISHED ALUMINUM FASCIA AND VENTILATED SOFFIT.
 16. ANODIZED THERMAL BREAK ALUMINUM STOREFRONT WITH INSULATED GLASS.
- NOTED THUS:

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TYPICAL BUILDING ELEVATIONS TYPE B

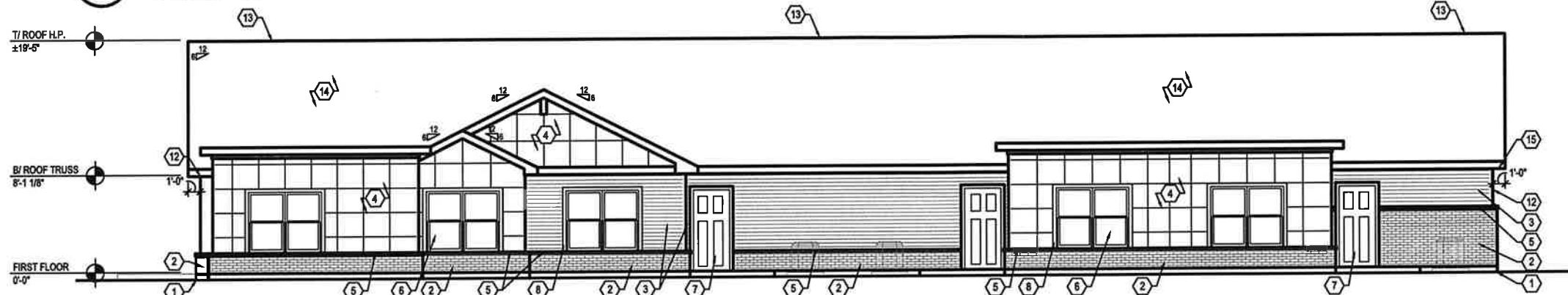
ELEVATION CODED NOTES:

NOTED THUS: 

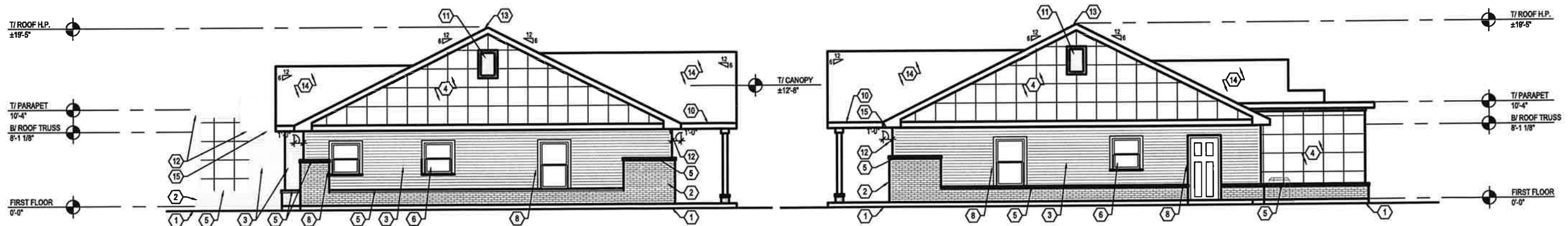
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2. UTILITY SIZE FULL BRICK.
3. PRE-FINISHED HORIZONTAL 4" FIBER CEMENT LAP SIDING.
4. PRE-FINISHED FIBER CEMENT PANELS SIDING WITH MATCHING REVEAL TRIM.
5. PRE-FINISHED METAL FLASHING.
6. PREMIUM LOW "E" VINYL WINDOWS, TYP.
7. INSULATED HOLLOW METAL DOOR.
8. TRIM BOARDS.
9. GARAGE DOOR.
10. PRE-FINISHED CANOPY SUPPORTED BY WOOD COLUMNS.
11. VINYL LOUVER.
12. PRE-FINISHED SEAMLESS GUTTERS AND DOWNSPOUTS W/ SPLASH BLOCK IN GRADE.
13. CONTINUOUS RIDGE VENT.
14. ENERGY STAR RATED ARCHITECTURAL ASPHALT SHINGLES ON DECORATIVE GABLE ROOF.
15. DEEP ROOF OVERHANG W/ PRE-FINISHED ALUMINUM FASCIA AND VENTILATED SOFFIT.
16. ANODIZED THERMAL BREAK ALUMINUM STOREFRONT WITH INSULATED GLASS.



1 FRONT ELEVATION
SCALE: 3/32" = 1'-0"



2 REAR ELEVATION
SCALE: 3/32" = 1'-0"



3 LEFT ELEVATION
SCALE: 3/32" = 1'-0"

3 RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



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
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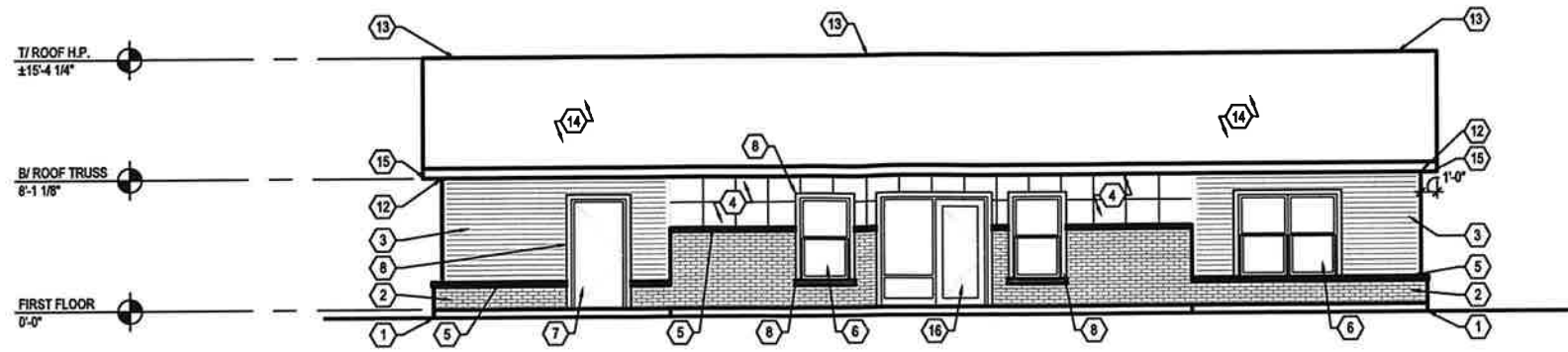
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COMMUNITY BUILDING ELEVATIONS

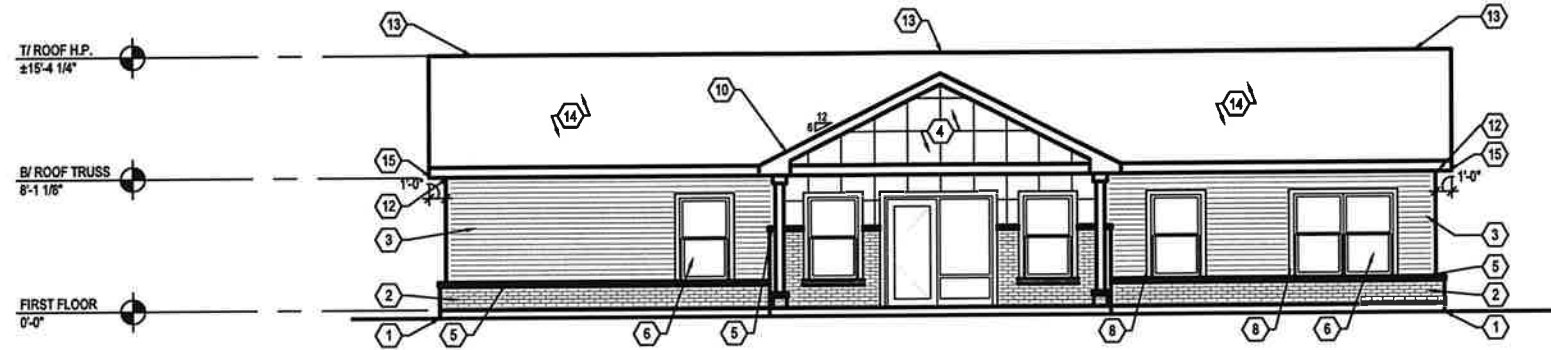
ELEVATION CODED NOTES:

NOTED
THUS: 

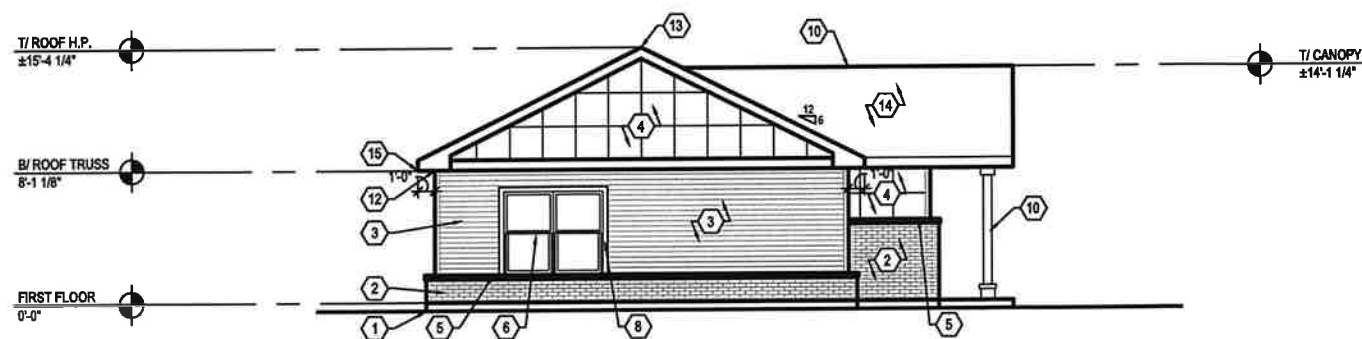
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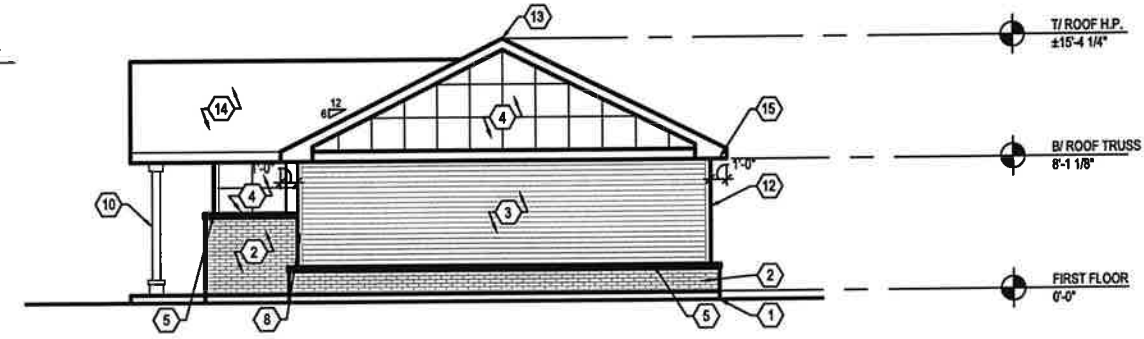
1 REAR ELEVATION
SCALE: 3/32" = 1'-0"



2 FRONT ELEVATION
SCALE: 3/32" = 1'-0"



3 LEFT ELEVATION
SCALE: 3/32" = 1'-0"



3 RIGHT ELEVATION
SCALE: 3/32" = 1'-0"



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1 EXTERIOR RENDERING
SCALE: NTS



2 EXTERIOR RENDERING
SCALE: NTS



3 EXTERIOR RENDERING
SCALE: NTS



4 EXTERIOR RENDERING
SCALE: NTS



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