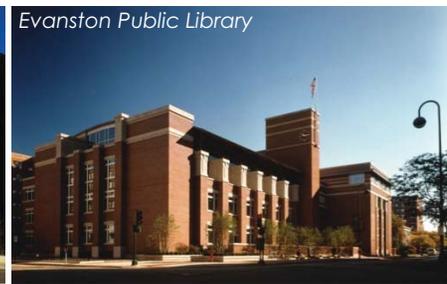
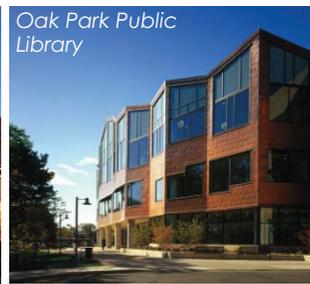
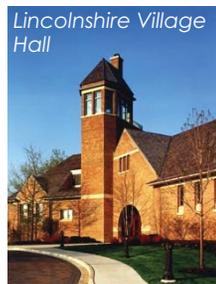




St. Charles Development Committee  
**Concept Plan Review**  
January 11, 2016

Prairie Center Development  
SHODEEN INCORPORATED, DEVELOPER

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## Who is Nagle Hartray

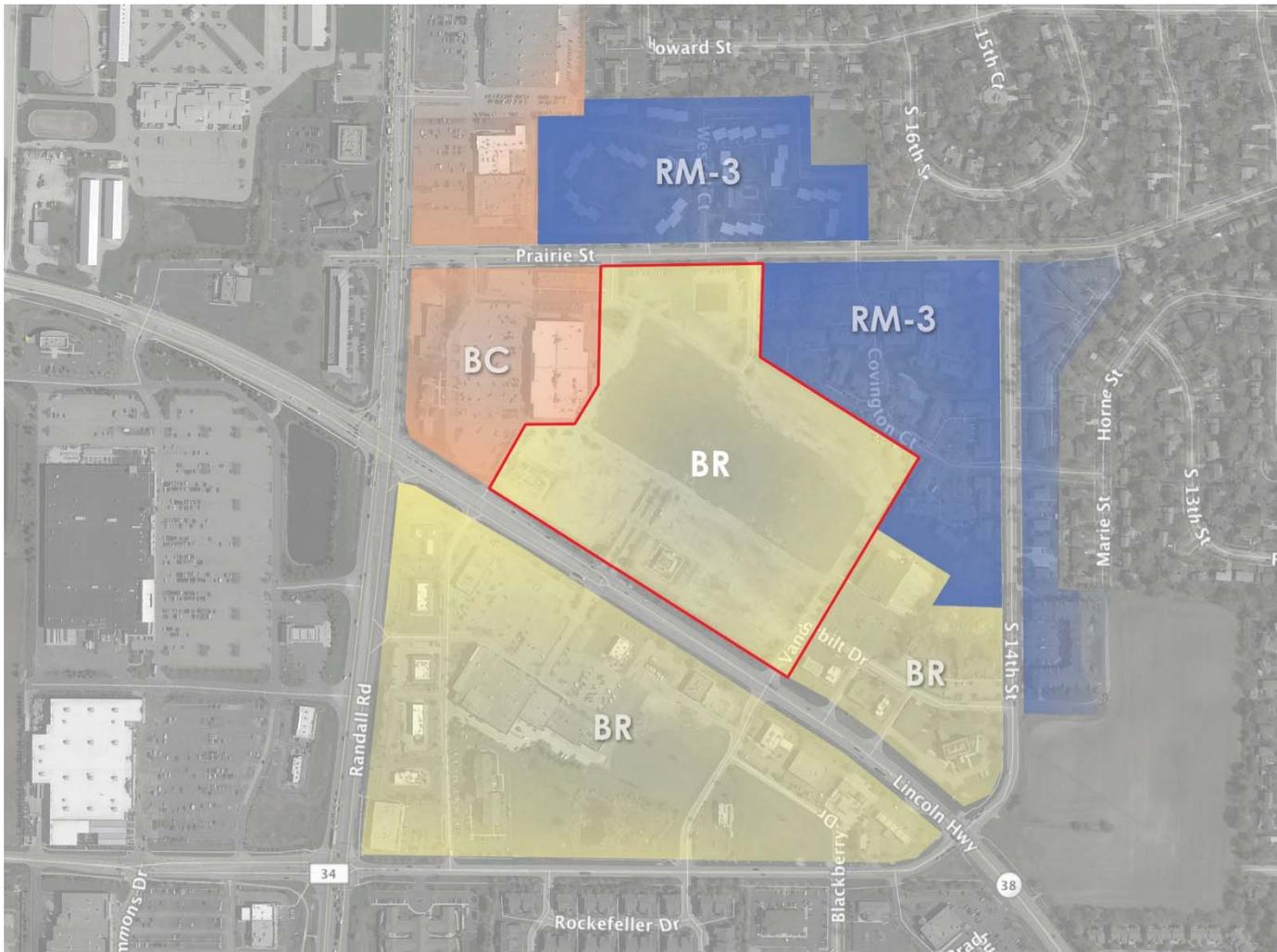
- Founded 1966, AIA Chicago *Firm Award* winner (2009)
- Medium-sized firm by design
- Extensive portfolio in private and public architecture including similar housing developments, village halls and public libraries
- Context sensitive, situational approach to design

# Context

Underlying and adjacent zoning, history of past development attempts and market challenges.



**Site location**



**Underlying zoning**  
BC: Community Business  
BR: Regional Business  
RM-3: Gen. Residential

# Prairie Center History

- **1996 St. Charles Mall closes**
- **2000 TIF district is established**
- 2002 Zoning for automall is approved
- 2003 Remaining building was demolished
- 2006 Submit first concept drawings to City Staff of Mixed Use
- 2007 Divaris begins the market evaluation
- 2007 Over 6 Development Review Team meetings with Staff, 3 different architectural firms review the plan
- 2007 December – Concept Plan was presented to City
- 2008 PUD Submission to City
- 2008 August – Final PUD Preliminary Plan (9 Planning Commission Meetings)
- **2010 April – Plan Commission recommended Approval**
- **2010 May - City Council rejects Towne Centre Plan**
- 2015 May - Neighborhood Meeting #1
- 2015 October – Neighborhood Meeting #2



*Comprehensive Plan characterizations of appropriate redevelopment:*

- *mix of uses*
- *retail, entertainment and residential uses*
- *active and interesting district*
- *multi-family – townhouse*
- *pedestrian orientation*

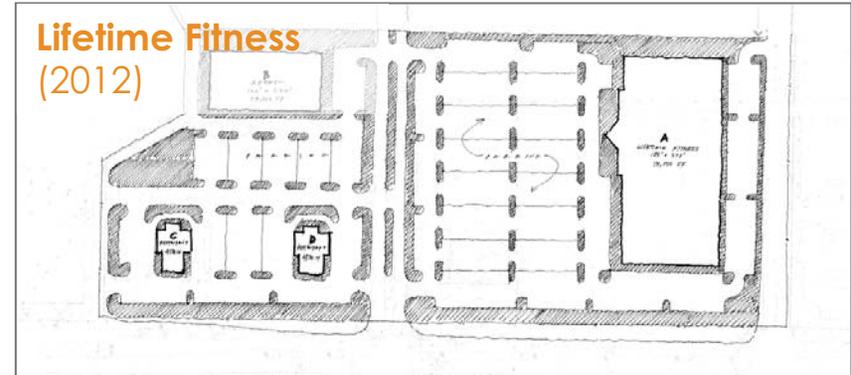
# Post-Towne Centre Marketing & Advertising

- 2010: 'Big-box' retail concept study
- 2010: Round Table with Mid America Development:
  - "You are not Randall Road"
  - "You need a 'reason to be'—Towne Centre was this"
- 2011: Listing agreement with Marco Real Estate Corporation
- 2011-2015: Listing agreement with Summers Commercial Real Estate
- 2011-2014: Listing agreement with Arcore Real Estate Group:
  - Solicited 51 retailers, 4,000 to 140,000 square feet
    - No interest

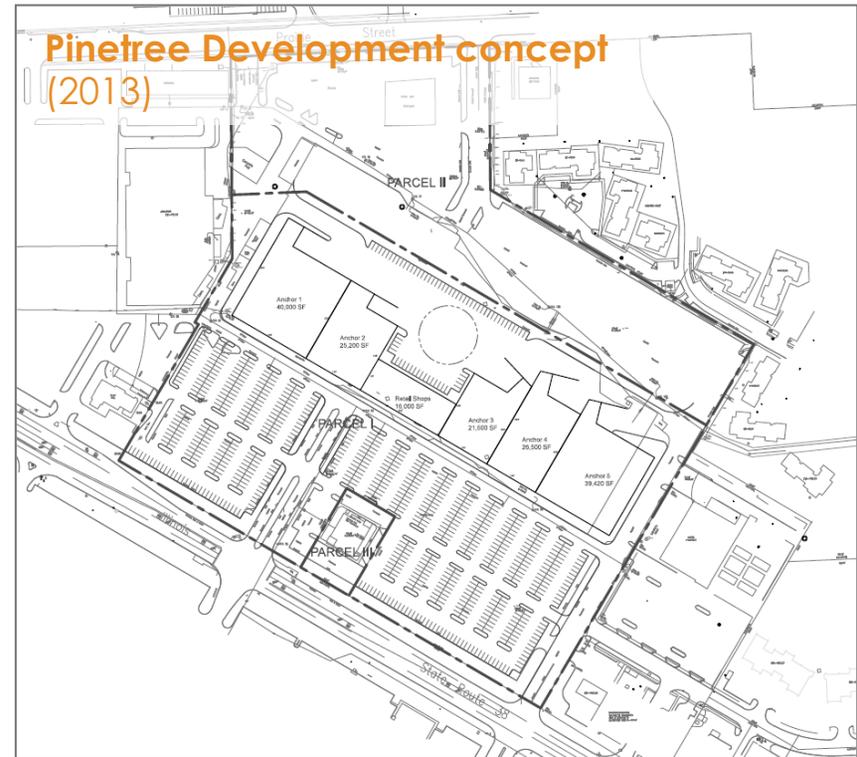
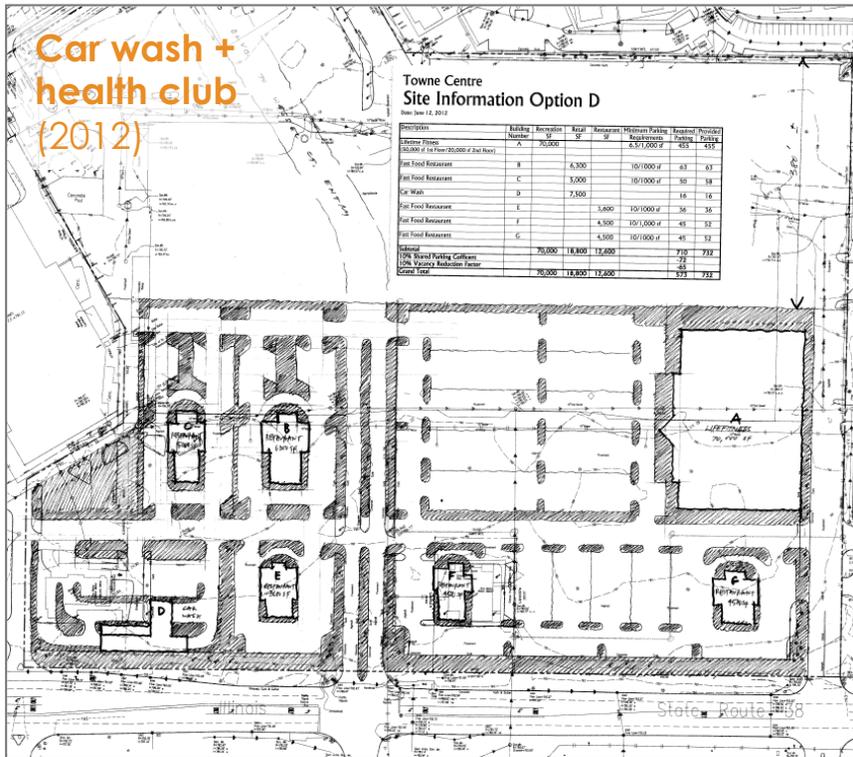


*There have been numerous failed attempts since the Town Centre Plan was rejected to realize retail development at this site.*

# Concepts for big-box, health club & car wash



# Other retail concepts



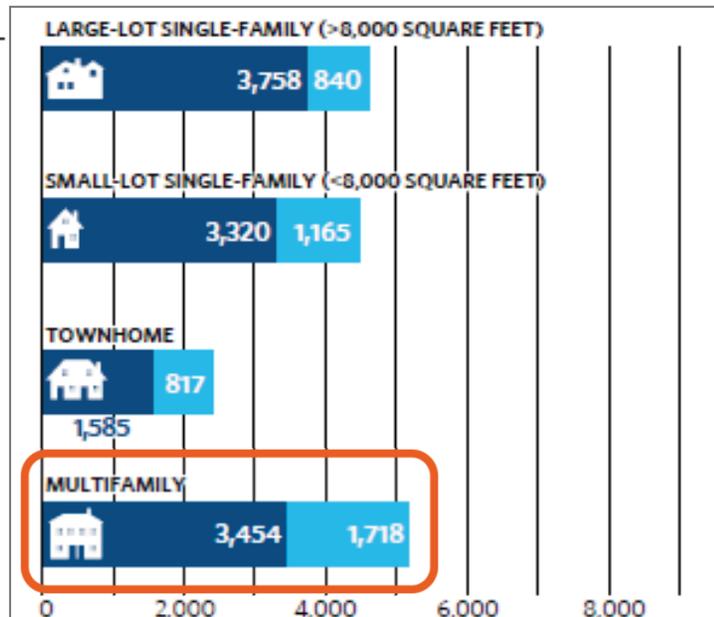
# CMAP Homes for a Changing Region



Figure 15. St. Charles future balanced housing profile

- FUTURE INCREMENTAL UNITS (INCLUDES NEW UNITS, REHABBED VACANT UNITS, AND VACANCY, 2011-40)
- OCCUPIED HOUSING SUPPLY, 2011

Source: Chicago Metropolitan Agency for Planning and Kane County analysis of Fregonese Envision Tomorrow Balanced Housing Model using American Community Survey 2007-11 and CMAP GO TO 2040 household forecast inputs.



Adopted by St. Charles Planning and Development Committee, 2014

*“Based on a breakdown of projected future owners and renters in St. Charles ...Much of these additional units will be for denser unit types.*

*...there will be demand for ...1,718 multifamily units between now and 2040.”*

# 2013 Homes for a Changing Region community workshop

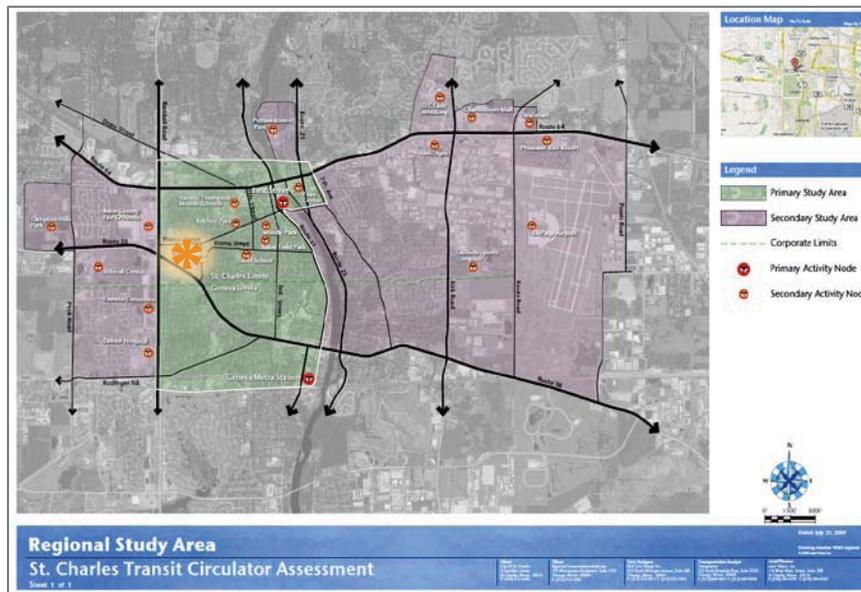
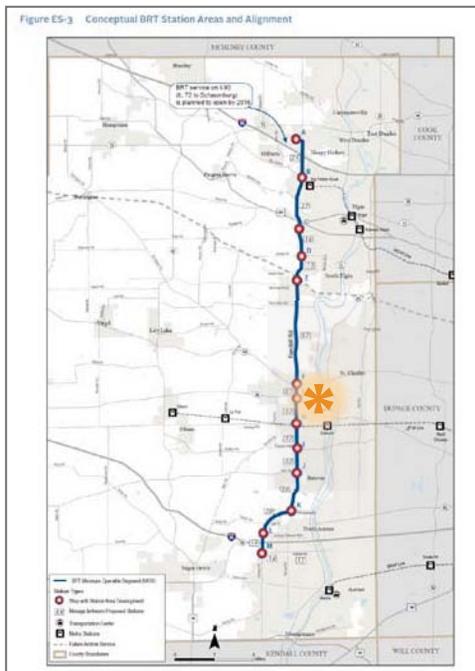


Figure 19. St. Charles urban design focus area visualization 1



*"Single-family and/or **multifamily residential** uses are incorporated on each site, with landscape buffering between the residential uses and mixed-use/commercial structures fronting Route 38, where applicable."*

# Transit factors



✳ Project location

“There is a mutually-supportive relationship between land use, transit service quality and transit accessibility ... **Density is the primary factor in transit ridership.** Increases in residential and employment density with a **diversity of land uses and housing types** expand BRT’s ridership base and **support the local retail market.**”

from Randall/Orchard Road Corridor BRT Feasibility Study

# Market context summary

- Little market demand for commercial/retail at the this site:
  - Several brokerage firms unsuccessful in developing big-box or anchor retail interest
  - Lack of Randall Road frontage precludes potential retailers
- Housing & transit studies identify future need for and benefits from multifamily housing



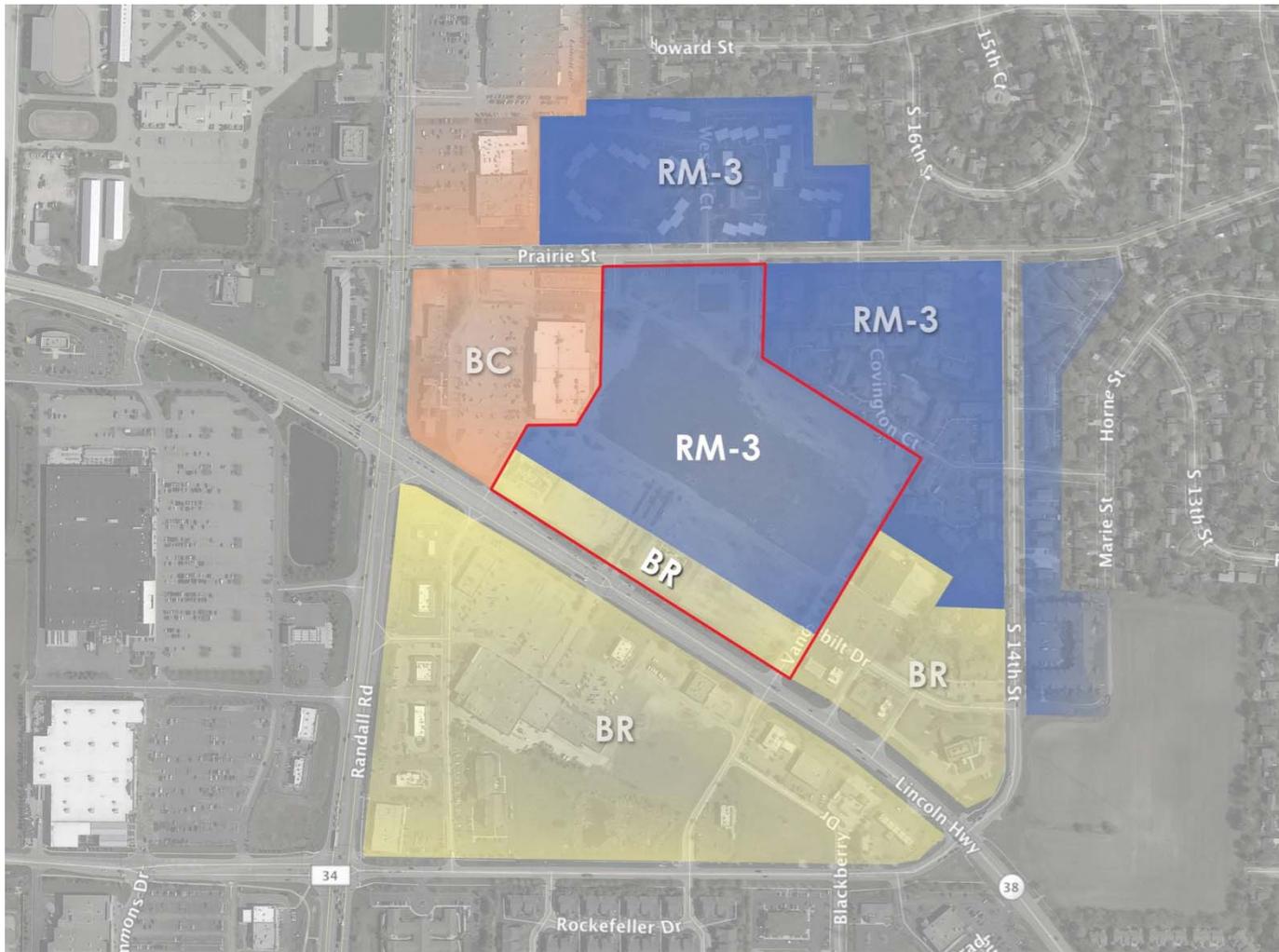
*From updated  
Comprehensive Plan:*

*“the citizenry is split on  
the appropriate uses  
for the 30-acre former  
St. Charles Mall site...”*

*What is desired by  
many residents may  
not be economically  
feasible, which is likely  
the primary reason the  
site remains vacant.”*

# Development Options

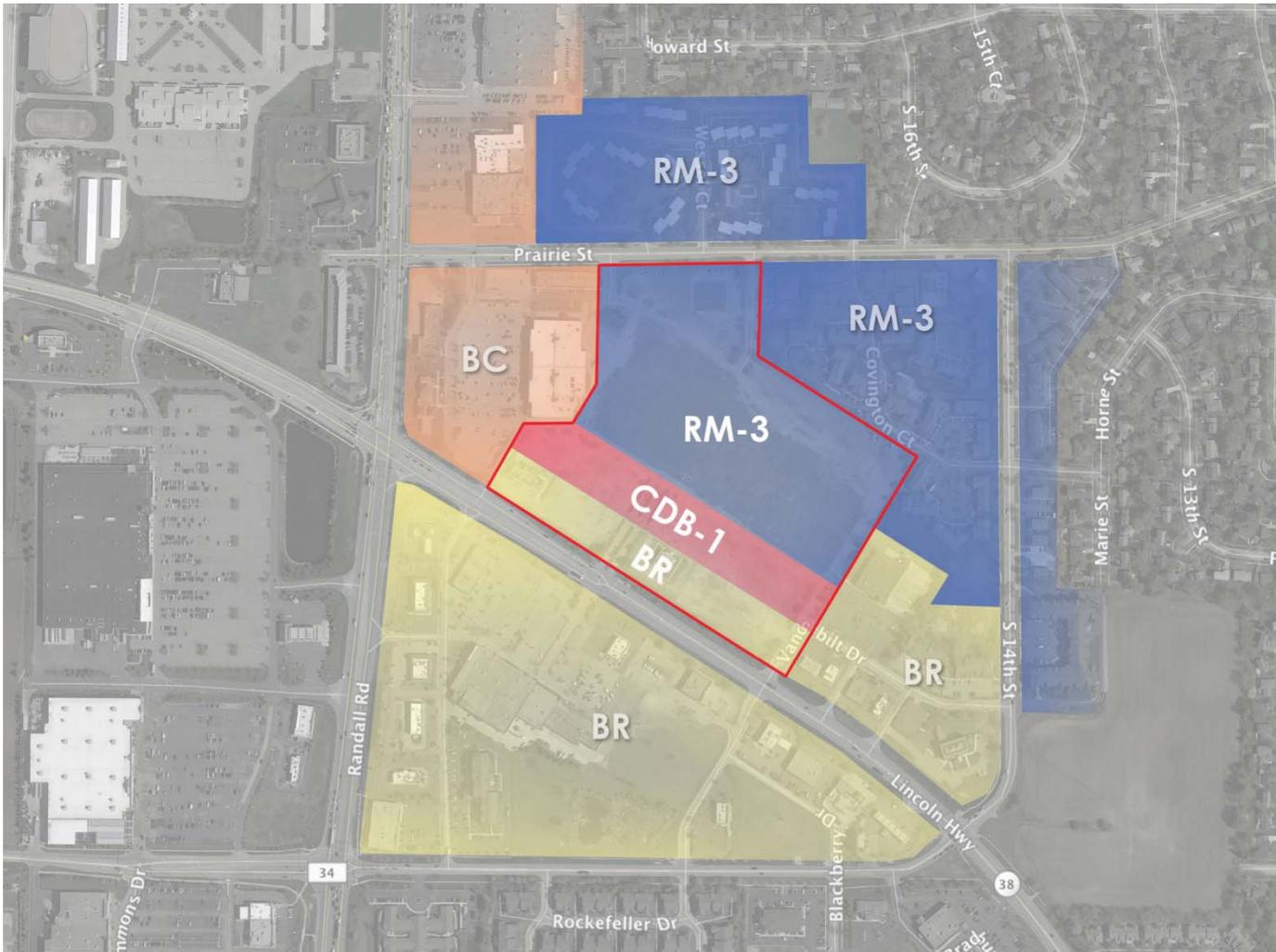
Three development options that respond to  
market conditions.



**Rezoning plan  
without mixed use**  
(staff review Plan #3)

This option most  
closely aligns with  
adjacent land uses.





**Rezoning plan with mixed use**  
(staff review Plan #2)

Similar to other rezoning plan except that this plan adds mixed use based on a CDB-1 zoning use.

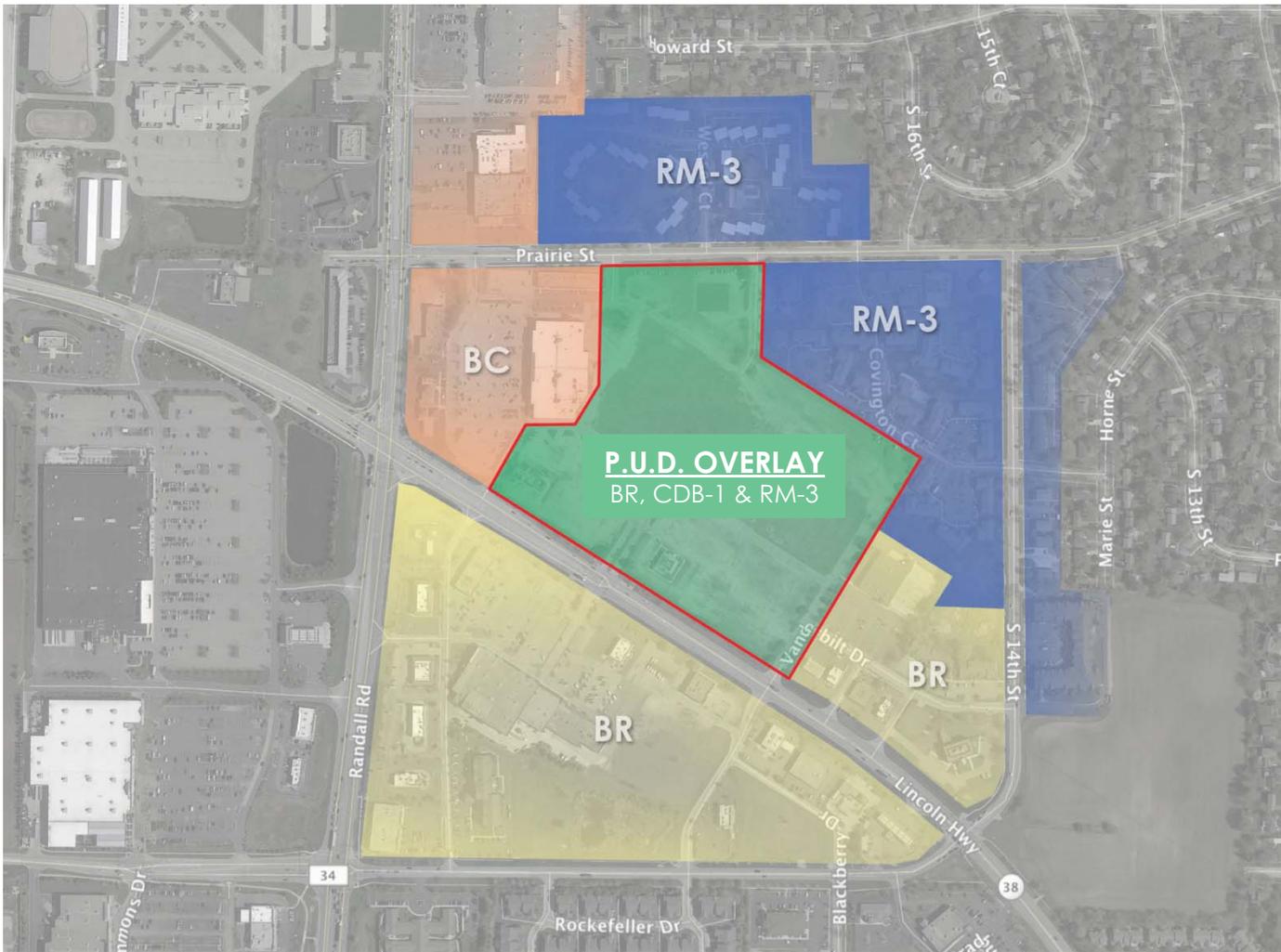


- A** 'Out-lot' commercial
- B** Mixed use
- C** Walk-up residential

**Rezoning plan with mixed use**  
(staff review Plan #2)

Residential	454 units
Retail	46,800 SF
Restaurant	21,300 SF
Parking	1,194

(Site design and drawing by LDC Landscape Architects and Manhard Civil Engineering.)



**PUD plan**  
(staff review Plan #1)

The preferred development option is a Planned Unit Development that allows the developer to best meet market demand and community interests.



- A** 'Out-lot' commercial
- B** Mixed use
- C** Elevator residential with below-grade garage

**PUD plan**  
(staff review Plan #1)

Residential	609 units
Retail	54,600 SF
Restaurant	21,300 SF
Parking	1,279

(Site design and drawing by LDC  
Landscape Architects and  
Manhard Civil Engineering.)

**Site Data**  
Site Information Comparison  
Exhibit 1  
Rev. 10/16/16

Category	Item	Value	Unit		
Site Area	Total Site Area	1,200,000	SF		
	Impervious Area	1,000,000	SF		
	Permeable Area	200,000	SF		
	Water Features	10,000	SF		
	Other	10,000	SF		
	Building Area	Total Building Area	1,000,000	SF	
		Commercial	500,000	SF	
		Residential	500,000	SF	
		Population	Total Population	1,000	Units
			Commercial	500	Units
Residential			500	Units	

# Comparative Analysis

A comparison of the three development  
options.

# Zoning metrics



Metric	Ordinance**	Rezoning w/o mixed use (#3)	Rezoning w/ mixed use (#2)	PUD Plan (#1)
Density (D.U./acre)*	20	15.6	16.4	22.0
Building height	50 feet	48 feet 3 stories	60 feet 4 stories	60 feet 4 stories

Density calculation based upon entire site area of 27.65 acres.  
 \*\* Ordinance requirements based on RM-3 use.

The only buildings that will exceed 50 feet in height are those in the 'CDB-1 zone', which consist of three stories of residential above a single story of retail.

# Program



Use	Rezoning w/o mixed use (#3)	Rezoning w/ mixed use (#2)	PUD Plan (#1)
Dwelling units	433	454	609
Retail	0	46,800	54,600
Restaurant	21,300	21,300	21,300
Total commercial	21,300	68,100	75,900

*The PUD Plan has the same amount of open space as the rezoning plans despite higher density and more commercial space because it has less paved area dedicated to parking and roads.*

# Parking



Use	Rezoning w/o mixed use (#3)	Rezoning w/ mixed use (#2)	PUD Plan (#1)
Total	903	1,194	1,279
Surface	806	994	670
Surface garage	97	62	0
Below-grade garage	0	138	609

*Surface parking including surface garage parking, which will have garage doors, will affect the character of the development.*

# Residential architecture

**Rezoning plans (#2 & #3)**



**PUD plan (#1)**

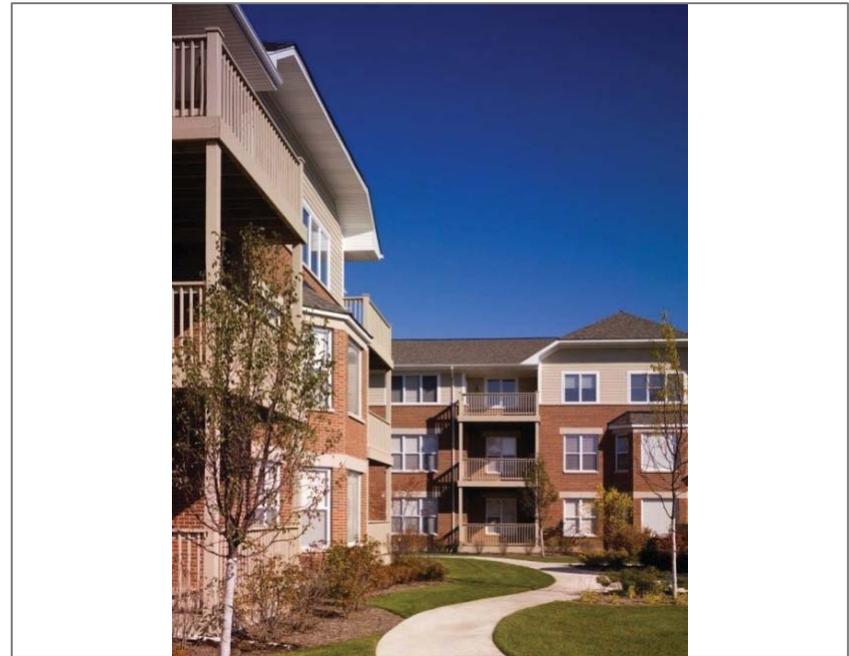


# Residential architecture

**Rezoning plans (#2 & #3)**



**PUD plan (#1)**



# Residential interiors

**Rezoning plans (#2 & #3)**



**PUD plan (#1)**



# Residential interiors

**Rezoning plans (#2 & #3)**



**PUD plan (#1)**



# Why proposed PUD Plan is better community fit than Rezoning Plans

- More 'upscale' residential product
  - Higher rent & construction cost
  - Better finishes inside and out
  - Elevator versus walk-up building
  - Indoor parking
- Less surface parking, more landscaping
- More commercial space
- More pedestrian-friendly & neighborhood-like
- Higher Equalized Assessed Value generates more property tax revenue
- Will attract fewer family tenants resulting in less impact on schools
- Will attract empty nesters interested in elevator access

