

**AGENDA  
CITY OF ST. CHARLES  
PLANNING & DEVELOPMENT COMMITTEE  
ALD. CLIFF CARRIGNAN – CHAIRMAN**

**MONDAY, DECEMBER 10, 2012 - 7:00 PM  
CITY COUNCIL CHAMBERS  
2 E. MAIN STREET**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. FIRE DEPARTMENT**
  - a. Recommendation to extend the Residential Sprinkler Moratorium until January 1, 2014.
- 4. COMMUNITY DEVELOPMENT**
  - a. Presentation of a Concept Plan for 1915 W. Main Street (McDonald's).
  - b. Recommendation to approve a Map Amendment, Amendment to a Special Use for a Planned Unit Development, and a PUD Preliminary Plan (Corporate Reserve Multi-Family Residential).
- 5. ECONOMIC DEVELOPMENT**
  - a. Recommendation to approve a proposed Industrial Arts College Scholarship Program.
  - b. Presentation of East Gateway Business District Plan (Ehlers).
  - c. Recommendation to approve TIF Redevelopment Agreement (RDA) between St. Charles – 333 North Sixth Street, LLC (Lexington Club redevelopment) and the City of St. Charles.
- 6. ADDITIONAL BUSINESS**
  - a. Update on the Comprehensive Plan Project-Information only.
- 7. ADJOURNMENT**

	<b>AGENDA ITEM EXECUTIVE SUMMARY</b>					
	Title:		Recommendation to extend the Residential Sprinkler Moratorium until January 1, 2014.			
	Presenter:		Acting Fire Chief Joseph Schelstreet			
Please check appropriate box:						
	Government Operations				Government Services	
X	Planning & Development (12/10/12)				City Council	
Estimated Cost:		N/A		Budgeted:	YES	NO
If NO, please explain how item will be funded:						
<b>Executive Summary:</b>						
<p>On January 1, 2012, the residential building code requirement for the installation of fire sprinklers in all newly constructed 1 and 2-family residential structures within the City of St. Charles went into effect. This occurred in accordance with the provisions of the 2009 editions of the International Residential Code and the National Fire Protection Association Life Safety Code as adopted by the City Council on July 19, 2010. At the time of adoption, the City Council implemented a temporary moratorium on the residential fire sprinkler provision in order to provide the local homebuilding industry a period to prepare for the provision due to the economic climate. At this time, the Illinois State Fire Marshal has presented an initiative to the Joint Committee on Administrative Rules (JCAR) that would require residential sprinklers state wide. Staff requests that Council extend the current moratorium on the residential sprinkler requirement until January 1, 2014 in order to determine the outcome, and impact, of the initiative made by the State Fire Marshal.</p>						
<b>Attachments:</b> <i>(please list)</i>						
Proposed ordinance extending the residential sprinkler moratorium until January 1, 2014						
<b>Recommendation / Suggested Action</b> <i>(briefly explain):</i>						
Recommend approval of an Ordinance to extend the residential sprinkler moratorium until January 1, 2014.						
For office use only:		Agenda Item Number: 3a				



## City of St. Charles

Ordinance No. \_\_\_\_\_

### **An Ordinance Amending the St. Charles Municipal Code – Title 15, “Buildings and Construction”, Chapter 15.04 “Building Code”, Section 15.04.020 "One-Family and Two-Family Residences”**

**WHEREAS**, the City of St. Charles has previously adopted by reference the 2009 International Residential Code for One and Two Family Dwellings, by International Code Council, Inc., with certain modifications thereto; and

**WHEREAS**, the City Council found it to be in the interest of the City of St. Charles and the local building community to defer implementation of the requirement for residential fire sprinklers until January 1, 2013, and

**WHEREAS**, the Illinois State Fire Marshal has presented an initiative to the Joint Committee on Administrative Rules (JCAR) that would require residential sprinklers state wide; and

**WHEREAS**, the City Council now finds it to be in the interest of City of St. Charles to determine what the outcome and impact of the initiative made by the State Fire Marshal will be to the City of St. Charles;

**NOW THEREFORE, BE IT ORDAINED**, by the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois, to defer implementation of the requirement for residential fire sprinklers in One and Two-Family Residences as outlined in Section 15.04.020 of the City of St. Charles Municipal Code until January 1, 2014.

That after the adoption and approval hereof the Ordinance shall (A) be printed or published in book or pamphlet form, published by the authority of the City Council, or (B) within thirty (30) days after the adoption and approval hereof, be published in a newspaper in and with a general circulation within the City of St. Charles.

**Presented** to the City Council of the City of St. Charles, Illinois this \_\_\_\_ day of \_\_\_\_\_, 2012.

**Passed** by the City Council of the City of St. Charles, Illinois this \_\_\_\_ day of \_\_\_\_\_, 2012.

**Approved** by the Mayor of the City of St. Charles, Illinois this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

Approved as to Form:

\_\_\_\_\_  
City Attorney

Council Vote:


Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

Abstain: \_\_\_\_\_

Absent: \_\_\_\_\_

Date: \_\_\_\_\_

	<b>AGENDA ITEM EXECUTIVE SUMMARY</b>					
	Title:		Presentation of a Concept Plan for 1915 W. Main Street (McDonald's)			
	Presenter:		Matthew O'Rourke			
Please check appropriate box:						
	Government Operations				Government Services	
X	Planning & Development – (12/10/12)				City Council	
	Public Hearing					
Estimated Cost:    N/A                      Budgeted:    YES                      NO						
If NO, please explain how item will be funded:						
<b>Executive Summary:</b>						
<p>The owner of the McDonald's restaurant located at 1915 W. Main Street is proposing to demolish the existing building and construct a new restaurant on this site. The details of the proposal are as follows:</p> <ul style="list-style-type: none"> <li>• Construct a new 5,234 square foot restaurant on the property.</li> <li>• Eliminate 2 of the 4 existing curbs cuts onto Rt. 64. <ul style="list-style-type: none"> <li>◦ New Drive-Through Facility with two ordering stations with 15 drive-through stacking spaces.</li> </ul> </li> <li>• All new landscaping around the site.</li> <li>• Requested deviations: <ul style="list-style-type: none"> <li>◦ Reduction in the required landscape buffer along the southern property line from 10' to 5'.</li> <li>◦ Reduction in the number of required off-street parking stalls from 52 to 49.</li> <li>◦ Reduction in the amount of foundation landscaping around the building.</li> <li>◦ Increased wall signage (6 wall signs proposed, 1 permitted per Zoning Ordinance).</li> </ul> </li> </ul> <p>The applicant is proposing to accommodate these deviations by submitting an application for a Special Use for a Planned Unit Development. Per <b>Section 17.04.410.C</b> of the Zoning Ordinance, a Concept Plan review is required prior to the applicant submitting the application for the PUD.</p> <p><b>Plan Commission Review</b></p> <p>The Plan Commission reviewed the concept plan on 11/20/2012. The Commission generally thought that the proposal meets the purposes of the PUD, but requested enhanced screening to the west and south. Some members requested a reduction in the number of proposed signs.</p>						
<b>Attachments:</b> <i>(please list)</i>						
Application for a Concept Plan, received 10/12/12; Summary of Development; V3 Companies; received 10/12/12; Parking Analysis: V3 Companies; dated 11/14/2012; Concept Plans; V3 Companies; dated 11/15/12.						
<b>Recommendation / Suggested Action</b> <i>(briefly explain):</i>						
<p>Review the Concept Plans and request to submit an Application for a Special Use for a Planned Unit Development. The following items should be considered as part of this review:</p> <ul style="list-style-type: none"> <li>✓ Does the proposal advance one or more of the purposes established in <b>Section 17.04.400.A Purpose?</b> (Is this an appropriate project for the use of a PUD?)</li> <li>✓ Is the proposed deviation to the number of off-street parking spaces acceptable?</li> <li>✓ Is the proposed deviation to the landscape buffer yard acceptable?</li> <li>✓ Are the proposed landscape deviations acceptable?</li> <li>✓ Is the architecture of the buildings appropriate?</li> <li>✓ Is the amount of proposed signage acceptable?</li> </ul>						
For office use only:		Agenda Item Number: 4a				

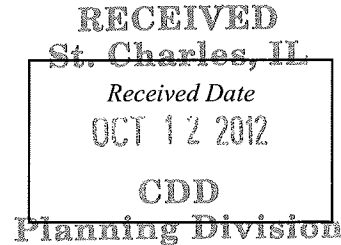
**CITY OF ST. CHARLES**  
TWO EAST MAIN STREET  
ST. CHARLES, ILLINOIS 60174-1984

DEPARTMENT: COMMUNITY DEVELOPMENT/PLANNING

PHONE: (630) 377-4443 FAX: (630) 377-4062

**CONCEPT PLAN APPLICATION**

<b>CITYVIEW</b>	
Project Name:	<i>McDonalds</i>
Project Number:	<i>2012</i> -PR- <i>008</i>
Application Number:	<i>2012</i> -AP- <i>013</i>



*To request review of a Concept Plan for a property, complete this application and submit it with all required attachments to the Planning Office.*

*When the application is complete and has been reviewed by City staff, we will schedule a Plan Commission review, as well as a review by the Planning and Development Committee of the City Council. While these are not formal public hearings, property owners within 250 ft. of the property are invited to attend and offer comments.*

*The information you provide must be complete and accurate. If you have a question please call the Planning Division and we will be happy to assist you.*

<b>1. Property Information:</b>	Parcel Number(s): 09-33-101-005, 006, 052
	Street Address (or common location if no address is assigned): 1915 W. Main Street, St. Charles, IL 60174

<b>2. Applicant Information:</b>	Name: McDonald's USA, LLC	Phone: (630) 836-9090
	Address: One McDonald's Plaza	Fax: (630) 836-9191
	Oak Brook, IL 60523	Email:

<b>3. Record Owner Information:</b>	Name: McDonald's Corporation	Phone: (630) 836-9090
	Address: One McDonald's Plaza	Fax: (630) 836-9191
	Oak Brook, IL 60523	Email:

<b>4. Billing:</b> <i>To whom should costs for this application be billed?</i>	Name: PCA Team, Dept. 212	Phone:
	Address: 2111 McDonald's Drive Oak Brook, IL 60523	Fax:
		Email:

**Zoning and Use Information:**

Current zoning of the property: BL - Local Business with a Special Use

Is the property a designated Landmark or in a Historic District? No

Current use of the property: McDonald's Restaurant

Proposed zoning of the property: BL - Local Business with a Special Use PUD? No

Proposed use of the property: McDonald's Restaurant

Comprehensive Plan Designation: Retail and Service (19 - West Main Corridor)

**Attachment Checklist**

- ☐ **APPLICATION:** Completed application form signed by the applicant
- ☐ **PROOF OF OWNERSHIP and DISCLOSURE:**
  - a) a current title policy report; or
  - b) a deed and a current title search.

If the owner is not the applicant, an original letter of authorization from the owner permitting the applicant to act on his/her behalf is required. If the owner or applicant is a Trust, a disclosure of all beneficiaries; if the owner or applicant is a Partnership, a disclosure of all partners; if the owner or applicant is a Corporation, a disclosure of all owners with an interest of at least ten percent (10%).
- ☐ **LEGAL DESCRIPTION:** For entire subject property, on 8 ½ x 11 inch paper
- ☐ **PLAT OF SURVEY:**

A current plat of survey for the Subject Realty showing all existing improvements on the property, prepared by a registered Illinois Professional Land Surveyor.
- ☐ **AERIAL PHOTOGRAPH:**

Aerial photograph of the site and surrounding property at a scale of not less than 1"=400', preferably at the same scale as the concept plan.
- ☐ **PLANS:**

All required plans shall be drawn on sheets no larger than 24" x 36", unless the Director of Community Development permits a larger size when necessary to show a more comprehensive view of the project. All required plans shall show north arrow and scale, and shall be drawn at the same scale (except that a different scale may be used to show details or specific features). All plans shall include the name of the project, developer or owner of site, person or firm preparing the plan, and the date of plan preparation and all revisions. A pdf document file or files of all plans shall be required with each submittal. The number of paper plans required shall be as determined by the Director of Community Development, based upon the number of copies needed for review.

**Copies of Plans:**

- Initial Submittal - Fifteen (15) full size copies, Three (3) 11" by 17", and a PDF electronic file on a CD-ROM.

- Revision Submittal for Plan Commission - Twenty-Two (22) full size copies, Three (3) 11" by 17" and a PDF electronic file on a CD-ROM.

**Concept Plans shall show:**

1. Existing Features:
  - Name of project, north arrow, scale, date
  - Boundaries of property with approximate dimensions and acreage
  - Existing streets on and adjacent to the tract
  - Natural features including topography, high and low points, wooded areas, wetlands, other vegetative cover, streams, and drainage ways
  - General utility locations or brief explanation providing information on existing sanitary sewer, storm sewer, water, and other utilities necessary to service the development.
2. Proposed Features:
  - Name of project, north arrow, scale, date
  - Boundaries of property with approximate dimensions and acreage
  - Site plan showing proposed buildings, pedestrian and vehicular circulation, proposed overall land use pattern, open space, parking, and other major features.
  - Architectural elevations showing building design, color and materials (if available)
  - General utility locations or brief explanation providing information on existing sanitary sewer, storm sewer, water, and other utilities necessary to service the development.

☐ **SUMMARY OF DEVELOPMENT:**

Written information including:

- List of proposed types and quantities of land use, number and types of residential units, building coverage, floor area for nonresidential uses and height of proposed buildings, in feet and number of stories.
- Statement of the planning objectives to be achieved and public purposes to be served by the development, including the rationale behind the assumptions and choices of the applicant.
- List of anticipated exceptions or departures from zoning and subdivision requirements, if any.

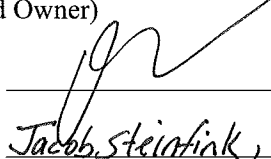
- ☐ **INCLUSIONARY HOUSING SUMMARY:** For residential developments, submit information describing how the development will comply with the requirements of Chapter 17.18, Inclusionary Housing.

**I (we) certify that this application and the documents submitted with it are true and correct to the best of my (our) knowledge and belief.**

McDonald's Corporation, an Illinois corporation  
(Record Owner)

By: \_\_\_\_\_

Title: \_\_\_\_\_

  
\_\_\_\_\_

Jacob Steinfink, Senior Counsel



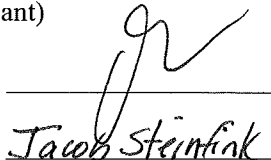
Date \_\_\_\_\_

10/12/12

McDonald's USA, LLC, an Illinois limited liability company  
(Applicant)

By: \_\_\_\_\_

Title: \_\_\_\_\_

  
\_\_\_\_\_

Jacob Steinfink, Senior Counsel



Date \_\_\_\_\_

10/12/12



## Legal Description

**PARCEL 1:** THAT PART OF THE SOUTHWEST 1/4 OF SECTION 28 AND OF THE NORTHWEST 1/4 OF SECTION 33, ALL IN TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE CENTER LINE OF STATE ROUTE NO. 64 WITH THE WESTERLY LINE EXTENDED NORTH OF NINETEENTH STREET; THENCE NORTH 89 DEGREES 17 MINUTES WEST ALONG SAID CENTER LINE OF STATE ROUTE NO. 64, 85 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH 0 DEGREES 05 MINUTES WEST PARALLEL WITH THE EXTENSION OF THE WEST LINE OF SAID NINETEENTH STREET, 204 FEET, THENCE NORTH 89 DEGREES 17 MINUTES WEST PARALLEL WITH THE CENTER LINE OF SAID STATE ROUTE NO. 64, 150 FEET; THENCE NORTH 0 DEGREES 05 MINUTES EAST, PARALLEL WITH THE WEST LINE AND WEST LINE EXTENDED OF SAID NINETEENTH STREET, 204.0 FEET TO THE CENTER LINE OF SAID STATE ROUTE NO. 64, THENCE SOUTH 89 DEGREES 17 MINUTES ALONG SAID CENTER LINE, 150.0 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL 2:** LOT 5 AND THE EASTERLY 77 FEET, AS MEASURED ALONG THE NORTH LINE, OF LOT 6,

EXCEPTING THEREFROM THAT PART TAKEN FOR ROAD PURPOSES IN CASE 04ED 16, ALL IN IN BLOCK 1 OF FAIRVIEW PLAZA, UNIT NO. 6, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.





## **Summary of Development**

McDonald's Restaurant Re-Development  
1915 W. Main Street  
St. Charles, Illinois

## **Background Information:**

This project consists of redeveloping the existing 1.12 acre property at 1915 W. Main Street in St. Charles, Illinois. The commercial site is inside the corporate limits of the city and currently zoned BL – Local Business with an existing Special Use for a Drive-Thru. McDonald's is proposing to demolish the existing building and associated parking lot reconstruct a new McDonald's restaurant and side-by-side drive-thru. The proposed land use and zoning classification will be unchanged. A special use for a Planned Unit Development will be requested.

The height of the proposed 1-story (5,235 sf) building is generally 18'-9.5" to the top of the parapet wall with the maximum height being 23'-4" at the top of the Roof Cap Element at the architectural tower. (See Building Elevations)

The proposed re-development is consistent with the City of St. Charles Future Land Use Plan within the Comprehensive Plan which indicates this area as 'Retail & Service'.

## **Planning Objectives:**

During the re-design of the property, effort was made to reduce the impact on the surrounding area. The following list highlights the various objectives that were achieved.

1. The outdated building will be replaced with the current prototype that will follow applicable building codes.
2. The layout was reconfigured to allow better site circulation and more effective use of on-site parking. The existing drive-thru configuration made it very difficult for customers to utilize parking along the east property line.
3. The number of full access points to Main Street (Illinois Route 64) has been reduced from four to two.
4. The total impervious area of the site has been reduced.
5. The proposed site would increase the landscape setbacks along all property lines from the existing site layout.

6. The site currently does not utilize storm sewer for stormwater runoff. The proposed plan will include storm sewer and will treat stormwater quality prior to leaving the site.
7. The existing pole sign will be removed and replaced with a more architecturally favorable monument sign which follows the current zoning ordinance.
8. The existing chain link fence along the south property line will be removed and replaced with a solid board on board fence, providing increased screening to the adjacent residential property to the south.
9. The site lighting will be re-designed to meet current city standards.
10. The re-designed layout utilizes a proposed outdoor dining patio and includes a new water feature. The patio area was used to satisfy the interior parking lot landscape requirement.

Anticipated Exceptions:

1. The *Rear Landscape Setback* of 10' will be reduced to 5'. The proposed 5' setback is more than the current landscape setback. By minimizing the rear setback near the proposed screen wall, landscape areas along the building's Main Street elevation is maximized.
2. The *Side and Rear Foundation Landscape* requirement has not been met. Per the deviation exhibit, the proposed layout is 8.5 linear feet short of this requirement.

The configuration of the drive-thru along the long (south) face of the building makes it difficult to provide landscaping along the required 50% of the foundation. The plan provides 0% foundation landscaping along the south façade and 81% along the combination of the West, North, and East foundation walls.

3. The *Parking Requirement* has not been met. The zoning ordinance requires 52 parking stalls for a building of this size (10 per 1,000 sf). The current layout provides for 50 on-site parking stalls. A Parking Study is provided which projects the amount of parking McDonald's anticipates for this site.



## PARKING ASSESSMENT

DATE: November 14, 2012

TO: McDonald's USA, LLC

FROM: Michael J. Rehtorik, P.E., PTOE

CC: Ted Feenstra  
Andrew Uttan  
File

RE: McDonald's USA, LLC  
St. Charles Project #06240.59

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McDonald's USA is planning to redevelop an existing McDonald's Restaurant site located on Main Street (IL Route 64), just west of 19<sup>th</sup> Street in St Charles, Illinois. The project site is 1.13 acres and the proposed development will consist of a 5,235 square foot Prototype 45114 building with a double drive-thru lane. There are 49 parking spaces proposed for this development, as illustrated in the attached site plan.

This assessment has been prepared to determine the adequacy of the proposed number of parking spaces. Provided in this assessment is a parking generation analysis and a summary of our findings.

### Parking Generation Analysis

The objective of a parking generation analysis is to estimate the parking demand during peak times for a site and determine if the proposed number of parking spaces is adequate to accommodate that peak demand. Typically, required parking for a site is determined using parking ratios for various land uses found in a municipal code.

### *Parking Requirements per City of St. Charles Municipal Code*

The City of St. Charles' Municipal Code, Chapter 17.24.140, provides a schedule of off-street parking ratios to determine the required number of parking spaces corresponding to its specified land use. The municipal code requires 10 parking spaces per 1,000 square feet of gross floor area for restaurants. It also specifies that fractions below one-half may be disregarded. Therefore, the City of St. Charles Municipal Code requires 52 parking spaces for this proposed development.

*Observed Parking Demand at Existing Single-Lane Drive-Thru McDonald's*

While the City's Municipal Code provides required parking for the site, parking surveys of the existing site should always be considered as one of the best means to estimate parking demand to account for local conditions. Therefore, a parking accumulation study has been conducted at the existing fast food restaurant to obtain the existing parking demand at regular intervals of time. The parking survey was conducted during the peak weekday (12 PM – 1 PM) and peak weekend (12 PM – 1 PM) hour for the restaurant.

The existing site consists of an approximate 4,500 square foot restaurant with a single drive-thru lane. There are three full-access driveways and one exit-only driveway along Main Street that provide direct access to the site. The site currently includes 67 surface parking spaces, three of which are striped as handicap spaces.

Results of the parking accumulation study are summarized in Table 1, which illustrate that the peak parking demand occurred during the weekday peak hour with 48 occupied parking spaces. However, it was observed that a number of parked vehicles, approximately 4 to 8 during each survey hour, were parking in the west side of the McDonald's parking lot and accessing the Beef Shack restaurant located next door. It was also noted that the three western driveways created confusion in accessing the single-lane drive-thru and that the drive-thru queue was fairly long during the peak hours, up to 14 vehicles. *Several drivers that were hoping to use the drive-thru were observed leaving the drive-thru lane and parking since the drive-thru was too difficult to access and the queue too long.*

Based on the approximate size of the existing facility and the observed parking data, the existing single-lane drive-thru McDonald's has a peak hour parking demand rate of 10.67 spaces per 1,000 square feet, similar to the City Code parking requirement. However, this parking rate does not take into account the vehicles parking at McDonald's and walking off site and the vehicles expecting to use the drive-thru but parked instead due to long queues and confusion at the single-lane drive-thru.

*Parking Data at Similar Higher Capacity Drive-Thru McDonald's*

Increased capacity of the drive-thru system is expected to increase the amount of drive-thru patrons and thus decrease the amount of walk-up traffic, resulting in a lower parking demand for the site. McDonald's has been implementing tandem drive-thru and dual-lane drive-thru systems at many of their facilities, which typically results in a lower parking demand. In addition, the proposed access layout will provide efficient on-site circulation accessing the drive-

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thru lane thus solving the confusion of accessing the drive-thru lane currently being experienced on site.

For example, the attached excerpt from a parking study for another McDonald's includes parking counts at three facilities which are a similar size to that proposed for the St. Charles site – one with a single-lane drive-thru and two with a tandem drive-thru. The observed peak parking demand for the single-lane drive-thru is 50 parked vehicles, resulting in a parking rate of 9.31 spaces per 1,000 square feet. The observed peak parking demand for the two with the tandem drive-thru is 37 spaces and 32 spaces during the peak hour, resulting in parking rates of 6.92 spaces and 5.84 spaces per 1,000 square feet, respectively. This results in a net reduction in peak hour parking rates by 26 percent and 37 percent, respectively when compared to the single-lane drive-thru.

The proposed redeveloped McDonald's includes a dual-lane drive-thru, so it is expected to accommodate more drive-thru patrons. Using the conservative reduction of 26 percent on the parking rates generated at the existing site would result in a parking rate of 7.89 parking spaces per 1,000 gross square feet, or 41 spaces, for the proposed 5,235 square foot building.

#### Summary and Conclusions

The City of St. Charles' Municipal Code provides a parking rate of 10 parking spaces per 1,000 square feet of gross floor area, which would require 52 parking spaces for the proposed 5,235 square foot McDonald's. The site is proposing to provide 49 spaces, which is less than the required 52 spaces by three spaces.

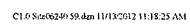
A parking survey was conducted at the existing single-lane drive-thru McDonald's to estimate the parking demand that accounts for local conditions. The peak parking demand for the site was 48 spaces occupied, resulting a peak parking rate of 10.67 spaces per 1,000 square feet. However, it was observed that vehicles were parking in the McDonald's lot but walking to an adjacent restaurant, there was confusion in accessing the single-lane drive-thru, and that the drive-thru queue was fairly long during observed times resulting in several drivers parking instead of using the drive-thru. While these observations cannot be quantified in a parking rate reduction, it is expected that the existing site requires less than the 48 peak hour occupied spaces.

Other studies have shown that restaurants with additional drive-thru capacity have increased drive-thru sales and decreased vehicles parking, resulting in a lower parking demand. The proposed redeveloped McDonald's includes a dual-lane drive-thru which will accommodate more drive-thru patrons. Parking surveys for three similar size McDonald's – one with a single-

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lane drive-thru and two with a tandem drive-thru – result in a lower parking demand for the tandem drive-thru facilities. Using the conservative reduction of 26 percent on the parking rates generated at the existing site would result in a parking rate of 7.89 parking spaces per 1,000 gross square feet, or 41 spaces, for the proposed 5,235 square foot building.

Based on the field observations at the existing restaurant and parking data from several McDonald's with higher capacity drive-thru's, it is our professional opinion that the proposed 49 parking spaces will accommodate the parking demand for the new St. Charles McDonald's. The eight additional parking spaces will provide an additional buffer to account for any special events or parking for neighboring restaurants and maximizes the parking potential for the redeveloped site.





**Table 1: Summary of Parking Occupancy Counts at St. Charles McDonald's**

		<b>Friday, November 9, 2012</b>	<b>Saturday, November 10, 2012</b>
<b>Period</b>	<b>Time</b>	<b>Occupied Spaces</b>	<b>Occupied Spaces</b>
1	12:00 PM	38	21
2	12:03 PM	37	25
3	12:06 PM	42	26
4	12:09 PM	42	29
5	12:12 PM	47	31
6	12:15 PM	45	32
7	12:18 PM	45	39
8	12:21 PM	<b>48</b>	37
9	12:24 PM	42	37
10	12:27 PM	39	41
11	12:30 PM	37	37
12	12:33 PM	40	<b>44</b>
13	12:36 PM	40	36
14	12:39 PM	41	35
15	12:42 PM	38	35
16	12:45 PM	34	36
17	12:48 PM	31	36
18	12:51 PM	30	27
19	12:54 PM	29	35
20	12:57 PM	32	34
21	1:00 PM	35	33
<b>Maximum Parking Demand</b>		<b>48</b>	<b>44</b>
<b>Observed Parking Rate (spaces per 1,000 SF)</b>		<b>10.67</b>	<b>9.78</b>



### Exhibit 5 - McDonald's Parking Summary

		Parked Cars - Weekday (Observed February, 2012)				Parked Cars - Weekend (Observed February, 2012)			
		McDonald's #1	McDonald's #2	McDonald's #3	McDonald's #4	McDonald's #1	McDonald's #2	McDonald's #3	McDonald's #4
Address		892 W 75th Street Milibrook Drive @ 75th Street Naperville, IL	1520 Naper Blvd Tower Crossing Shopping Center Naperville, IL	225 Ogden Avenue Ogden Avenue @ Cumnor Road Downers Grove, IL	3 S 010 Rte. 53 IL Rte 53 @ Butterfield Road Glen Ellyn, IL	892 W 75th Street Milibrook Drive @ 75th Street Naperville, IL	1520 Naper Blvd Tower Crossing Shopping Center Naperville, IL	225 Ogden Avenue Ogden Avenue @ Cumnor Road Downers Grove, IL	3 S 010 Rte. 53 IL Rte 53 @ Butterfield Road Glen Ellyn, IL
Store Features		Single Drive Thru Adding Duel Drive-thru 5,370 SF 114 Seats 83 Parking Spaces Playplace	Tandem Drive Thru Adding Duel Drive-thru 5,344 SF 114 Seats 59 Parking Spaces No Playplace	Tandem Drive Thru 5,477 SF 128 Seats 50 Parking Spaces Playplace	Double Drive Thru 3,978 SF 124 Seats 57 Parking Spaces No Playplace	Single Drive Thru Adding Duel Drive-Thru 5,370 SF 114 Seats 83 Parking Spaces Playplace	Tandem Drive Thru Adding Duel Drive-Thru 5,344 SF 114 Seats 59 Parking Spaces No Playplace	Tandem Drive Thru 5,477 SF 128 Seats 50 Parking Spaces Playplace	Double Drive Thru 3,978 SF 124 Seats 57 Parking Spaces No Playplace
Time	7:00 AM	12	16	11	12	4	11	5	6
	7:15 AM	12	17	10	11	6	12	5	10
	7:30 AM	14	15	12	10	8	13	12	9
	7:45 AM	16	17	8	10	8	9	12	12
	8:00 AM	22	11	10	14	10	10	19	13
	8:15 AM	22	21	14	5	5	13	19	17
	8:30 AM	19	24	25	8	12	10	28	6
	8:45 AM	20	17	25	7	11	15	29	11
	9:00 AM	29	19	26	7	28	10	27	6
	9:15 AM	26	15	28	7	27	14	26	8
	9:30 AM	28	20	27	9	25	12	24	10
	9:45 AM	24	22	20	7	22	23	23	10
	10:00 AM	28	27	20	9	22	25	28	10
	10:15 AM	23	23	15	10	36	24	24	9
	10:30 AM	23	20	8	10	31	22	21	10
	10:45 AM	35	16	8	14	35	13	18	10
	11:00 AM	28	10	15	13	29	17	15	9
	11:15 AM	48	11	19	12	34	16	16	10
	11:30 AM	50	17	18	13	34	15	21	10
	11:45 AM	46	19	27	13	42	12	16	11
	12:00 PM	39	20	32	12	41	15	21	16
	12:15 PM	38	25	28	14	37	11	17	16
	12:30 PM	39	30	29	10	39	19	29	16
	12:45 PM	48	37	21	17	34	15	30	20
	1:00 PM	50	33	26	12	28	15	27	17
	1:15 PM	35	24	23	10	26	13	23	13
	1:30 PM	33	18	17	20	18	13	25	16
	1:45 PM	25	14	13	17	20	7	16	15
Total Parking Spaces		83 Spaces	59 Spaces	50 Spaces	57 Spaces	83 Spaces	59 Spaces	50 Spaces	57 Spaces

Community Development  
Planning Division

Phone: (630) 377-4443

Fax: (630) 377-4062



ST. CHARLES  
SINCE 1834

**Staff Memo**

**TO:** Chairman Cliff Carrignan  
And the Members of the Planning & Development Committee

**FROM:** Matthew O'Rourke, AICP  
Planner

**RE:** Concept Plan for 1915 W. Main Street (McDonald's)

**DATE:** November 28, 2012

**I. APPLICATION INFORMATION:**

**Project Name:** 1915 W. Main Street (McDonald's)

**Applicant:** McDonald's USA, LLC.

**Purpose:** Concept Plan review of the proposed demolition and reconstruction of the existing McDonald's restaurant.

**General Information:**

Site Information	
Location	1915 W. Main Street
Acres	1.12

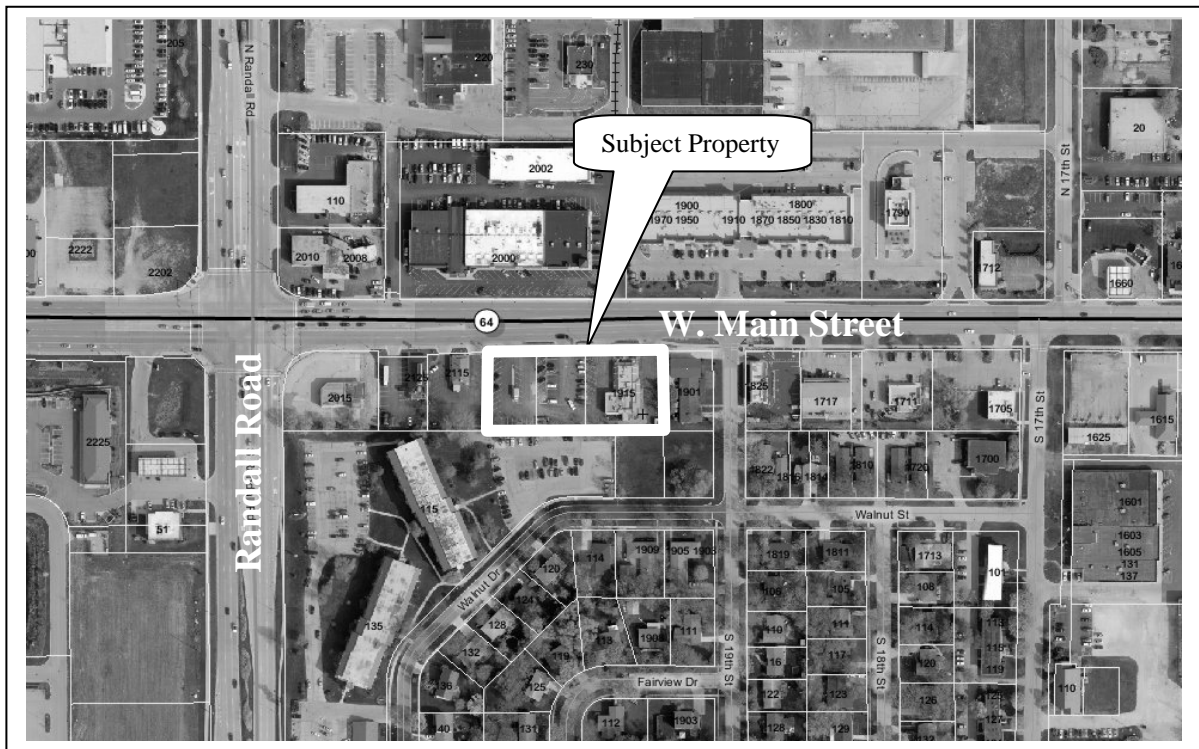
Applications	<b>1) Concept Plan</b>
Applicable Zoning Code Sections	17.04 Administration 17.14 Business and Mixed Use Districts Table 17.14-2 Business and Mixed Use Districts Bulk Requirements 17.24.100 Drive-Through Facilities 17.28 Landscaping and Screening 17.06.030 Standards and Guidelines – BL, BC, BR, & O/R Districts

Existing Conditions	
Land Use	Existing McDonald's Restaurant
Zoning	BL-Local Business and Special Use for a Drive-Through Facility

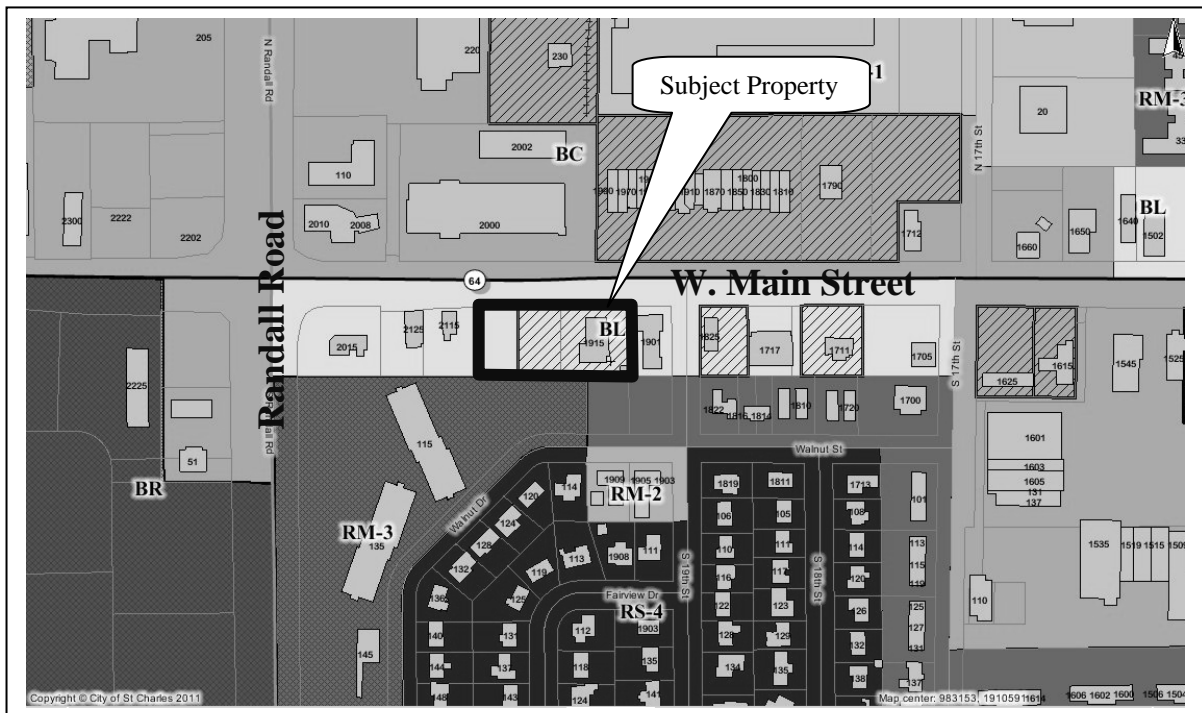
Zoning Summary		
North	BC-Community Business	Multi-Tenant Commercial Buildings
East	BL-Local Business	Commercial Building
South	RM-3 General Residential PUD	Fox Run Apartments/Parking Lot
West	BL-Local Business	Commercial Buildings

Comprehensive Plan Designation	
	Retail and Service

## Aerial Photograph



## Surrounding Zoning



## II. PROJECT OVERVIEW:

The owner of the McDonald's restaurant located at 1915 W. Main Street is proposing to demolish the existing building and construct a new restaurant on this site. The details of the proposal are as follows:

- Construct a new 5,234 square foot restaurant on the property.
  - The location of the restaurant will be further west on the property and oriented to be parallel with Rt. 64.
- Eliminate 2 of the 4 existing curbs cuts onto Rt. 64.
- New Drive-Through Facility with two ordering stations.
  - 15 drive-through stacking spaces.
- 49 parking spaces.
- All new landscaping around the site.
- Requested deviations:
  - Reduction in the required landscape buffer along the southern property line from 10' to 5'.
  - Reduction in the number of required off-street parking stalls from 52 to 49.
  - Reduction in the amount of foundation landscaping around the building.
  - Increased wall signage (6 wall signs proposed, 1 permitted per Zoning Ordinance).

The applicant is proposing to accommodate these deviations by submitting an application for a Special Use for a Planned Unit Development. Per **Section 17.04.410.C** of the Zoning Ordinance a Concept Plan review is required prior to the applicant submitting the application for the PUD. Therefore, the applicant has submitted this Concept Plan application to seek feedback regarding the proposed demolition and reconstruction of the McDonald's facility and the proposed Special Use for a Planned Unit Development to accommodate the identified deviations.

## III. ANALYSIS OF CONCEPT PLAN

Staff performed a preliminary analysis of the submitted concept plans to identify any deficiencies or potential deviations in regards to conformance with Title 17 the Zoning Ordinance. The following is a detailed description of Staff's analysis.

### A. COMPREHENSIVE PLAN

#### **Land Use Designation**

The current Comprehensive Plan Land Use designation for this property is Retail and Service. Retail and Service is defined as follows:

*"Retail and Service. Includes most business uses such as stores, restaurants, consumer and business services and professional offices. The maximum Floor Area Ratio is 0.35."*

### B. BULK AND SETBACK STANDARDS

This property is zoned BL-Local Business. Staff has reviewed the submitted site plans to ensure conformance with the applicable bulk, and setback regulations per **Table 17.14-2 Business and Mixed Use Districts Bulk Regulations**. The following table summarizes this review:

Category	Zoning Ordinance Standard	Proposed
<b>Lot Area</b>	1-Acre For Restaurants	1.12 Acres
<b>Lot Width</b>	N/A	327'
<b>Building Setbacks:</b>		
<i>Front</i>	20'	60.8'
<i>Interior Side: East</i>	5'	124'
<i>Interior Side: West</i>	5'	85'
<i>Exterior Side</i>	20'	N/A
<i>Rear</i>	20'	33'
<b>Parking/Paving Setbacks:</b>		
<i>Front</i>	10'	10'
<i>Interior Side : East</i>	0'	1.8'
<i>Interior Side: West</i>	0'	1.2'
<i>Exterior Side</i>	10'	N/A
<i>Rear</i>	See Landscape Buffer Yard	5'
<b>Maximum Building Coverage</b>	60%	11%
<b>Landscape Buffer Yard</b>	10' required landscape buffer when property abuts residential zoning (south property line)	5'
<b>Parking Stall Size</b>	9' wide by 18' long (2' overhang allowed where parking stalls abut green space)	9' wide by 20' angled parking stalls.
<b>Drive-Aisle Width</b>	24' or 14' One Way	Minimum 18' (one way proposed around entire site)
<b>Parking Requirement</b>	10 Spaces per 1,000 SQ FT of GFA - ( 52 required)	49

### ***Proposed Deviations***

Per **Table 17.14-2** a landscaped buffer yard of 10' in width is required when commercial properties abut properties with an underlying zoning designation of residential. The property to the south is zoned RM-3 General Residential (PUD). This property is part of the Fox Run apartment complex.

The applicant is requesting to reduce this required landscape buffer yard to 5' in width. This portion of the property is used as an off-street parking lot for Fox Run residents. Currently, there is no buffer yard between the McDonald's property and the Fox Run property.

The applicant is also requesting a deviation to reduce the required number of off-street parking spaces from 52 to 49. The applicant has submitted a parking analysis dated 11/14/2012 that states the observed peak parking demand of the existing restaurant is 48 spaces. However, it was noticed that 4 to 8 of these customers parked in the McDonald's lot and patronized the business located to the west. The analysis also includes results from previous studies of comparable McDonald's locations. This analysis states that the inclusion of the tandem drive-through lanes significantly reduces the observed parking demand of similar facilities. Exhibit 5 of the parking analysis details the observed parking demands for similar McDonald's locations in the Chicago area. The majority of these similar facilities show a peak hour parking demand below 50 spaces.

Staff has suggested, based on the results of this parking study, that the applicant also consider removing the parallel off-street parking spaces abutting Rt. 64. Staff would suggest these be removed to provide more landscaping area and to eliminate potential traffic conflicts between motorists entering the site from Rt. 64 and motorists maneuvering in and out of these parallel spaces.

#### C. DRIVE-THROUGH FACILITY

Staff has reviewed the proposed Drive-Through Facility for conformance with the standards of **Section 17.24.100 Drive-Through Facilities**. The following table details that review:

Category	Zoning Ordinance Standard	Proposed
Required Stacking Spaces	15	15
Required Parking Stall Size	9' X 20'	9' X 20'
Screened from Public Street	Must not be along or screened from public street	Drive-Through is located away from the public street

#### *Staff Comments*

The submitted concept plans show a total of 15 stacking spaces. 14 of the spaces start at the second pick-up window. There is 1 stacking space shown after the second pick-up window at a third pick-up window. This window is intended to serve patrons who have orders that take longer than expected to complete. **Section 17.24.100.B.2** states, “For a Car Wash, stacking spaces shall begin behind the last vehicle being washed. For all other drive-through uses, stacking spaces shall include the vehicle stopped at a last point of service, such as a window.”

Per **Section 17.24.100.C. Reduction of Required Spaces**, states that the applicant can submit a study that demonstrates that the number of stacking spaces may be reduced without affecting the ability of the proposed facility to meet the applicable requirements.

If the applicant cannot fit 15 stacking spaces on the site, then they will need to submit such a study and request the reduction in stacking spaces as part of their future applications.

#### D. LANDSCAPE PLAN

Staff reviewed the submitted landscape plan for conformance with the relevant standards of **Chapter 17.26 Landscaping and Screening**. The following table details that review:

Category	Zoning Ordinance Standard	Proposed
Interior Parking Lot Green Space	10% ( 2,794.5 SQ FT required)	3,138.3 SQ FT
<b>Foundation Landscaping</b>		
<i>Trees</i>	2 per every 50 lineal feet of building wall - (12 required)	11
<i>Bushes, Shrubs, and perennials</i>	20 per every 50 lineal feet of building wall - (131 required)	220
<i>Front Façade</i>	75% of the lineal frontage of the front façade – (33.75 lineal feet required)	38 lineal feet
<i>Non-Front Facades</i>	50% of total lineal feet of wall frontage ( 136.8 lineal feet required)	128.3 lineal feet
<b>Parking Lot Screening</b>	50% of lineal footage from a	50% is Screened

	public street up 30" in height	
<b>Public Street Frontage Landscaping</b>		
<i>Shade Trees</i>	1 per every 40 lineal feet of building wall - (6 required)	6
<i>Ornamental/ Evergreen Trees</i>	2 per every 40 lineal feet of building wall - (12 required)	0
<i>Bushes, Shrubs, and perennials</i>	75% of Public Street Frontage - (245 lineal feet required)	250'
<b>Parking Lot Shade Trees</b>	1 per 160 SQFT of interior parking lot green space - (17 trees required)	17

### ***Proposed Deviations***

The applicant has identified the following deviations shown on the landscape plan:

#### **Building Foundation Landscaping**

- There is a total 136.8 lineal feet of foundation landscaping required on the rear, left, and right facades, there is 128.3 lineal feet proposed.
- The applicant has proposed an increase of 4.25 lineal feet in excess of the 33.75 lineal feet of required foundation landscaping along the front or street facing façade.

### ***Staff Comments***

In addition to the proposed foundation landscaping deviation, Staff has identified that the submitted plans are not in compliance with the following standards of Chapter 17.26 Landscaping and Screening:

- There are 12 ornamental or evergreen trees required along Rt.64, and 0 trees shown on the plans.
- 12 foundation landscaping trees are required and 11 are shown on the plans.

The applicant will need to meet these standards or request deviations from these standards through the PUD.

### ***Proposed Outdoor Seating Area and Enhanced Landscape Features***

In order to offset the proposed deviations from the landscape ordinance the applicant has proposed a large public outdoor seating area and enhanced landscape features that will be visible from Rt. 64. These features are as follows:

- Outdoor seating open to the public.
- A landscaped water feature to enhance the public seating area and view from Rt. 64.
- Additional interior parking lot greenspace and landscape materials.
- The applicant has provided 220 bushes, shrubs, and perennials in the foundation landscape areas as opposed to the 131 that are required.

## **E. BUILDING ARCHITECTURE**

Staff has reviewed the submitted building elevations for conformance with the standards established in **Section 17.06.030 Standards and Guidelines – BL, BC, BR, & O/R Districts**. The elevations generally conform to those standards.

## F. SIGNAGE

Staff reviewed the proposed signage detailed on the architectural elevations for conformance with the relevant standards of **Table 17.28-2 Permitted Signs for Business and Mixed Use Districts**. The following table details that review:

<b>Wall Signage Area</b>	<b>Zoning Ordinance Standard</b>	<b>Proposed</b>
<i>Front Elevation</i>	0 SQ FT	45 SQ FT
<i>Non-Drive Through Elevation (Faces Rt. 64)</i>	177 SQ FT	45 SQ FT
<i>Drive-Through Elevation</i>	0 SQ FT	12 SQ FT
<i>Rear Elevation</i>	0 SQ FT	45 SQ FT
<b>Monument Sign Area</b>	100 SQ FT	42.03 SQ FT
<b>Monument Sign Height</b>	15' above the grade from the public street	15'
<b>Monument Sign Setback</b>	10' from property line	10' from property line

### *Staff Comments*

**Per Table 17.28-2 Permitted Signs for Business and Mixed Use Districts** one wall sign is permitted for each public street on a zoning lot. Since this property has one street frontage only 1 sign is permitted. There are 6 signs shown on the proposed elevations. The applicant will need to revise their future submittals to conform to these standards or add these signs as formal deviation request through the PUD.

## G. PURPOSES OF THE PLANNED UNIT DEVELOPMENT

Part of this Concept Plan review is to determine if the applicant should proceed with filing an application for a Special Use for a Planned Unit Development. This future application will need to advance one or more of the purposes of the PUD as stated in **Section 17.04.400.A. Purpose** of the Zoning Ordinance. These purpose statements are as follows:

1. To promote a creative approach to site improvements and building design that results in a distinctive, attractive development that has a strong sense of place, yet becomes an integral part of the community.
2. To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable open space and recreational facilities for the enjoyment of all.
3. To encourage a harmonious mix of land uses and a variety of housing types and prices.
4. To preserve native vegetation, topographic and geological features, and environmentally sensitive areas.
5. To promote the economical development and efficient use of land, utilities, street improvements, drainage facilities, structures and other facilities.
6. To encourage redevelopment of sites containing obsolete or inappropriate buildings or uses.
7. To encourage a collaborative process among developers, neighboring property owners and residents, governmental bodies, and the community.



#### **IV. PLAN COMMISSION COMMENTS**

The Plan Commission reviewed the concept plan on 11/20/2012. The following list summarizes their comments:

- The Commission generally thought that the proposal meets the purposes of the PUD.
- The Commission would like to see enhanced buffers or screening between this property and the properties to the west and south.
- There were no objections to the proposed setback and landscaping deviations.
- Some of the members stated a preference for less wall signs on the building elevations.
- The members were comfortable with the parking reduction to 49 spaces.

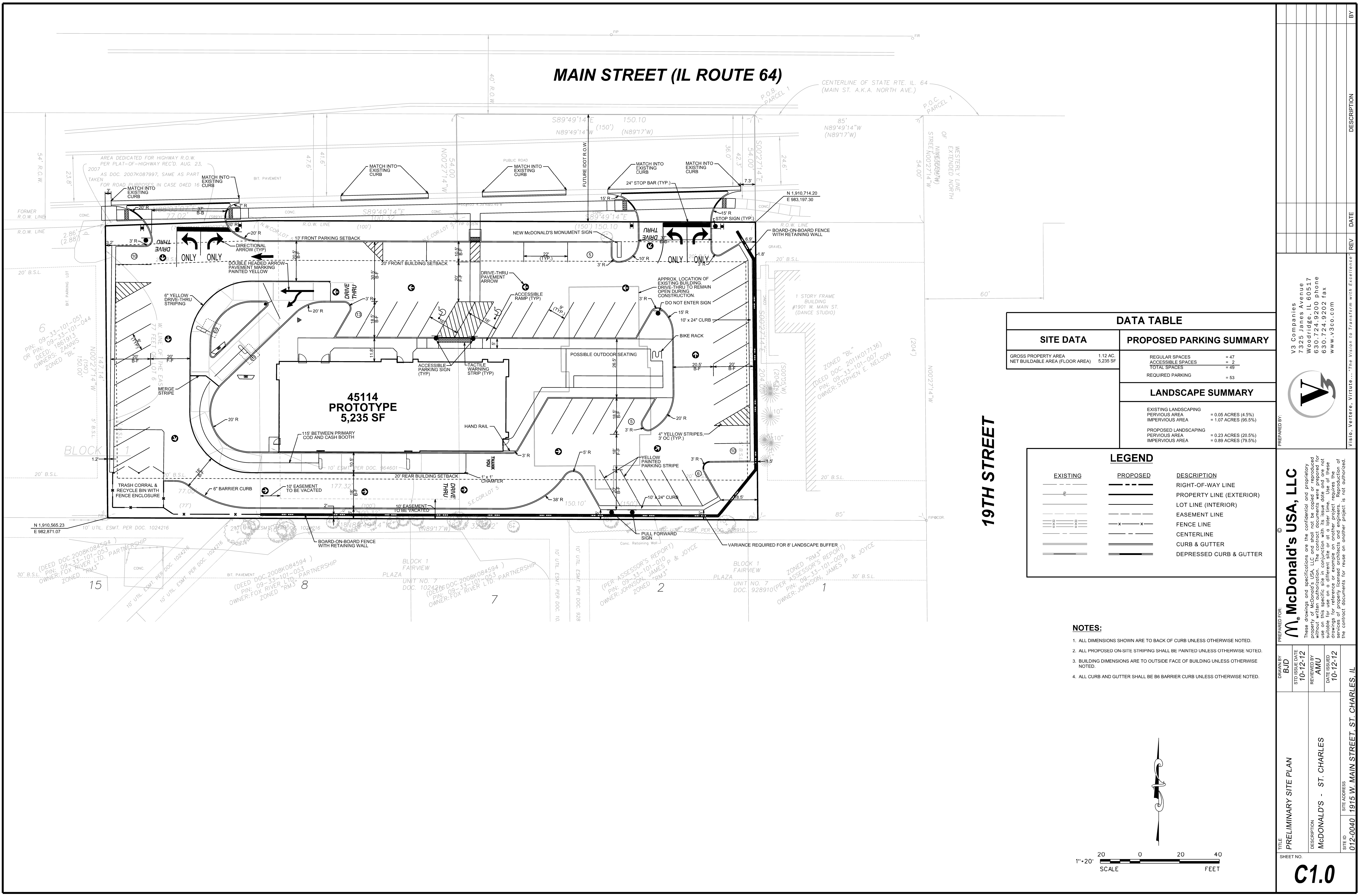
#### **V. RECOMMENDATION AND ITEMS TO CONSIDER**

Review the Concept Plans and request to submit an Application for a Special Use for a Planned Unit Development. The following items should be considered as part of this review:

- ✓ Does the proposal advance one or more of the purposes established in **Section 17.04.400.A Purpose?** (Is this an appropriate project for the use of a PUD?)
- ✓ Is the proposed deviation to the number of off-street parking spaces acceptable?
- ✓ Is the proposed deviation to the landscape buffer yard acceptable?
- ✓ Are the proposed landscape deviations acceptable?
- ✓ Is the architecture of the buildings appropriate?
- ✓ Is the amount of proposed signage acceptable?

#### **VI. ATTACHMENTS**

- Application for a Concept Plan, received 10/12/12.
- Summary of Development; V3 Companies; received 10/12/12.
- Parking Analysis: V3 Companies; dated 11/14/2012
- Concept Plans; V3 Companies; dated 11/15/12.

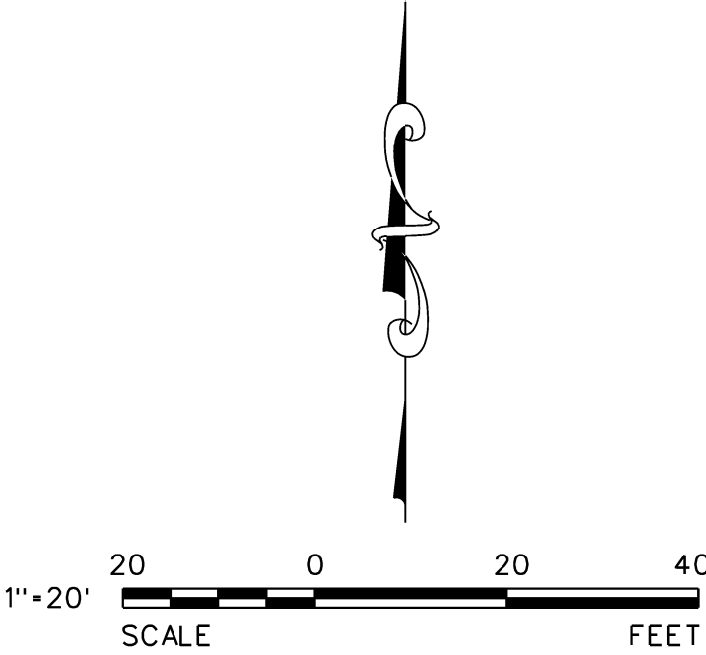


DATA TABLE	
SITE DATA	PROPOSED PARKING SUMMARY
GROSS PROPERTY AREA NET BUILDABLE AREA (FLOOR AREA)	1.12 AC. 5,235 SF
	REGULAR SPACES = 47 ACCESSIBLE SPACES = 2 TOTAL SPACES = 49 REQUIRED PARKING = 63

LANDSCAPE SUMMARY	
EXISTING LANDSCAPING PERVIOUS AREA IMPERVIOUS AREA	= 0.05 ACRES (4.5%) = 1.07 ACRES (95.5%)
PROPOSED LANDSCAPING PERVIOUS AREA IMPERVIOUS AREA	= 0.23 ACRES (20.5%) = 0.89 ACRES (79.5%)

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
---	---	RIGHT-OF-WAY LINE
---	---	PROPERTY LINE (EXTERIOR)
---	---	LOT LINE (INTERIOR)
---	---	EASEMENT LINE
---	---	FENCE LINE
---	---	CENTERLINE
---	---	CURB & GUTTER
---	---	DEPRESSED CURB & GUTTER

- NOTES:**
- ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
  - ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.
  - BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
  - ALL CURB AND GUTTER SHALL BE B6 BARRIER CURB UNLESS OTHERWISE NOTED.



PREPARED BY:  
**V3 Companies**  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
www.v3co.com

PREPARED FOR:  
**McDonald's USA, LLC**

DRAWN BY:  
**BJD**

STD ISSUE DATE:  
**10-12-12**

REVIEWED BY:  
**AMU**

DATE ISSUED:  
**10-12-12**

TITLE:  
**PRELIMINARY SITE PLAN**

DESCRIPTION:  
**McDONALD'S - ST. CHARLES**

SITE ID:  
**072-0040**

SHEET NO.  
**C1.0**

SITE ADDRESS:  
**1915 W. MAIN STREET, ST. CHARLES, IL**

BY:

REV

DATE

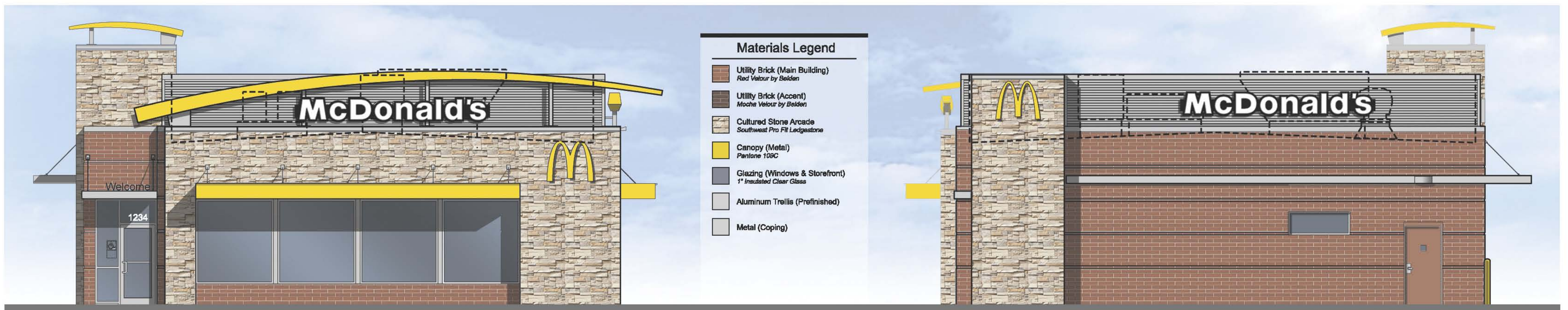
DESCRIPTION

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E:\2006106240\06240.59\Drawings\Main\03\01.0 Site06240.59.dgn 11/12/2012 9:54:51 AM

06240.59 - McDONALD'S ST. CHARLES, IL



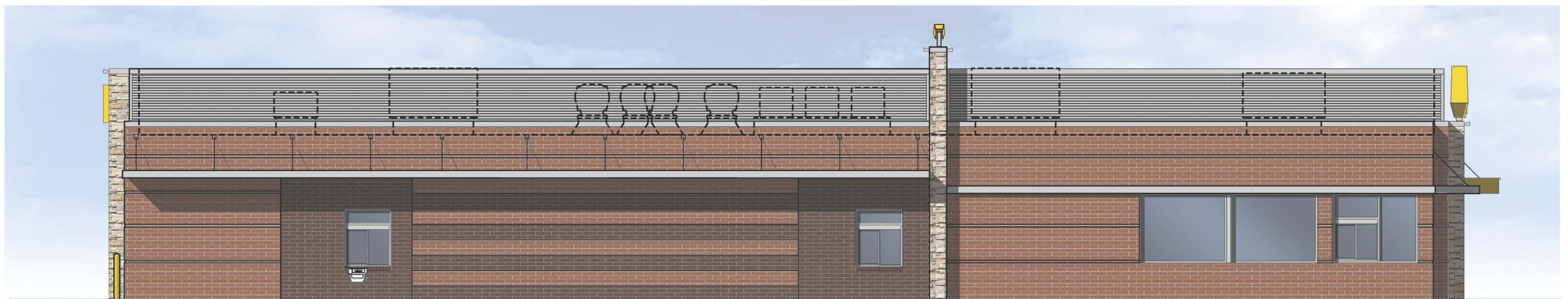


Front Elevation

Rear Elevation

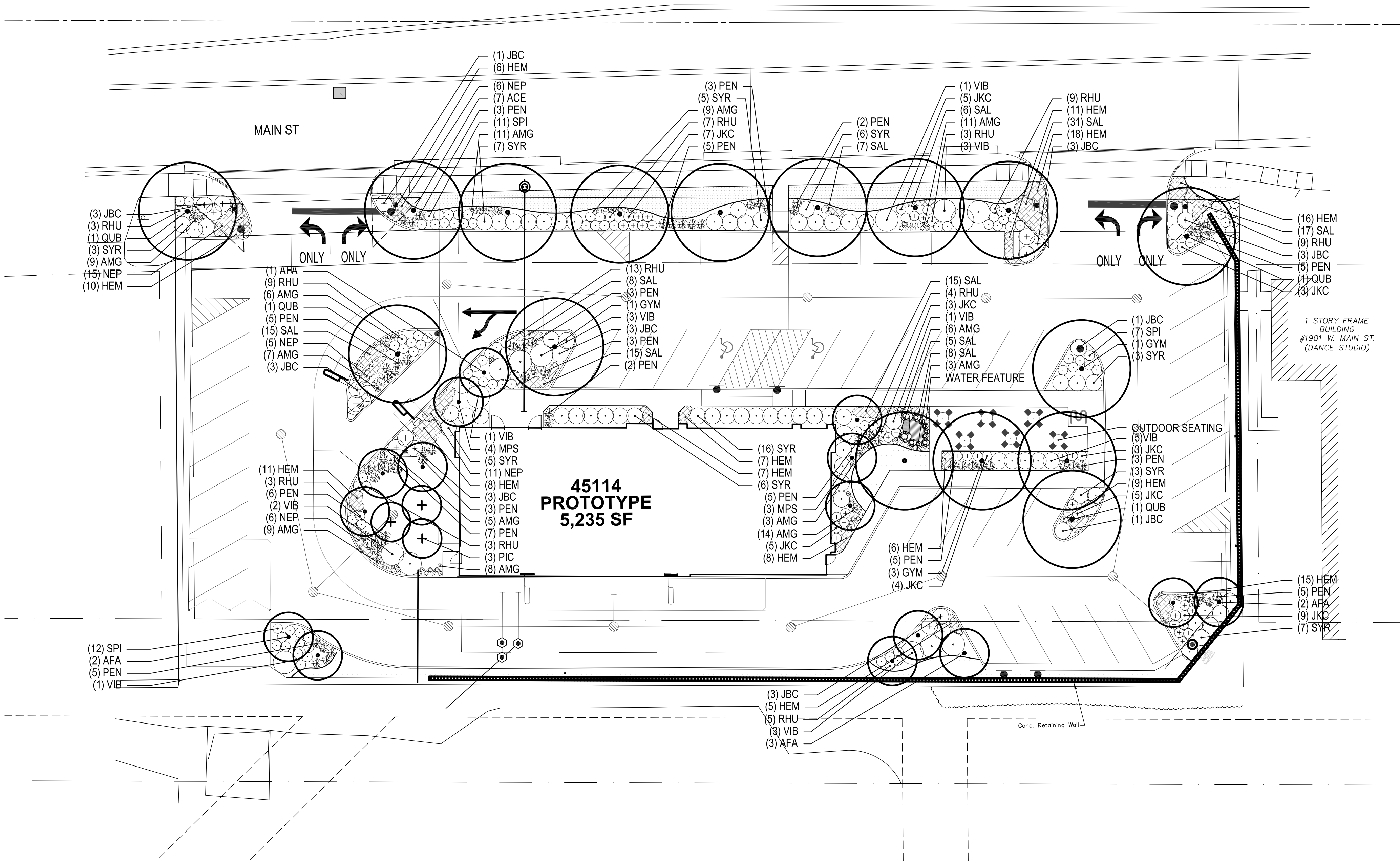


Non-Drive-Thru Side Elevation



Drive-Thru Side Elevation





### LANDSCAPING AND SCREENING REQUIREMENTS

**BUILDING FOUNDATION LANDSCAPING**  
REQUIRED: 12 TOTAL SHADE, ORNAMENTAL OR EVERGREEN TREES  
PROVIDED: 1 SHADE  
7 ORNAMENTAL  
3 EVERGREEN  
**TOTAL: 11**  
REQUIRED: 120 SHRUBS, PERENNIALS OR GRASSES  
PROVIDED: 63 SHRUBS  
78 PERENNIALS  
79 GRASSES  
**TOTAL: 220**  
NOTE: WE ARE DISREGARDING REQUIREMENT THAT FOUNDATION PLANTING BE WITHIN 16' OF BUILDING WALL

**PUBLIC STREET FRONTAGE LANDSCAPING**  
REQUIRED: 6 SHADE TREES  
PROVIDED: 6 SHADE TREES  
REQUIRED: 12 ORNAMENTAL OR EVERGREEN TREES  
PROVIDED: 0 ORNAMENTAL TREES  
0 EVERGREEN TREES  
REQUIRED: 187 LF  
PROVIDED: 250 LF

**INTERIOR PARKING LOT LANDSCAPING**  
REQUIRED: 17 SHADE TREES  
PROVIDED: 17 SHADE TREES  
REQUIRED: 2,793 SF ISLANDS  
PROVIDED: 2,793 SF ISLANDS

PLANT LIST				
ABBRV.	LATIN NAME	COMMON NAME	QUANTITY	SIZE & SHAPE
DECIDUOUS TREES				
AFA	Acer x freemanii 'Armstrong'	ARMSTRONG MAPLE	7	2.5"/CENTRAL LEADER
ACE	Acer x freemanii 'Marmo'	MARMO MAPLE	7	2.5"/CENTRAL LEADER
GYM	Gymnocladus dioica	KENTUCKY COFFEE TREE	6	2.5"/CENTRAL LEADER
QUB	Quercus bicolor	SWAMP WHITE OAK	4	2.5"/CENTRAL LEADER
EVERGREEN TREES				
PIC	Picea glauca densata	BLACK HILLS SPRUCE	3	8' B&B
ORNAMENTAL TREES				
MPS	Malus 'Pink Spires'	PINK SPIRES CRABAPPLE	7	2"/CENTRAL LEADER
EVERGREEN SHRUBS				
JKC	Juniperus x pfitzeriana 'Kallay's Compact'	KALLAYS COMPACT JUNIPER	44	24" B&B
JBC	Juniperus horizontalis 'Blue Chip'	BLUE CHIP JUNIPER	24	#3 CONT.
DECIDUOUS SHRUBS				
RHU	Rhus aromatica 'Gro-low'	GROW LOW SUMAC	68	#3 CONT.
SPI	Spiraea betulifolia 'Tor'	BIRCHLEAF SPIREA	30	#5 CONT.
SYR	Syringa meyer 'Palibin'	DWARF KOREAN LILAC	61	36" B&B
VIB	Viburnum dentatum 'Ralph Senior'	AUTUMN JAZZ VIBURNUM	20	36" B&B
ORNAMENTAL GRASSES				
PEN	Pennisetum alopecuroides	FOUNTAIN GRASS	70	2 GAL.
AMG	Sesleria autumnalis	AUTUMN MOOR GRASS	101	1 GAL.
PERENNIALS				
HEM	Heemerallis 'Rosy Returns'	ROSY RETURNS DAYLILY	137	1 GAL. 18"O.C.
NEP	Nepeta 'Walkers Low'	WALKERS LOW CATMINT	43	1 GAL. 24"O.C.
SAL	Salvia nemorosa 'May Night'	MAY NIGHT SALVIA	127	1 GAL. 18"O.C.

## Notes

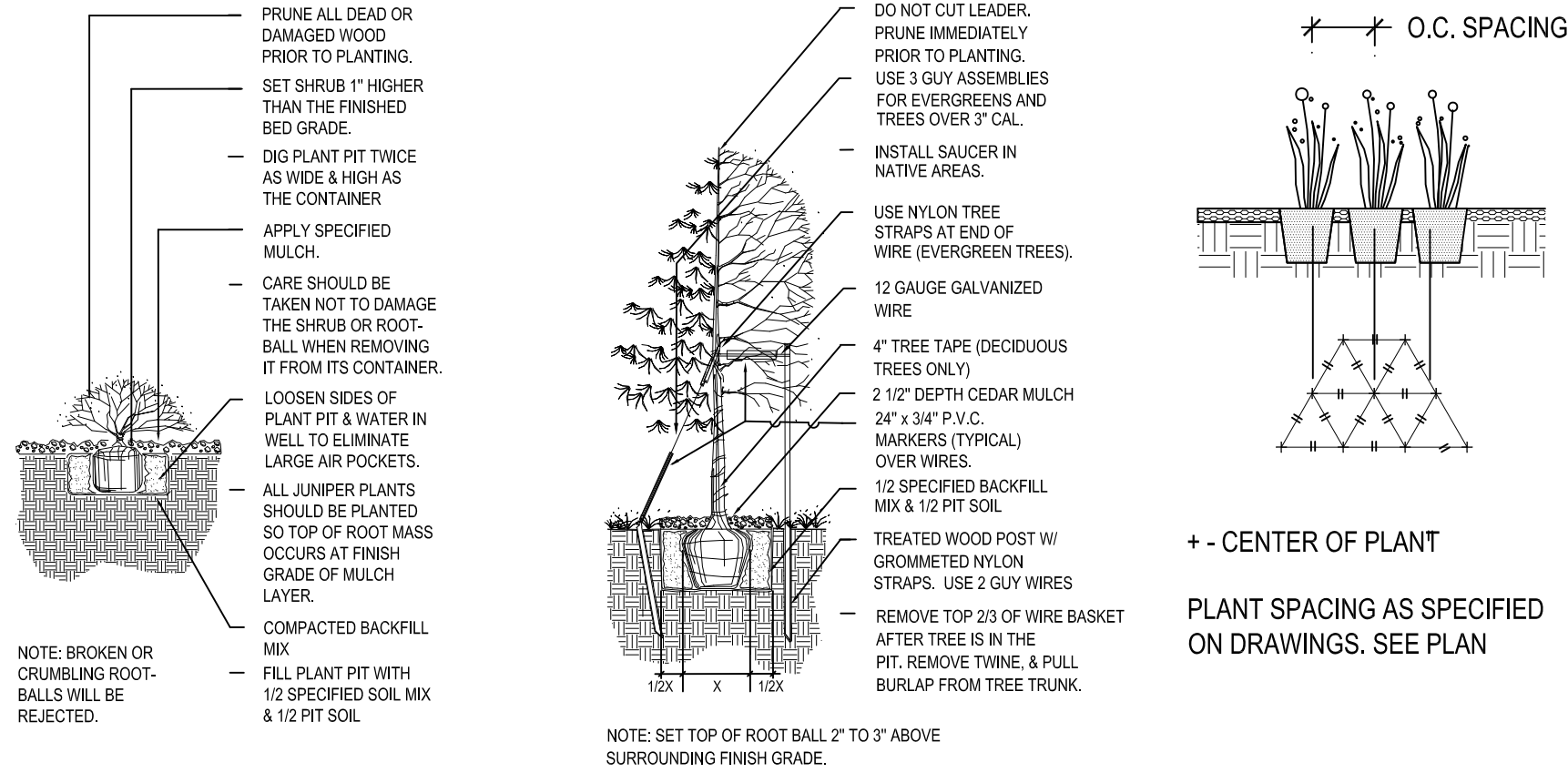
- The Landscape Contractor shall be responsible for installing materials and plants shown on the landscape plan.
- All nursery stock will be well branched, healthy, full, pre-inoculated and fertilized. Deciduous trees shall be free of fresh scars, trunks will be wrapped if necessary to prevent sun scald and insect damage. The landscape contractor shall remove the wrap at the proper time as a part of this contract.
- All nursery stock shall be guaranteed, by the contractor, for one year from date of final inspection.
- Clean viable earth will be provided and graded by the General Contractor up to 6 inches below finished grade in turf areas and 18 inches in planting areas.
- Soil shall be amended with 25% sphagnum peatmoss, 10% humus and 65% pulverized soil for all shrub, ornamental grass, perennial and annual beds.
- Double shredded hardwood mulch shall be applied three inches in depth to all perennial beds and tree rings, ornamental grass planting beds shown with a hatch are to be mulched with 3" depth pea gravel. Mulch shall not contain any form or other wastes.
- A chemical weed preventative barrier shall be applied in all wood mulch areas.  
A 4" x 14 gauge galvanized edger, Ryerson or equal shall separate the beds from the turf areas as shown on the plans. Edger is not required when adjacent to curbs, walls or walks.
- Local Utilities will need to be contacted before any type of work is done on the site.
- Do not disturb paving, lighting, landscaping, irrigation and/or fencing that is adjacent to the site or on the site to remain. The contractor is responsible for the cost to repair such areas if damaged.
- The contractor shall report any discrepancies in plan vs field conditions in writing immediately to the owners representative prior to continuing with that portion of the work.
- All trees are to be guyed per the tree planting detail for a period of one year. During the construction period tighten the guy wires as necessary. The landscape contractor shall remove all guying material after one year.
- Planting beds shall be recessed to prevent the depositing of soil, mulch and other landscape materials on the sidewalk.

## Water Feature



The landscape plan indicates the approximate size and location of the water feature. Final decision on the exact dimensions and location shall be made in the field with the approval of the owner's representative. Water feature design and character to be similar to the image above. Contractor to submit samples and shop drawings for approval by the owner's representative prior to installation.

## Planting Details



BLUEGRASS/FESCUE SOD

REVISIONS PER CITY COMMENTS

11-15-12

BY

ST/ME/S

PREPARED BY:

McDonald's USA, LLC

These drawings and specifications are the confidential and proprietary property of McDonald's USA, LLC and shall not be copied or reproduced without the written permission of McDonald's USA, LLC. Use of these drawings for any other project requires the written permission of McDonald's USA, LLC. The contractor shall be responsible for obtaining all necessary permits and for obtaining all necessary approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary approvals from the appropriate authorities. The contractor shall be responsible for obtaining all necessary approvals from the appropriate authorities.

DRAWN BY

ST/ISSUED

REVIEWED BY

DATE ISSUED

12-10-12

12-10-12

TITLE

Landscape Plan

DESCRIPTION

McDONALD'S - St Charles, IL

SHEET NO.

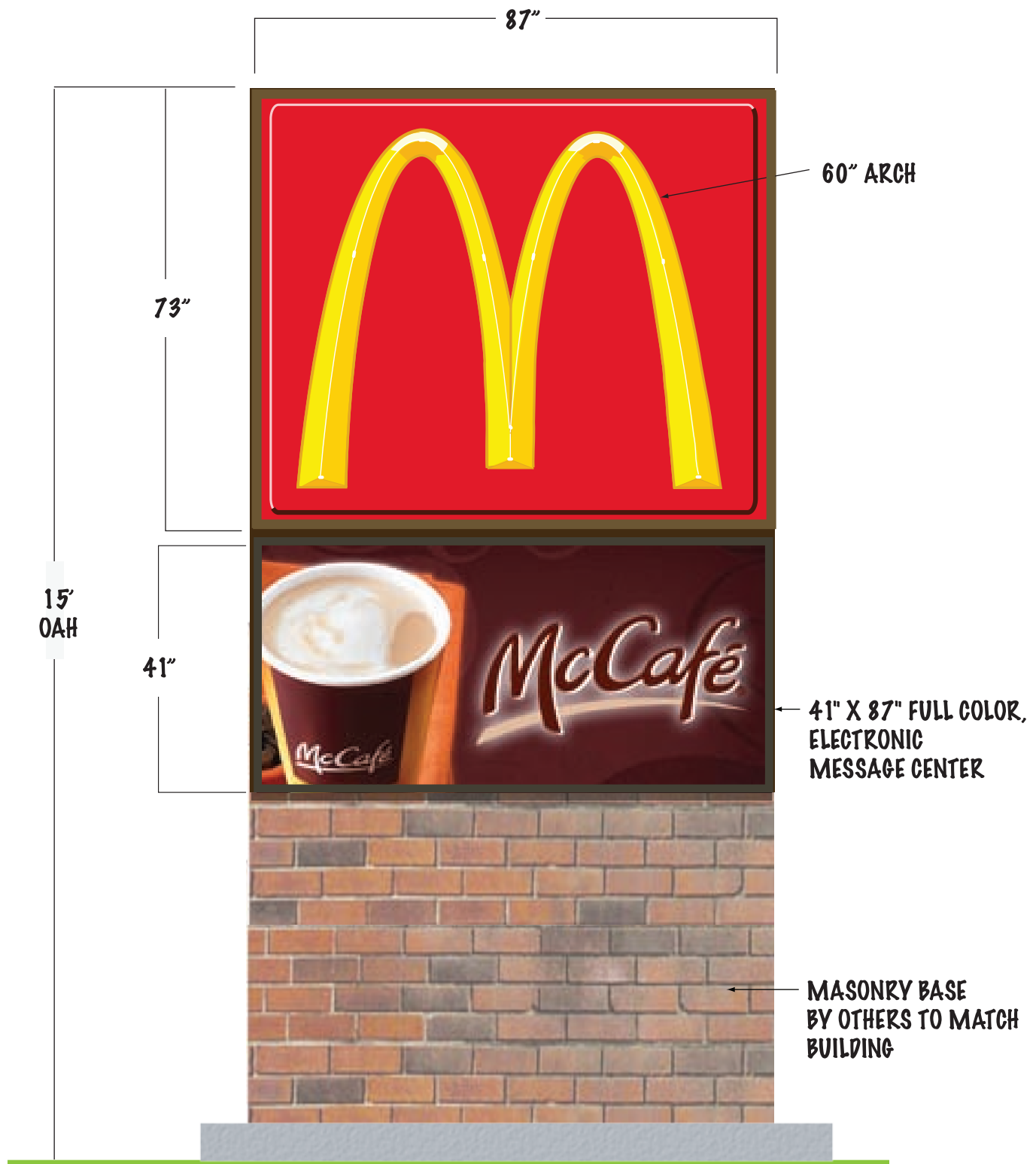
L1.0

SITE ADDRESS

St Charles, Illinois

FOR REVIEW ONLY





**DISCLAIMER:** Renderings are for graphic purposes only and not intended for actual construction dimensions. For windload requirements, actual dimensions and mounting detail, please refer to engineering specifications and install drawings.

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Customer: McDONALD'S

Project No: 288661

Scale: 1/2" = 1'

Date: 10.19.12

Drawn By: eo

Location & Site No: ST. CHARLES. IL  
NN00189

Description: 73"x87" D/F cabinet with red pan formed faces-prismatic arch; 41" x 87" full color message center, 15' OAH'

Revised:

Revised:

**Customer Approval:** NOTE: Unless specified by customer, all depth of embossing will be determined by Everbrite Engineering or existing customer specifications on file. Colors and graphics on file will be used unless otherwise specified by customer.

Please read carefully, check appropriate box and fax back to Everbrite:

☐ Sketch OK as is

☐ New sketch required

SIGNATURE

DATE

**Main Street Savannah, LLC**

**113 Chriswoodell Drive**

**Savannah, GA 31406**

RECEIVED  
St. Charles, IL

NOV 16 2012

CDD  
Planning Division

Dear Rita Tungare,


I am writing in response to a letter I received regarding the potential redevelopment of the McDonalds on Main Street. As a nearby property owner, I wanted to offer my full support for this project. There should be no roadblocks impeding this development from the Planning Commission or Planning and Development Committee. A company such as McDonalds that is willing to make an investment such as this in the community should be welcomed with open arms. The design should not be required to be any more extravagant than McDonalds desires and any variances they should seek should be granted, as well. I shall be unable to attend the meetings personally, but please make my position known to the Planning Commission and the Planning and Development Committee.

Best regards,



Clay Collins

Managing Member

		<b>AGENDA ITEM EXECUTIVE SUMMARY</b>					
Title:		Recommendation to Approve a Map Amendment, Amendment to a Special Use for a Planned Unit Development, and a PUD Preliminary Plan (Corporate Reserve Multi-Family Residential Development)					
Presenter:		Matthew O'Rourke					
Please check appropriate box:							
	Government Operations				Government Services		
X	Planning & Development - (12/10/12)				City Council		
	Public Hearing						
Estimated Cost:		N/A		Budgeted:	YES		NO
If NO, please explain how item will be funded:							
<b>Executive Summary:</b>							
<p>Corporate Reserve Development, LLC. has submitted applications for a proposal to modify Lot 8 of the Corporate Reserve PUD from the approved office use to multi-family rental units. The applicant presented this proposal at the 7/16/12 and 8/13/12 P &amp; D Committee meetings. At this time, the applicant is proposing to eliminate the four easternmost buildings and reduce the number of residential units from 317 to 231. The previously proposed Housing Trust Fund contribution of \$1,300,000 is unchanged. Revised land cash worksheets are attached to this memo.</p> <p><b>Housing Commission Recommendation</b>          At the request of the P&amp;D Committee, the Housing Commission reviewed the proposed \$1,300,000 contribution to the Housing Trust Fund on 10/18/12. The Housing Commission finds the proposed deviation to the Inclusionary Housing Ordinance and proposed contribution amount of \$1,300,000 acceptable. The Housing Commission further recommends that the developer utilize this contribution to create affordable rental units onsite. For each affordable unit created onsite, the developer would receive a \$104,500 credit to be deducted from the \$1,300,000 contribution. The vote was 5-Aye, 0-Nay, 3-Absent, and 1-Abstain.</p> <p><b>Comprehensive Plan Task Force Discussion</b>          At the suggestion of the Committee, the Comprehensive Plan Task Force discussed future land use planning for this property at their meeting on 9/26/12. The general consensus:</p> <ul style="list-style-type: none"> <li>• Given the surrounding uses, the site is appropriate for residential, although more office could be included.</li> <li>• Matching density to the adjacent developments is appropriate, but greater density could be considered if:             <ul style="list-style-type: none"> <li>○ Traffic and infrastructure issues were adequately analyzed and addressed.</li> <li>○ The site design had minimal impact on surrounding land uses.</li> </ul> </li> </ul> <p>The Task Force did not review or comment on the specific development plan being considered by the Committee.</p> <p><b>Plan Commission Recommendation</b>          The Plan Commission held a public hearing on 6/5/12 to discuss the proposal.          The Plan Commission recommended approval of the proposal on 6/19/12. The vote was 4-Aye to 3-Nay.          The dissenting voters cited the proposed density as the basis for their objection to the proposal.</p>							
<b>New Attachments:</b> <i>(please list)</i>							
Staff Memo, Housing Commission Recommendation; dated 10/24/12; Staff Memo, Comprehensive Plan Task Discussion, dated 10/24/12; Staff Memo, Revised Development Summary, dated 11/30/2012; Site Plans, BSB Design, Inc., received 11/30/2012; Revised Land Cash Worksheet, received 11/28/2012.							
<b>Recommendation / Suggested Action</b> <i>(briefly explain):</i>							
Recommend approval of an Application for a Map Amendment, an Application for an Amendment to a Special Use, and an Application for a PUD Preliminary Plan contingent upon resolution of any outstanding staff comments.							
For office use only:		Agenda Item Number: 4b					

Community Development  
Planning Division

Phone: (630) 377-4443

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**STAFF MEMO**

**TO:** Chairman Cliff Carrignan  
and Members of the Planning & Development Committee

**FROM:** Matthew O'Rourke, Planner

**RE:** Corporate Reserve Multi-Family Development –**Housing Commission Discussion**

**DATE:** October 24, 2012

---

**I. HOUSING COMMISSION REVIEW**

At the recommendation of the Planning & Development Committee, the applicant presented the Corporate Reserve Inclusionary Housing Proposal of a \$1,300,000 Housing Trust Fund Contribution to the Housing Commission on 10/18/12 for an advisory review and feedback. The following summarizes this conversation:

- The Housing Commission discussed the merits of the \$1,300,000 contribution. The Commission discussed whether this amount was sufficient based on the current economic conditions and the lack of an available density bonus.
- There is a general preference for units to be created onsite as opposed to a cash contribution to the Housing Trust Fund.
- The applicant stated that they are willing to provide affordable units onsite.

**II. HOUSING COMMISSION RECOMMENDATION**

The Housing Commission finds the proposed deviation to the Inclusionary Housing Ordinance and proposed contribution amount of \$1,300,000 acceptable. The Housing Commission further recommends that the developer utilize this contribution to create affordable rental units onsite. For each affordable unit created onsite, the developer would receive a \$104,500 credit to be deducted from the \$1,300,000 contribution.

The \$104,500 amount is that same as the current per-unit fee-in-lieu amount for an affordable unit.

The vote was 5-Aye, 0-Nay, 3-Absent, and 1-Abstain.



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**STAFF MEMO**

**TO:** Chairman Cliff Carrignan  
and Members of the Planning & Development Committee

**FROM:** Russell Colby, Planning Division Manager

**RE:** Corporate Reserve PUD site – **Comprehensive Plan Task Force Discussion**

**DATE:** October 24, 2012

---

At the suggestion of the Planning & Development Committee, the Comprehensive Plan Task Force discussed future land use planning for the Corporate Reserve Lot 8 property at their meeting on September 26, 2012. The following summarizes this conversation:

- The West Gateway area has changed significantly since the property was designated for “Business Enterprise” when the Comprehensive Plan for the area was last updated in 2003. At that time, it was not known how surrounding properties in the area would develop. Specifically:
  - No residential developments were approved or developed on the north side of Main St. between Randall and Peck Roads.
  - Cardinal Industries was still in operation on the Corporate Reserve site.
  - The railroad spur was active in this area.
  - The feasibility of developing what is now Pine Ridge Park was unknown.
- Given the current surrounding residential uses and the proximity to the forest preserve, the Task Force felt that residential would be an appropriate use. More office on the site would be appropriate also, and it could be mixed with residential.
- The Task Force did not reach a clear consensus on an appropriate residential density. The Task Force discussed that matching the density of surrounding developments would be appropriate, but a higher density could be considered if:
  - Traffic and infrastructure issues were adequately analyzed and addressed.
  - The site design had minimal impact on surrounding land uses.
- The Task Force did not discuss a specific residential use type, nor did they give any indication of a preference for single family vs. townhomes vs. apartments. However, the Task Force noted the adjacent residential developments (Remington Glen and Regency Estates) are not yet completed, and there may not be a market for more of a similar development type.
- When considering future land use vs. current market potential for the site, the Task Force did not feel that facilitating immediate development of this site was a priority compared to other sites in the City.
- The Task Force did not review or comment on the specific development plan being considered by the Committee.

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**STAFF MEMO**

**TO:** Chairman Cliff Carrignan  
And Members of the Planning & Development Committee

**FROM:** Matthew O'Rourke, Planner

**RE:** Corporate Reserve Multi-Family Development –**Revised Development Summary**

**DATE:** November 30, 2012

---

**REVISED DEVELOPMENT SUMMARY**

The applicant has submitted documents for a revised development proposal. This revised development proposal includes:

- Reduction of units from 317 to 231.
- Removal of the 4 eastern proposed multi-family residential buildings.
  - This portion of the development will retain the office zoning designation for future office development.
  - The applicant is indicating that 3 buildings will replace the apartments for a total of 42,000 square feet of office space.
- The reduced site area is now 14.62 acres. The density of the proposal is now 15.8 units per acre.
- There are now 369 total parking spaces on the site and 333 required.
- The proposed Housing Trust Fund contribution will remain at \$1,300,000 or 13 onsite units.
- The revisions will lower the expected amount of School and Park District contributions to:
  - School District: \$190,192.07.
  - Park District: \$1,001,937.43.

The applicant has reduced the number of proposed rental units multiple times as follows:

Stage of Development Review	Number of Units
Concept Plan Proposal (November 2011)	407
Plan Commission Recommendation (June 2012)	331
P & D Committee Review (August 2012)	317
P & D Committee Review (December 2012)	231

**ATTACHMENTS**

- Revised Site Plans; BSB Design, Inc.; received 11/30/2012
- Revised Land Cash worksheet; received 11/28/2012

**City of St. Charles Land/Cash Worksheet**

Dwelling Type/Bedroom Count		# of Units	Park	Est. Park Pop.	Elem.	Est. Pop.	Middle School	Est. Pop.	High School	Est. Pop.
Detached Single Family										
	3 bedroom	0	2.899	0	0.369	0	0.173	0	0.184	0
	4 bedroom	0	3.764	0	0.53	0	0.298	0	0.36	0
	5 bedroom	0	3.77	0	0.345	0	0.248	0	0.3	0
Attached Single Family (Townhomes)										
	1 bedroom	0	1.193	0	0	0	0	0	0	0
	2 bedroom	0	1.99	0	0.088	0	0.048	0	0.038	0
	3 bedroom	0	2.392	0	0.234	0	0.058	0	0.059	0
	4 bedroom	0	3.145	0	0.322	0	0.154	0	0.173	0
Multi Family (Condo/Apartment)										
	Efficiency	14	1.294	18.116	0	0	0	0	0	0
	1 bedroom	108	1.758	189.864	0.002	0.216	0.001	0.108	0.001	0.108
	2 bedroom	109	1.914	208.626	0.086	9.374	0.042	4.578	0.046	5.014
	3 bedroom	0	3.053	0	0.234	0	0.123	0	0.118	0
<b>Estimated Population</b>		<b>231</b>		<b>416.606</b>		<b>9.59</b>		<b>4.686</b>		<b>5.122</b>
							19.398			
<b>Park Acreage @ 10 acres per 1,000 population</b>				<b>4.16606</b>	<b>acres</b>					
<b>Park Land Dedication</b>				<b>0</b>	<b>acres</b>					
<b>Park Cash in Lieu @ \$240,500 per acre</b>				<b>\$1,001,937.43</b>						
Elementary School Acreage @ .025 acres per student						0.23975				
Middle School Acreage @ .0389 acres per student							0.1822854			
High School Acreage @ .072 acres per student										0.368784
<b>Total School Acreage</b>				<b>0.7908194</b>						
<b>Total School Cash in Lieu @ \$240,500 per acre</b>				<b>\$190,192.07</b>						

**1 1/2 Mile Jurisdiction Park Cash in Lieu**

**\$729,060.50**

(Not for development within City of St. Charles)

**1 1/2 Mile Jurisdiction School Cash in Lieu**

**\$138,393.40**

(Not for development within City of St. Charles)



SITE DATA

Total Site Bedroom Count	Total # Units	Total Unit %	Total Parking Req.	Total Parking Provided
STUDIO	16	5.0%	1.2/du	20
1 BR	156	49.2%	1.2/du	188
2 BR	145	45.8%	1.7/du	247
Tot. Rental Units	317	100.0%		455
Rental Site Lot Area/Unit	20.30 Ac. 2,789 SF/Unit			

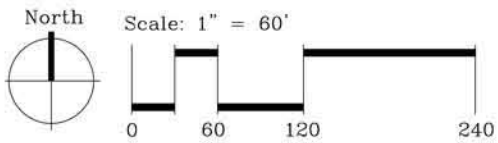
Surface	406
Garage	114
Total	520 (1.64:1)

3 Story Walk-Up  
with Walkout Level  
25 Units/ Building  
8 Garages/ Building

2 Story Walk-Up  
14 Units/ Building  
7 Garages/ Building

3 Story Walk-Up  
21 Units/ Building  
8 Garages/ Building

3 Story Walk-Up  
with Half Walkout Level  
23 Units/ Building  
8 Garages/ Building





SITE DATA

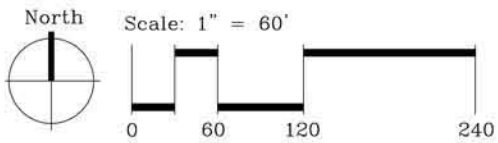
Total Site Bedroom Count	Total # Units	Total Unit %	Total Parking Req.	Total Parking Provided
STUDIO	14	6.1%	1.2/du	17
1 BR	108	46.8%	1.2/du	130
2 BR	109	47.9%	1.7/du	186
Tot. Rental Units	231	100.0%		333
Rental Site Lot Area/Unit	14.62 Ac. 2,755 SF/Unit			
				Surface 283 Garage 86 Total 369 (1.6:1)

3 Story Walk-Up  
with Walkout Level  
25 Units/ Building  
8 Garages/ Building

2 Story Walk-Up  
14 Units/ Building  
7 Garages/ Building

3 Story Walk-Up  
21 Units/ Building  
8 Garages/ Building

3 Story Walk-Up  
with Half Walkout Level  
23 Units/ Building  
8 Garages/ Building









Community Development  
Planning Division

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**Staff Report**

**TO:** Chairman  
And Members of the Government Operations Committee

**FROM:** Matthew O'Rourke, AICP  
Planner

**RE:** Corporate Reserve Planned Unit Development (Multi-Family Residential)

**DATE:** August 1, 2012

**I. APPLICATION INFORMATION:**

**Project Name:** Corporate Reserve Multi-Family Residential Development

**Applicant:** Corporate Reserve Development, LLC. (Paul Robertson)

**Purpose:** Review of Proposed Changes to the approved Planned Unit Development from Office Development to Multi-Family Residential Development

**General Information:**

Site Information	
Location	Lot 8 located west of the existing office building and north of Woodward Drive, in the Corporate Reserve Business Park
Acres 2	2.63

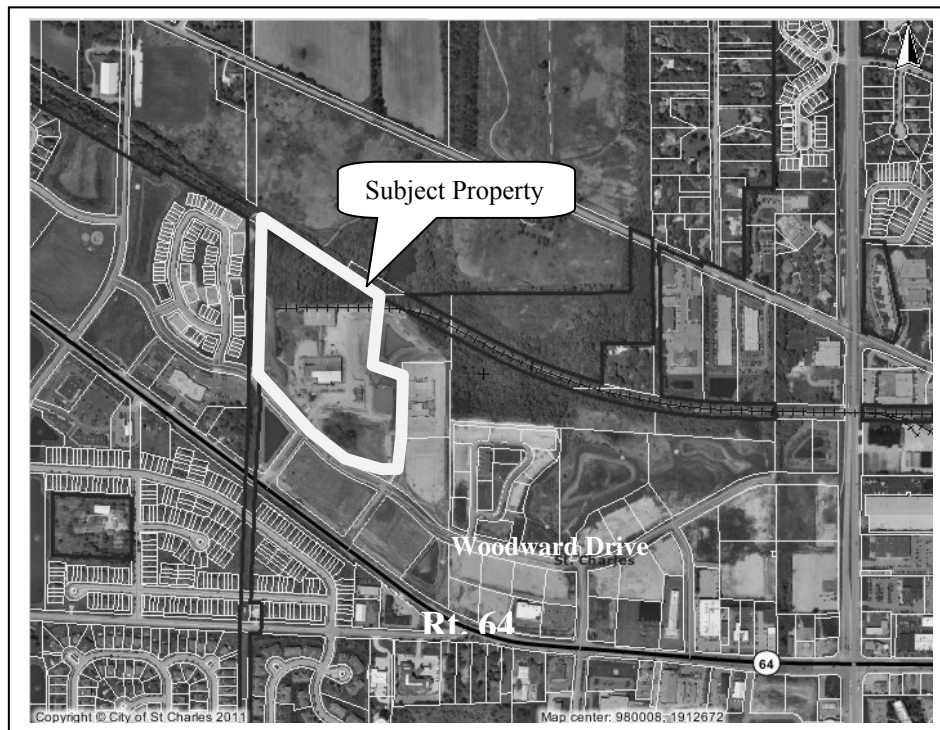
Applications	<b>1) Amendment to Special Use for a Planned Unit Development</b>
	<b>2) Map Amendment</b>
	<b>3) PUD Preliminary Plan</b>
Applicable Zoning Code Sections	17.04.430 Changes in Planned Unit Developments 17.12 Residential Districts Table 17.12-2 Residential District Bulk Requirements
PUD ORD-2008-Z-18	"An Ordinance Rezoning Property and Granting a Special Use as a Planned Unit Developed for Corporate Reserve of St. Charles PUD (A Portion of the West Gate Property)"

Existing Conditions	
Land Use	Vacant
Zoning	OR- Office and Research (PUD)

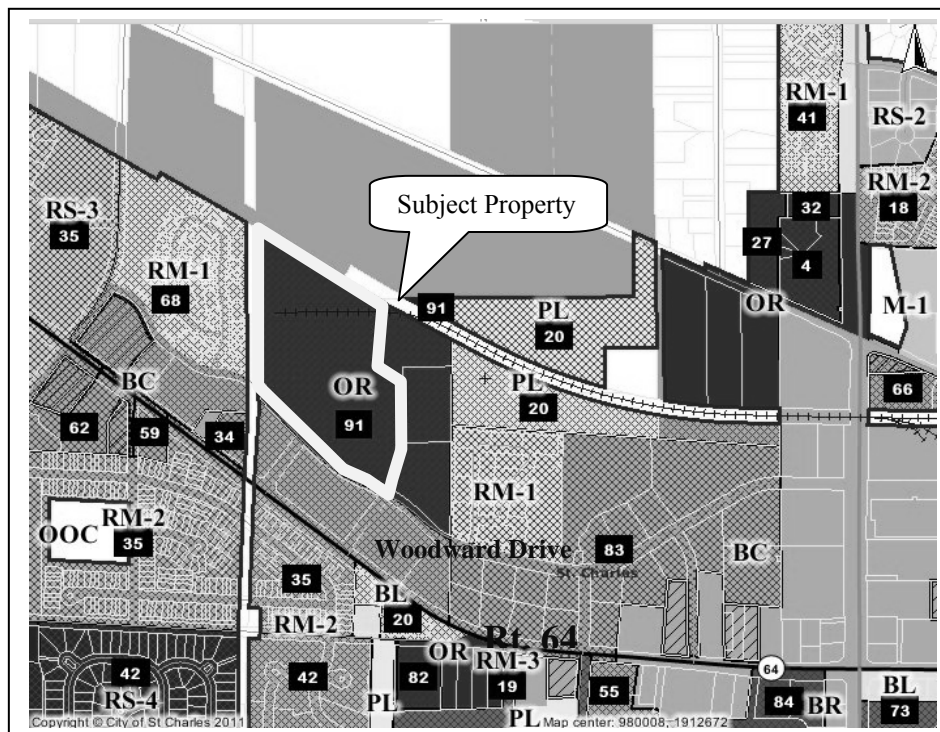
Zoning Summary		
North	Unincorporated Kane County/ PL Public Land	Forest Preserve
East	OR- Office and Research (PUD)	Vacant Office Land / Office Buildings
South	BC-Community Business (PUD)	Vacant
West	RM-1 Mixed Medium Density Residential District	Remington Glen Townhomes

Comprehensive Plan Designation
Business Enterprise

## Aerial Photograph



## Surrounding Zoning





## **II. BACKGROUND:**

### **A. PROJECT HISTORY**

In 2008, the Corporate Reserve Business Park was approved by Ordinance 2008-Z-18 “An Ordinance Rezoning Property and Granting a Special Use as a Planned Unit Developed for Corporate Reserve of St. Charles PUD (A Portion of the West Gateway Property)” on the former Cardinal Industries property. The 37.8 acre property was rezoned as follows:

- The portion of the property north of Woodward Drive was zoned OR – Office Research PUD (29.8 acres)
- The portion of the property south of Woodward Drive was zoned BC- Community Business PUD (8.00 acres)

In addition to the rezoning of the entire property, the development of the site was bifurcated into two phases in the following manner:

#### **Phase I**

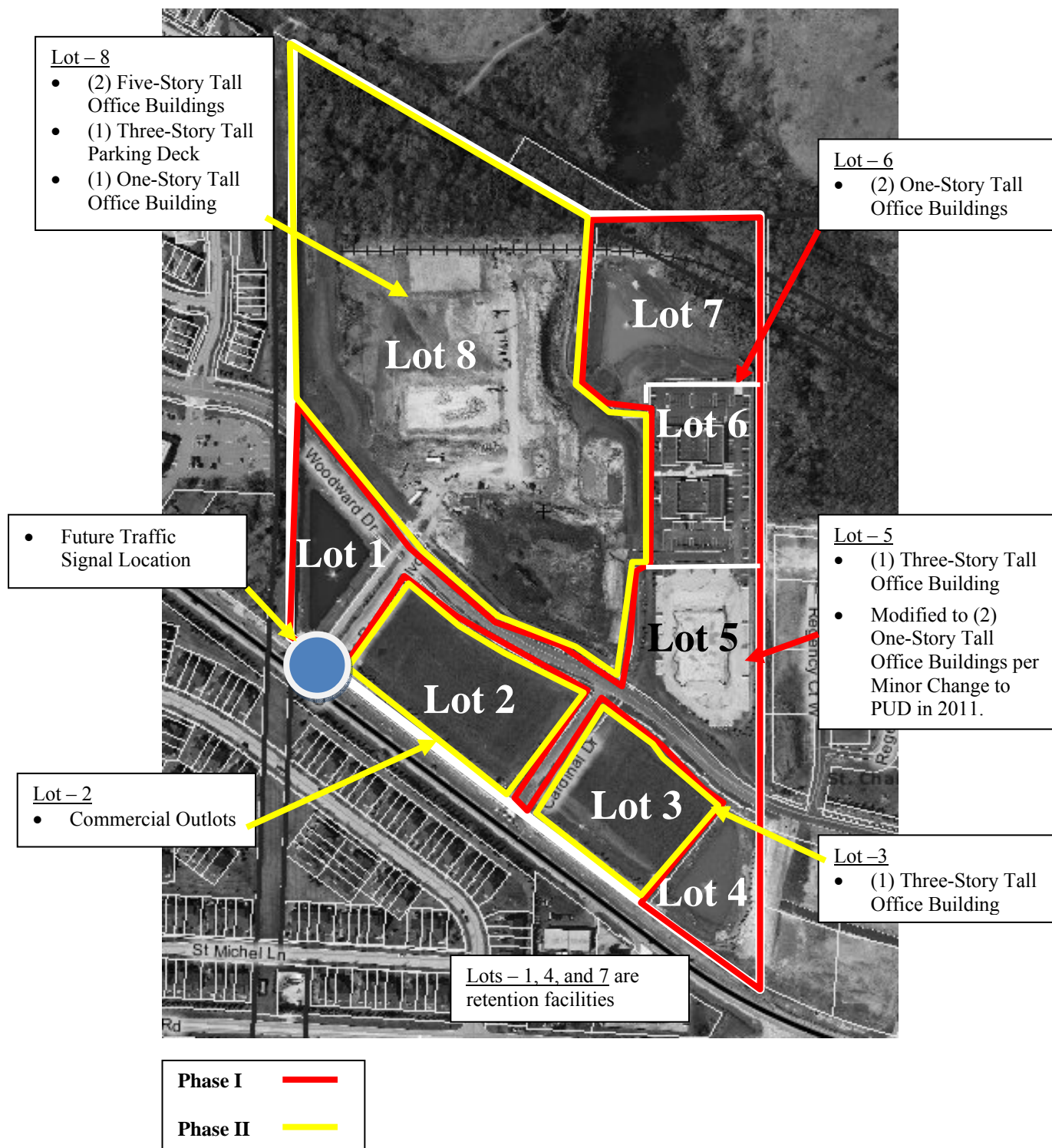
- A preliminary PUD Plan was approved for lots 1, 4, 5, 6, and 7 which included the majority of site infrastructure, retention ponds, and utility work. In Phase I, a combination of one and three-story offices building were approved on lots 5 and 6.
- At this time the 2 one story office buildings on lot 6, Woodward Drive, Corporate Reserve Blvd., and the retention ponds on lots 1, 4, 5, 6, and 7 have been constructed.

#### **Phase II**

- Lots 2, 3, and 8 of the site were not included in the PUD Preliminary Plan approval. Phase II included a combination of 2 five-story tall office buildings, 1 one-story office building, 1 three-story office building, 1 three-story parking deck along the western property line, and commercial outlots along Rt. 64.
- The construction of a traffic signal at the intersection of Rt.64 and Corporate Reserve Blvd. and related improvements to Rt. 64 was also contemplated as part of Phase II.

Staff has incorporated an illustration indicating the locations of the phases and lots originally contemplated in the Corporate Reserve development. This illustration also indicates the type of uses planned on those lots.

## Original Corporate Reserve Lot Layout and Contemplated Uses



B. CONCEPT PLAN REVIEW

**1. Concept Plan Proposal**

In the fall of 2011, Corporate Reserve Development, LLC. submitted an Application for a Concept Plan to seek feedback for a potential change to Lot 8 of the Corporate Reserve PUD from the approved office uses to multi-family rental units.

**2. Plan Commission and Planning & Development Committee Concept Plan Comments**

The Plan Commission held a public meeting on November 8, 2011 and the Planning and Development Committee held a public meeting on November 14, 2011 to discuss the Corporate Reserve multi-family Concept Plan. The following is a bullet point summary of the both the Commission and Committee's comments:

- There was general support for residential use on this portion of the Corporate Reserve property.
- The site layout should be more cohesive and streets should be planned in a regular grid-like pattern.
- The surface parking should be more dispersed and less visually prevalent.
- More open/park space for families and useable open space is needed.
- Preserve views to Leroy Oaks Forest Preserve and the surrounding properties.
- The 60 foot tall height of the proposed 4-story buildings is too tall when compared to the surrounding neighborhoods.
- Building Architecture:
  - Members of the Plan Commission felt that the applicant should consider an architectural style that is more compatible with surrounding developments or representative of the Midwest such as "Prairie Style".
  - Members of the Planning and Development Committee felt that the architecture of the proposed buildings was well designed.
- The proposed buildings should be setback an adequate distance from the Remington Glen development to the west.
- There were concerns stated regarding the number of proposed units.
- There should be a new traffic study to ensure that any traffic generated by the development is properly mitigated.

C. PROPOSAL

Corporate Reserve Development, LLC., represented by Paul Robertson, has submitted applications to modify the approved Special Use for a Planned Unit Development for the Corporate Reserve Business Park. The applicant is proposing to change Lot – 8 (northwest 22.63 acres) of the property to multi-family residential.

The following table details the current proposal and provides a comparison to the fall 2011 Concept Plan:

Development Category	Current Proposal	Concept Plan	Changes from the Concept Plan
Number of Units	317	407	Reduction from 407 to 331 units
Total Number of Multi-Family Buildings	15	14 including two mixed-use buildings	Increase in total multi-family buildings from 14 to 15
Maximum Building Height	45' 60	,	Reduction of all 4-story buildings to 3-story buildings
Off-Street Parking Spaces	526 7	86	Reduction from 786 to 526 off-street parking spaces
Mixed Use Buildings	0 2		Mixed-use buildings no longer proposed
Fitness Club	1 1		Changes to the proposed architecture of the building

**Other significant changes/additions to the current proposal from the Concept Plan:**

- The site plan layout has been reconfigured to link the buildings with proposed open spaces.
- Greater links have been created between all proposed open and green spaces.
- The layout has been modified to a more grid-like pattern.
- 2 monument development identification signs.
  - 1 is located at the entrance to the development north of Woodward Drive.
  - 1 is located at the intersection of Rt. 64 and Corporate Reserve Blvd.

Staff has attached the Site Plan Submitted with the Concept Plan Application for comparative purposes.

**The proposal was discussed during the 7/16/2012 Planning & Development Committee meeting.** JCF Real Estate has submitted a letter, received 7/25/2012, proposing the following modifications to the submitted PUD Preliminary Plans:

- The number of units has been reduced from 331 to 317.
  - The two buildings located along the western property line have been reduced to 2 stories tall.
- The amount of contribution to the Housing Trust Fund has been increased from \$50,000 to \$1,300,000.

**D. COMPREHENSIVE PLAN**

**1. Land Use Designation**

The current Comprehensive Plan Land Use designation for this property is Business Enterprise. Business Enterprise is defined as follows:

*“Business Enterprise. Includes older manufacturing areas in transition and/or in need of rehabilitation. Uses include light assembly, processing or other uses suitable for rehabilitation of the area. The maximum Floor Area Ratio is 0.40.”*

## 2. West Gateway Planning Component

This property is located in the West Gateway – Planning Component 18 subarea of the Chapter 13, Land Use of the Comprehensive Plan. The pertinent 2003 Future Land Use Directions from this component are:

- *Consider development of this area as a unified whole, maintaining the overall average residential density with strong relationships and transitions between different residential neighborhoods.*
- *The macro scale development pattern is retail commercial development along Randall Road; business enterprise, office and fairgrounds use in the next tier; and further west, higher density residential then lower density residential blending into county subdivisions.*
- *Behind the Randall Road frontage property west to the NiGas right of way should be developed for business enterprise uses. Support desired land uses with an interconnected network of streets west of Randall Road.*

## 3. Regency Estates Approval

In 2006, the City Council approved the Pine Ridge/Regency Estates PUD. The Regency Estates portion of this PUD is a residential development north of Woodward Drive.

It is important to note that the Regency Estates residential portion of that site is also designated as Business Enterprise in the Comprehensive Plan. However, the Staff Report dated 4-8-05, composed at the time of the original project and PUD approval, indicated that the Plan Commission and City Council considered the residential component appropriate during the concept plan review of this PUD. It was further stated that, given the site's unique development challenges, that residential units would act as a catalyst and fuel retail and business enterprise development in this area.

## III. ANALYSIS

Staff performed a detailed plan review and analysis of the submitted plans. The following is a description of Staff's analysis:

### A. SITE DESIGN

Staff analyzed the proposed plans, dated 5-14-12, to ensure that they comply with the standards listed in **Table 17.12-2 Residential District Bulk Requirements** for the RM-3 General Residential Zoning District. The following table details that review:

ZONING CATEGORY	ZONING ORDINANCE STANDARD (RM-3)		SUBMITTED PLANS
Minimum Lot Area (Acres)	Multi-Family 2,200 Square Feet per Dwelling Unit		3,109 Square Feet per Dwelling Unit
Minimum Lot Width (Feet)	65’ 749’		
Maximum Building Coverage	40% 21%		
Setbacks			
Minimum Front Yard Parking and Building Setbacks from Woodward Drive	30’ 12’		(variance requested)
Minimum Side Yard Building Setback from West Property Line	25’ 25’		
Minimum Side Yard Building Setback from East Property Line	25’ 45’		
Minimum Rear Yard Building Setback from North Property Line (Detention Parcel)	30’ 10’		(variance requested)
Maximum Building Height	45’ 45’		
Required Parking Spaces	Studio	1.2 Spaces per Dwelling Unit	526 Total Spaces Proposed  476 Spaces Required
	1 Bed Room	1.2 Spaces per Dwelling Unit	
	2 Bed Room	1.7 Spaces per Dwelling Unit	

#### Proposed Site Design Variances

The applicant has requested two setback variances as follows:

1. Front Yard setback reduction from 30' to 12'.
2. Rear Yard setback reduction from 30' to 10'.

#### B. ARCHITECTURE

Staff has reviewed the proposed building elevations for conformance with the design standards stated in **Section 17.06.050 Standards and Guidelines – RM1, RM2, and RM3 Districts**. The following is summary of Staff's review:

- The buildings have been designed to include balconies, dormers, overhangs, and bump-outs to avoid the appearance of blank walls.
- Staff has reviewed the proposed exterior materials with the standards listed in **Section 17.06.050.F.2 Prohibited Materials**. None of the proposed materials indicated on the building elevations are prohibited.
- The building elevations indicate a uniform look and similar rooflines with enough variation to maintain visual interest.

#### C. LANDSCAPING

Staff reviewed the proposed Landscape Plan, dated 5-16-12, to ensure conformance with the applicable standards of **Chapter 17.26 Landscaping and Screening** of Title 17 the Zoning Ordinance. The following table summarizes that review:

The landscaping shown along Woodward Drive was approved as part of the 2008 Corporate Reserve PUD and has already been installed by the applicant.

## 1. Apartment Buildings and Overall Site

Category	Zoning Ordinance Standard	Proposed
<b>Required Site Greenspace</b>	20% 41	%
<b>Foundation Landscaping</b>		
<i>Trees</i>	2 per every 50 lineal feet of building wall - (381 Required)	242 <i>(Variance Requested)</i>
<i>Bushes, Shrubs, and perennials</i>	20 per every 50 lineal feet of building wall - (3,807 required)	6,008
<b>Parking Lot Screening</b>	50% of lineal footage from a public street up 30" in height	The appropriate screening has been provided in locations where proposed parking lots abut Woodward Drive.
<b>Parking Lot Greenspace</b>	10% 18	.5%
<b>Interior Parking Lot Trees</b>	168 1	12

## 2. Club House

Category	Zoning Ordinance Standard	Proposed
<b>Foundation Landscaping</b>		
<i>Trees</i>	2 per every 50 lineal feet of building wall - (19 Required)	39
<i>Bushes, Shrubs, and perennials</i>	20 per every 50 lineal feet of building wall - (189 required)	872

## 3. Requested Variances

The applicant has requested the following variances to the standards of **Chapter 17.26 Landscaping and Screening**:

- Reduction in the number of shade trees located in the interior of the proposed off-street parking lot areas from 168 to 112.
  - While there are a reduced number of trees shown in the interior area of the parking lots, there are a total of 366 proposed shade and evergreen trees distributed throughout the parking lot and site. This results in an increase of 198 more trees than required by the Zoning Ordinance.
  - The trees have been distributed throughout the greenspaces and boundaries of the site as opposed to placing them strictly in the interior of the parking lot.
- Reduction in the number of ornamental, shade, or evergreen trees located around the foundation of the proposed apartment buildings from 381 to 242.
  - To accommodate the lack of required foundation trees, the applicant is proposing to distribute more bushes, shrubs, and perennials throughout the entire site. There are 3,996 bushes, shrubs, and perennials required around the foundations of all buildings in this development. The proposed Landscape Plans indicate that a total of 6,238 bushes, shrubs, and perennials will be distributed throughout the site.

D. SIGNS

The applicant is proposing two monument signs for this development. The design of the proposed signs is consistent with the standards of **Chapter 17.28 Signs**.

E. INCLUSIONARY HOUSING - (REVISED PER MODIFIED PROPOSAL 7/25/2012)

Per the standards established in **Chapter 17.18 Inclusionary Housing**, the applicant is required to provide a total of 15% of the total unit count as affordable units. This would equate to a total of 48 affordable units.

Per **Section 17.18.050 Fee-In-Lieu of Affordable Units**, the applicant has the option to request that 50% of the required units be paid as a fee-in-lieu to the Housing Trust Fund and that 50% of the required units be constructed onsite. Based on the current fee-in-lieu amount of \$104,500 per unit, this would result in a total fee-in-lieu amount of \$2,484,487.50 and the construction of 24 onsite units.

*Deviation Request*

The applicant is requesting a variance from the provisions of **Chapter 17.18 Inclusionary Housing** to provide zero onsite units as part of the application for an Amendment to the PUD. JCF Real Estate, representing Corporate Reserve Development, LLC., has stated in an **letter dated 7/25/12** that they are able to make a reduced contribution of **\$1,300,000** to the Housing Trust Fund.

F. INFRASTRUCTURE

In order to ensure that adequate facilities exist or will be constructed as part of this development proposal, sanitary sewer capacity and traffic impact studies were conducted. The following is brief explanation of the two studies findings:

**1. Sanitary Sewer Capacity Study**

Wills, Burke, Kelsey and Associates (WBK) examined the sanitary sewer network to ensure that there is sufficient capacity to convey waste from the proposed development site. WBK examined the sewer pipes, lift stations, and total west side treatment plant facility capacity as part their study. WBK has determined that there is adequate sewer capacity to serve the full build out of the proposed development within the existing system. A draft copy of the study is attached to this memo.

**2. Traffic Study**

In 2008, when the Corporate Reserve PUD was approved, Hampton, Lenzini, and Renwick (HLR) studied the traffic impacts of the proposed office and retail uses contemplated at that time. That study (dated 1-8-2008) recommended certain improvements to the street network based on the original proposed uses.

HLR was hired to study the traffic impacts of the proposal for multi-family units, and analyze how this change in use would affect the improvements recommended as part of the 2008 Study. A draft of this study dated 5-11-12 is attached to this Memo. The following is a summary of those findings:



- HLR confirmed that the overall improvements contemplated in the 2008 study will be adequate to serve the proposed residential development.
- The proposed change from 490,000 square feet of office space to 331 multi-family units on lot 8 will result in a reduction in the total number of trips generated by the Corporate Reserve development.
- A traffic signal will be warranted at the intersection of Rt. 64 and Corporate Reserve Blvd. once all phases of the development are constructed.
- Additional through lanes in the east and westbound directions should be considered on Rt. 64 at the intersection with Peck Rd. Only a very small portion of the traffic at this intersection (1.8%) can be attributed to the Corporate Reserve proposal.
- The contemplated future traffic signal at Woodward Drive and Randall Road will divert some of the traffic from the proposed development away from Rt. 64 and Peck Rd. Traffic from the Corporate Reserve development will contribute to the justification of this signal.

These improvements will require review and approval from outside government agencies including the Illinois Department of Transportation and the Kane County Department of Transportation. Based on the need for outside agency approval, the timing of these improvements has not yet been determined.

G. **SCHOOL AND PARK DISTRICT CONTRIBUTIONS - (REVISED PER MODIFIED PROPOSAL 7/25/2012)**

The applicant is proposing to provide both the School and Park Districts with a cash contribution in lieu of physical land per the standards established in **Section 16.32.090 Criteria for requiring a cash contribution in lieu of park and school land of Title 16 Subdivisions and Land Improvement.**

The applicant has submitted a land cash worksheet that indicates the following contributions will be owed to the School and Park Districts:

- Park District - \$1,379,445.47. **(Revised per new unit count-7/25/2012)**
- School District - \$265,159.84. **(Revised per new unit count-7/25/2012)**

H. **ANNEXATION AGREEMENT**

The property is currently subject to an annexation agreement titled, “Thirteenth Amendment to and Restatement of Annexation Agreement City of St. Charles and West Gateway Property Owners (The Corporate Reserve of St. Charles PUD)” which was an amendment to and restatement of the original West Gateway annexation agreement approved in 1990. This annexation agreement amendment was approved in 2008 to accommodate the office park project.

The applicant’s legal counsel, Rathje – Woodward, LLC. has submitted a letter stating that the current annexation agreement is no longer applicable since the original agreement has exceeded the 20 year time limit as stated in Section 11-15.1 of the Illinois Municipal Code. This item is currently under review by the City’s legal counsel, The Law Offices of Gorski and Good. Based on the advice of legal counsel, the City Council will need to take action to either confirm that the agreement has expired or to direct Staff to work with the applicant to prepare an amendment to the existing agreement to accommodate the proposed residential project. If there are new provisions related to the proposed development that the Council would like to consider, then Staff and legal counsel will

need to evaluate these provisions and determine if they can be accommodated through the PUD amendment or need to be included in an amended annexation agreement.

It should be noted that the majority of the provisions in the annexation agreement were also incorporated into Ordinance 2008-Z-18 “An Ordinance Rezoning Property and Granting a Special Use as a Planned Unit Developed for Corporate Reserve of St. Charles PUD (A Portion of the West Gate Property)”, and will still be in effect even if the annexation agreement is considered expired.

#### **IV. PLAN COMMISSION RECOMMENDATION**

The Plan Commission held a public hearing on 6-5-12 to discuss the proposal.

The Plan Commission recommended approval of the proposal on 6-19-12. The vote was 4 AYE to 3 NAY.

The dissenting voters cited the proposed density as the basis for their objection to the proposal.

#### **V. RECOMMENDATION**

Recommend approval of the Application for a Map Amendment, the Application for an Amendment to a Special Use, and the Application for a PUD Preliminary Plan contingent upon resolution of any outstanding Staff Comments.

Staff has attached draft Findings of Fact to support this recommendation.

#### **VI. ATTACHMENTS**

- Site Plans; BSB Design, Inc. dated 5/14/12.
- Preliminary Engineering Plans; Mackie Consultants, LLC.; dated 5/16/12.
- Landscape Plans; Kinsella Landscape, Inc.; dated 05/16/12.
- Sanitary Sewer Study; Wills, Burke, Kelsey and Associates; dated 4/24/2012.
- Memorandum to Sanitary Sewer Study; Wills, Burke, Kelsey and Associates; dated 5/7/2012.
- Memorandum to Sanitary Sewer Study; Wills, Burke, Kelsey and Associates; dated 5/21/2012.
- Traffic Study; Hampton, Lenzini, and Renwick; dated 7/3/2012.
- Concept Plan Site Plan; BSB Design, Inc.; received 11/14/2011.
- Email from Paul Robertson – Housing Trust Fund Contribution; dated 6/1/12.
- Letter from JCF Real Estate; received 7/25/12.

## **VII. PROPOSED FINDINGS OF FACT**

### **MAP AMENDMENT TO REZONE PROPERTY FROM OR OFFICE RESEARCH TO RM-3 GENERAL RESIDENTIAL**

#### **1. The existing uses and zoning of nearby property.**

The subject property is surrounded by a mix of residential, open space, office, and commercial uses. The property to the north is park land and forest preserve. The property to the west is zoned RM-1 Mixed Medium Density and is an attached single-family residential development. The property immediately to the east is a part of the Corporate Reserve Business Park and is zoned OR Office/Research. This property is developed or planned to be developed as office. East of the Corporate Reserve property is the Pine Ridge/Regency Estates development and is zoned a combination of BC- Community Business and RM-1 Mixed Medium Density. The Regency Estates portion (north of Woodward Drive) of this development is being developed as a single-family detached residential development. The properties to the south are zoned as BC- Community Business and BR-Regional Business. These properties are in various stages of commercial/retail development.

The surrounding properties consist of commercial/retail uses located along Rt. 64 and residential uses located north of Woodward Drive.

#### **2. The extent to which property values are diminished by the existing zoning restrictions.**

The extent to which the property values are diminished by the existing zoning is not known. The subject property is located in an area west of Randall Road that is currently in transition. There are several approved developments both north and south of Rt. 64 (Pine Ridge Business Park and the Zylstra Development) that are in various stages of completion. However, there has been a lack of sustained commercial and office development for the last several years. Given the amount of available similarly zoned properties, the lack of development activity may diminish the value of this property as currently zoned.

#### **3. The extent to which the reduction of the property's value under the existing zoning restrictions promotes the health, safety, morals or general welfare of the public.**

The property is currently graded and ready to be developed, but due to the lack of demand for new office space has remained dormant. Under the existing zoning, the site will continue to have unfinished site improvements, landscape installation, and no permanent structures, until there is greater demand for office uses.

#### **4. The suitability of the property for the purposes for which it is presently zoned, i.e. the feasibility of developing the property for one or more of the uses permitted under the existing zoning classification.**

The property is currently zoned OR-Office Research PUD and is part of a development that is specifically approved as an office park. The site is suitable for this use; however, due to the lack of demand for office development in the area, the feasibility of this land developing as office has been significantly diminished.

#### **5. The length of time that the property has been vacant, as presently zoned, considered in the context of the land development in the area where the property is located.**

The land was rezoned in 2008 as part of Ordinance 2008-Z-18 “An Ordinance Rezoning Property and Granting a Special Use as a Planned Unit Developed for Corporate Reserve of St. Charles PUD (A Portion of the West Gate Property)” Since that approval the property has remained vacant.

**6. The evidence, or lack of evidence, of the community’s need for the uses permitted under the proposed district.**

The continued lack of commercial and office development on the subject and surrounding properties highlights the decreased demand for the current permitted uses. The infusion of increased residential units could act as a catalyst to spur development for the adjacent and nearby undeveloped commercial and office properties.

**7. The consistency of the proposed amendment with the City’s Comprehensive Plan.**

The Comprehensive Plan land use designation for this property is Business Enterprise. This designation is geared towards a mix of light manufacturing, distribution, offices, hospitality, and business services and does not include residential uses.

However, in 2005, The City Council approved the Regency Estates portion of the Pine Ridge /Regency Estates PUD, which is also designated as Business Enterprise by the Comprehensive Plan. At that time, it was stated that residential units would act as a catalyst and fuel retail and business enterprise development along Rt. 64 and Randall Road. Therefore, this amendment will continue this trend by permitting construction of new residential units north of Woodward Drive.

The Comprehensive Plan does not designate this site for residential use; therefore, no density level is specified for this property. The proposed RM-3 Zoning District will permit a density up to a maximum of 19.8 dwelling units per acre. Comprehensive Plan Chapter 13 Land Use, Subsection II, Subsection B, Section Residential Density states that, Most new development should fall within the 10 du/acre limitation. However this section further states, “Exceptions may be made for unique projects which demonstrate a substantial benefit to the Community.” The Comprehensive plan recommends that all such higher density projects should be subject to a Special Use (PUD) so that any impacts on adjoining properties, traffic, utilities, and other factors can be assessed and controlled.

**8. Whether the proposed amendment corrects an error or omission in the Zoning Map.**

Not Applicable

**9. The extent to which the proposed amendment creates nonconformities.**

The site is currently vacant; therefore, the proposed amendment will not create any nonconformities.

**10. The trend of development, if any, in the general area of the property in question.**

The general trend of the adjacent properties is for the location of commercial and office uses along Rt. 64 and residential uses north of Woodward Drive.

**AMENDMENT TO SPECIAL USE FOR A PUD ORDINANCE**  
**2008-Z-18 “AN ORDINANCE REZONING PROPERTY AND GRANTING A SPECIAL USE AS**  
**A PLANNED UNIT DEVELOPED FOR CORPORATE RESERVE OF ST. CHARLES PUD**  
**(A PORTION OF THE WEST GATEWAY PROPERTY)”**

From the St. Charles Zoning Ordinance, Section 17.04.410.D.3:

The Plan Commission shall not favorably recommend, and the City Council shall not approve, a Special Use for a PUD or an amendment to a Special Use for a PUD unless they each make findings of fact based on the application and the evidence presented at the public hearing that the PUD is in the public interest, based on the following criteria:

**i. The proposed PUD advances one or more of the purposes of the Planned Unit Development procedure stated Section 17.04.400.A.**

The proposed PUD advances the following purposes stated in Section 17.04.400.A Purposes:

Purpose # 2 states the following, “To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable opens space, and recreation facilities for the enjoyment of all.” The proposed multi-family residential development incorporates a variety of greenspaces and clubhouse facility to promote social and physical activity for potential residents. The site plan includes a network of sidewalks and bicycle paths to connect the site to an existing network of bike trails and surrounding properties. This layout will encourage residents to walk or bike to nearby park and open space facilities such as Leroy Oaks, Renaux Manor Park, and James O. Breen Park. This location may also encourage walking to adjacent businesses.

Purposes #3 states the following, “To encourage a harmonious mix of land uses and a variety of housing types and process.” The proposed development encourages the continued development pattern of residential uses north of Woodward Drive. This development will create an additional housing type that does not currently exist west of Randall Road in St. Charles.

**ii. The proposed PUD and PUD Preliminary Plans conform to the requirements of the underlying zoning district or districts in which the PUD is located and to the applicable Design Review Standards contained in Chapter 17.06, except where:**

**a) Conforming to the requirements would inhibit creative design that serves community goals, or**

The proposed development does comply with the standards established per the proposed underlying RM-3 General Residential Zoning District except for the following proposed deviations:

Site Plan Design Variances:

1. Front Yard setback reduction from 30’ to 12’.
2. Rear Yard setback reduction from 30’ to 10’.

These variances are being proposed to create a more “grid-like” layout of the proposed multi-family residential buildings. This layout will help facilitate efficient pedestrian and

vehicular traffic flow as well as accommodate larger vehicles such as fire and garbage trucks.

**Landscape Variances:**

1. Reduction in the number of shade trees located in the interior of the proposed off-street parking lot areas from 168 to 112.
2. Reduction in the number of ornamental, shade, or evergreen trees located around the foundation of the proposed apartment buildings from 381 to 242.

The requested variances will allow a more creative landscape design and result in a greater amount of landscape materials placed throughout the site in a comprehensive manner. Per Chapter 17.26 Landscaping and Screening, the vegetation is required to be concentrated in the interior of the parking lot and around the foundation of the multi-family buildings. The proposed landscape plan indicates that a significantly increased amount of vegetation from 3,996 to 6,238 bushes, shrubs, and perennials is proposed to be spread throughout the entire site. This will enhance the visual aesthetics of the entire site as opposed to just concentrating the landscaping in limited areas.

- b) Conforming to the requirements would be impractical and the proposed PUD will provide benefits that outweigh those that would have been realized by conforming to the applicable requirements.**

**Factors listed in Section 17.04.400.B shall be used to justify the relief from requirements.**

1. **The PUD will provide community amenities beyond those required by ordinance, such as recreational facilities, public plazas, gardens, public art, pedestrian and transit facilities.**

The proposed PUD Preliminary plans show a number of internal green and open spaces that can be used for passive recreation. The plan also includes a number of pedestrian and bike path facilities that will connect to the regional park system and Leroy Oaks Forest Preserve.

2. **The PUD will preserve open space, natural beauty and critical environmental areas in excess of what is required by ordinance or other regulation.**

The site is currently graded and ready for development. 41% of the proposed multi-family residential layout will be dedicated to greenspace. The Zoning Ordinance requires that 20% of the site be dedicated to greenspace.

3. **To encourage a harmonious mix of land uses and a variety of housing types and prices.**

The proposed multi-family residential uses will continue the surrounding area's land use trend of commercial and office uses being located adjacent to Rt. 64 and residential uses located north of Woodward Drive. The proposed multi-family residential use will create a new type of residential housing than the surrounding residential developments. The proposed use will create an appropriate land use transition from the commercial uses to the south and east with the residential uses to the west.

4. **The buildings within the PUD offer high quality architectural design.**

The proposed architecture of the multi-family residential and clubhouse buildings is consistent with the requirements established in **Section 17.06.050 Standards and Guidelines – RM1, RM2, and RM3 Districts**. The proposed elevations show a mix of materials and interesting design features.

**5. The PUD provides for energy efficient building and site design.**

Energy efficiency standards for the buildings have not been identified.

**6. The PUD provides of the use of innovative stormwater management techniques.**

The PUD Preliminary Plans include a stormwater management system in compliance with City Code requirements.

**7. The PUD provides accessible dwelling units in numbers or with features beyond what is required by the Americans with Disabilities Act (ADA).**

The proposed buildings will comply with the standards of the Americans with Disabilities Act. The applicant has stated at the public hearing that the required number of accessible units will be provided.

**8. The PUD provides affordable dwelling units in conformance with, or in excess of, City policies and ordinances.**

The applicant has requested a deviation from the provisions of Chapter 17.18 Inclusionary Housing and will not be providing affordable housing units onsite and will not be paying a fee-in-lieu at the level required by the ordinance.

Instead, the applicant has proposed to contribute \$50,000 to the Housing Trust Fund to support the City of St. Charles' affordable housing efforts.

**9. The PUD preserves historic building, sites, or neighborhoods.**

Not Applicable

**iii. The proposed PUD conforms with the standards applicable to Special Uses (Section 17.04.330.C.2).**

**a. Public Convenience: The Special Use will serve the public convenience at the proposed location.**

A Special Use for a Planned Unit Development is already approved on this site. The proposed amendment will permit the construction of a multi-family residential development.

The addition of new residential units within a close proximity to employment and shopping destinations will create new potential customers for existing business and may foster the development of the surrounding commercial and office properties.

**b. Sufficient Infrastructure: That adequate utilities, access roads, drainage and/or necessary facilities have been, or are being, provided;**

The utilities and infrastructure already exist on or immediately adjacent to the site. These improvements were constructed as part of the overall Corporate Reserve Planned Unit Development.

As part of this proposal, the impacts to both the surrounding road system and sanitary sewer system have been studied to compare the impacts of the proposed residential use to the approved office uses. Both studies have determined that there are sufficient road and sanitary sewer capacity, existing and planned, to accommodate the proposed residential use.

- c. Effect on Nearby Property: That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;**

The amendment to the existing Special Use for the PUD will permit the development of multi-family homes as opposed to office buildings and multi-story parking deck structures which could be built to a maximum of five-stories tall. The visual intensity of the proposed use will be less than the use that is currently permitted on this site.

The proposed multi-family residential use will generate a decreased number of peak hour traffic trips when compared to the current permitted uses.

- d. Effect on Development of Surrounding Property: That the establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.**

The surrounding properties are already developed or located within PUDs that contain specific development standards and entitlements. This amendment to the Special Use for a PUD will not affect the orderly development of those properties as they are already developed or entitled to develop. The proposed use will create an appropriate land use transition from the commercial uses to the south and east with the residential uses to the west.

The proposed residential uses will also create an increased number of residents in the area that may help spur the development of the surrounding properties.

- e. Effect on General Welfare: That the establishment, maintenance or operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare.**

The property is currently graded and ready to be developed, but due to the lack of demand for new office space the site has remained dormant. This amendment to the Special Use for a PUD will provide for the timely development of the site.

- f. Conformance with Codes: That the proposed Special Use conforms to all existing Federal, State and local legislation and regulation and meets or exceeds all applicable provisions of this Title, except as may be varied pursuant to a Special Use for Planned Unit Development.**

This Special Use for a PUD amendment will conform to all applicable regulations with the exception of the variances requested as part of this amendment.



**iv. The proposed PUD will be beneficial to the physical development, diversity, tax base and economic well-being of the City.**

The office development has remained inactive for three years. The change to permit multi-family units as opposed to office buildings will result in the continued physical development of the site. The modification to the permitted uses will add to the diversity of residential uses west of Randall Road. Continued development of the site will ultimately add to the tax base and economic well-being of the City, as opposed to a vacant property.

**v. The proposed PUD conforms to the purposes and intent of the Comprehensive Plan.**

The Comprehensive Plan land use designation for this property is Business Enterprise. This designation is geared towards a mix of light manufacturing, distribution, offices, hospitality, and business services and does not include residential uses.

However, in 2005, The City Council approved the Regency Estates portion of the Pine Ridge /Regency Estates PUD, which is also designated as Business Enterprise by the Comprehensive Plan. At that time, it was stated that residential units would act as a catalyst and fuel retail and business enterprise development along Rt. 64 and Randall Road. Therefore, this amendment will continue this trend and further act as a catalyst for commercial development by permitting the construction of new residential units.

The Comprehensive Plan does not designate this site for residential use; therefore, no density level is specified for this property. The proposed RM-3 Zoning District will permit a density up to a maximum of 19.8 dwelling units per acre. Comprehensive Plan Chapter 13 Land Use, Subsection II, Subsection B, Section Residential Density states that, Most new development should fall within the 10 du/acre limitation. However this section further states, “Exceptions may be made for unique projects which demonstrate a substantial benefit to the Community.” The Comprehensive plan recommends that all such higher density projects should be subject to a Special Use (PUD) so that any impacts on adjoining properties, traffic, utilities, and other factors can be assessed and controlled.

The density requested through the Amendment to the Special Use for a Planned Unit Development is 14.62 dwelling units per acre. The traffic and utilities have been studied and it has been determined that there is adequate capacity to serve the proposed development. The proposed residential development is located within close proximity to land uses (park/recreation areas, commercial services, employment centers) and infrastructure (regional arterial roadways – Rt. 64 and Randall Road.) which can support the requested density.



## **The Corporate Reserve of St. Charles**

### **Mixed Use Development**

A 50-acre Class A office, apartment and retail development

#### **OFFICE:**

Approximately five buildings totaling 105,000-130,000 square feet developed over the next five years. Two single-story office buildings containing 30,000 square feet developed and leased in four years. Two additional single-story buildings and one three-story office building are planned.

#### **MULTIFAMILY:**

317-unit Class A modern apartment community to be developed on 20 of the 50 acres.

#### **RETAIL:**

Approximately two to three white tablecloth restaurants on parcels fronting on Main Street.

#### **REVISIONS TO APARTMENT APPLICATION:**

- Reduction of density from 331 units to 317 units
- Reduction in height of two buildings on west property line from three stories to two stories.
- Increase in Inclusionary Housing payment to \$1.3 million.

#### **SALIENT POINTS:**

- Each use (office, retail and multifamily) drives and complements the others. The apartment construction stimulates demand for the restaurant uses and restarts the office demand that was created with the first two office buildings.
- Office demand for the next 10-20 years will be accommodated with the current and planned office component.
- The apartments provide a high-quality addition to the current housing stock on the west side which retains a segment of the population and their disposable income which would otherwise leave the community.
- Overall, as is shown on the attached site plan, it is a first class mixed use development.

JCF Real Estate, Inc.

1930 Thoreau Drive Suite 175 Schaumburg, IL 60173

tel: 847.348.7800 fax: 847.348.7801 web: [www.thecorporatereserve.com](http://www.thecorporatereserve.com)







# CITY OF ST. CHARLES

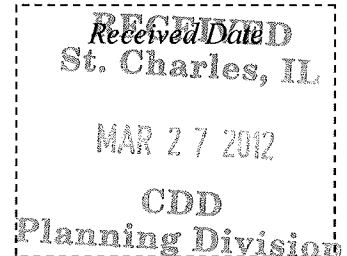
TWO EAST MAIN STREET  
ST. CHARLES, ILLINOIS 60174-1984



COMMUNITY DEVELOPMENT/PLANNING DIVISION

PHONE: (630) 377-4443 FAX: (630) 377-4062

## ZONING MAP AMENDMENT APPLICATION



<b>CITYVIEW</b>	
Project Name:	Corporate Reserve Apartments
Project Number:	2007 -PR- 004
Application Number:	2012 -AP- 008

### Instructions:

To request a zoning map amendment (rezoning) for a property, complete this application and submit it with all required attachments to the Planning Division.

City staff will review submittals for completeness and for compliance with applicable requirements prior to establishing a Plan Commission public hearing or meeting date.

The information you provide must be complete and accurate. If you have a question please call the Planning Division and we will be happy to assist you.

<b>1. Property Information:</b>	Parcel Number (s): 09-29-326-001	
	Street Address (or common location if no address is assigned): North side of Woodward Drive at Corporate Reserve Boulevard	
<b>2. Applicant Information:</b>	Name Corporate Reserve Development, LLC	Phone 847 348 7800
	Address 1930 N. Thoreau Drive, Suite 175 Schaumburg IL 60173	Fax 847 348 7801
		Email P-Robertson@JCPR.com
<b>3. Record Owner Information:</b>	Name St. Charles Fairgrounds Office Park Investments LLC	Phone 847 348 7800
	Address 1930 N. Thoreau Drive Suite 175 Schaumburg IL 60173	Fax 847 348 7801
		Email P-Robertson@JCPR.com
<b>4. Billing:</b> To whom should costs for this application be billed?	Name Corporate Reserve Development	Phone 847 348 7800
	Address 1930 N. Thoreau Drive Suite 175 Schaumburg IL 60173	Fax 847 348 7801
		Email P-Robertson@JCPR.com

## Zoning and Use Information:

Comprehensive Plan Land Use Designation of the property: Business Enterprise

Current zoning of the property: OR - Office Research

Is the property a designated Landmark or in a Historic District? No

Current use of the property: Vacant land

Proposed zoning of the property: Rm - 3

Proposed use of the property: Multi-family residential

If the proposed Map Amendment is approved, what improvements or construction are planned? (An accurate site plan may be required to establish that the proposed improvement can meet the minimum zoning requirements)

We plan to develop a 331-unit luxury apartment community on the site. The project will include 15 3-story apartment buildings plus a clubhouse/amenity building.

## Attachment Checklist

- ☐ **APPLICATION:** Completed application form signed by the applicant.
- ☐ **APPLICATION FEE:** Application fee in accordance with Appendix B of the Zoning Ordinance.
- ☐ **REIMBURSEMENT OF FEES AGREEMENT:** An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Appendix B of the Zoning Ordinance.
- ☐ **PROOF OF OWNERSHIP and DISCLOSURE:**

- a) A current title policy report; or
- b) A deed and a current title search.

If the owner is not the applicant, an original letter of authorization from the owner permitting the applicant to act on his/her behalf is required. If the owner or applicant is a Trust, a disclosure of all beneficiaries; if the owner or applicant is a Partnership, a disclosure of all partners; if the owner or applicant is a Corporation, a disclosure of all owners with an interest of at least ten percent (10%).

- ☐ **LEGAL DESCRIPTION:** For entire subject property, on 8 ½ x 11 inch paper
- ☐ **PLAT OF SURVEY:**

A current plat of survey for the Subject Realty showing all existing improvements on the property, prepared by a registered Illinois Professional Land Surveyor.

- ☐ **SITE PLAN:**

Simple site plan drawn to scale to demonstrate that the property can meet the requirements of the proposed zoning district (parking requirements, setbacks, landscaping, etc.)

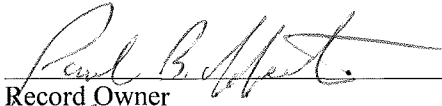

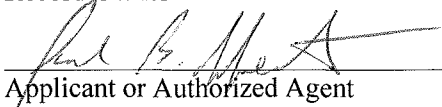
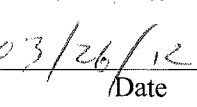
- ☐ **SOIL AND WATER CONSERVATION DISTRICT APPLICATION:**

Copy of completed Land Use Opinion application as required by state law, as submitted to The Kane-Dupage Soil and Water Conservation District. <http://www.kanedupageswcd.org/>

☐ **ENDANGERED SPECIES REPORT:**

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnrecocat.state.il.us/ecopublic/>

**I (we) certify that this application and the documents submitted with it are true and correct to the best of my (our) knowledge and belief.**

 _____ Record Owner	 _____ Date
 _____ Applicant or Authorized Agent	 _____ Date

## Finding of Fact Sheet – Map Amendment

*The St. Charles Zoning Ordinance requires the Plan Commission to consider the factors listed below in making a recommendation to the City Council.*

*As the Applicant, the “burden of proof” is on you to show how your proposed Special Use will comply with each of the following standards. Therefore, you need to “make your case” by explaining how the following factors support your proposal. If a factor does not apply to the property in question, indicate “not applicable” and explain why it does not apply.*

**Corporate Reserve Apartments**  
Ordinance 2008-Z-18

**March 26, 2012**

**From the St. Charles Zoning Ordinance, Section 17.04.320.D:**

In making its recommendation to grant or deny an application for a Zoning Map Amendment, including changes to Zoning District and Overlay boundaries, the Plan Commission shall consider:

1. The existing uses and zoning of nearby property. *(Relate the proposed land use and zoning to the land use and zoning of other properties in the area.)*

The proposed residential use is consistent with the residential uses to the east, west and south of the site. Further, the residential use is consistent with the use of the land immediately north which is recreational/forest preserve land.

2. The extent to which property values are diminished by the existing zoning restrictions. *(Compare the value of the subject property to nearby properties under the current zoning to their potential value under the proposed zoning.)*

The current OR – Office/Research zoning allows for commercial buildings similar to some of the available land in Pine Ridge Park immediately east of the subject. The value of commercial land in the area has been significantly compromised by the deep and protracted poor economic conditions. Office land value has been hurt by negative job growth.

3. The extent to which the reduction of the property’s value under the existing zoning restriction promotes the health, safety, morals and general welfare of the public. *(If the existing zoning decreases the value of the subject realty, does it also produce any perceptible public benefits?)*

The current OR – Office/Research zoning does not produce any perceptible public benefits aside from potential future tax base contributions if/when the site is eventually developed for that use.

4. The suitability of the property for the purposes for which it is presently zoned, i.e. the feasibility of developing the property for one or more of the uses permitted under the existing zoning classification. *(Can the subject property reasonably be used for any of the uses currently*

*permitted? Physical and market conditions may be considered.)*

The market for commercial office space does not support large-scale office development. Rental rates have fallen and bank financing is not readily available so feasibility of new development under the existing zoning is extremely limited. These changes are not forecast to change in the foreseeable future.

5. The length of time that the property has been vacant, as presently zoned, considered in the context of the land development in the area where the property is located. *(If a property has been vacant longer than other similar properties in the area, it may be an indicator that the existing zoning is inappropriate.)*

The subject site has been vacant since the property was zoned OR – Office/Research in May 2008. Properties immediately east and west of the site have experienced construction of residential units since the subject zoning was put in place.

6. The evidence or lack of evidence, of the community's need for the uses permitted under the proposed district. *(Development trends, market forces, and the Comprehensive Plan may be considered.)*

The housing collapse that has been experienced throughout the United States has caused a fundamental shift from owner-occupied housing to the rental housing. Home ownership rates across the country have declined, creating large demand for rental housing. In addition to households who have lost their homes to foreclosure, there are many potential home buyers who are electing to rent until the housing market stabilizes. These elective renters demand modern, Class A apartment properties with abundant amenities. The lack of this product in the housing stock has forced these high quality renters out of St. Charles and into other markets.

7. The consistency of the proposed amendment with the City's Comprehensive Plan.

While the proposed amendment is not consistent with the City's Business Enterprise designation in the Comprehensive Plan, the proposed amendment is consistent with surrounding land uses.

8. Whether the proposed amendment corrects an error or omission in the Zoning Map.

It does not correct an error or omission in the Zoning Map.

9. The extent to which the proposed amendment creates nonconformities. *(Generally, it is not appropriate to rezone a property unless it can comply with the requirements of the new zoning.)*

Several minor nonconformities are being requested as part of the PUD application to allow for land planning and architectural elements that will enhance the overall appearance, functionality



and openspace in the proposed development.

10. The trend of development, if any, in the general area of the property in question. *(New development, redevelopment, changes in use, or other changes in the area may help to justify a change in zoning.)*

Residential construction is currently underway immediately east of the subject site in Regency Estates. Additionally, residential construction has recently been completed in Remington Glen immediately west of the site. In contrast, no new commercial development has been started since 2008 in Pine Ridge Park which fronts Main Street immediately east of the subject.

Plan Commission recommendation shall be based upon the preponderance of evidence presented and the Commission shall not be required to find each Finding of Fact in the affirmative to recommend approval of an application for Map Amendment.

# CITY OF ST. CHARLES

Two East Main Street  
St. Charles, Illinois, 60174-1984

Community Development/Planning Division

Phone: (630) 377-4443

Fax: (630) 377-4062

## Special Use Application

Cityview Project No.:

Cityview Application No.:

Project Name:

2007PB004

2012AP007

Corporate Reserve Apartments

RECEIVED  
St. Charles, IL

MAR 27 2012

CDD  
Planning Division

### Instructions:

*To request a Special Use for a property, complete this application and submit it with all required attachments to the Planning Office.*

*The City staff will review submittals for completeness and for compliance with applicable requirements prior to establishing a Plan Commission public hearing or meeting date.*

*The information you provide must be complete and accurate. If you have a question please call the Planning Office and we will be happy to assist you.*

<b>1. Property Information:</b>	Parcel Number(s): 09-29-326-001	
	Street Address (or common location if no address is assigned) North side of Woodward Drive at Corporate Reserve Boulevard	
<b>2. Applicant Information:</b>	Name: Corporate Reserve Development, LLC	Phone: 847-348-7800
	Address: 1930 N. Thoreau Drive, Suite 175 Schaumburg, IL 60173	Fax: 847-348-7801
		Email: p-robertson@jcfre.com
<b>3. Record Owner Information:</b>	Name: St. Charles Fairgrounds Office Park Investors, LLC	Phone: 847-348-7800
	Address: 1930 N. Thoreau Drive, Suite 175 Schaumburg, IL 60173	Fax: 847-348-7801
		Email: p-robertson@jcfre.com

<b>4. Billing:</b> <i>To whom should costs for this application be billed?</i>	Name:	Phone:
	Corporate Reserve Development, LLC	847-348-7800
	Address:	Fax:
	1930 N. Thoreau Drive, Suite 175	847-348-7801
	Schaumburg, IL 60173	Email:
		p-robertson@jcfre.com

**Information Regarding Proposed Amendment to Special Use:**

Comprehensive Plan designation of the property: Business Enterprise

Is the property a designated Landmark or in a Historic District? No

What is the property's current zoning? OR – Office/Research District

What is the property currently used for? Vacant land

What Special Use(s) are you applying for? Please select from the list of Special Uses in the Zoning Ordinance for the appropriate zoning district.

We are proposing to change the underlying zoning of the property to RM3 – General Residential Zoning District.

If the proposed Special Use is approved, what improvements or construction are planned?

We plan to develop a 331-unit luxury apartment community on the site. The project will include 15 3-story apartment buildings (some with additional walk-out level) plus a clubhouse/amenity building for use by residents of the property.

**For Special Use Amendments only:**

What Special Use ordinance do you want to amend? Ordinance No. 2008-Z-18

Why is the proposed change necessary?

The underlying OR – Office/Research District zoning must be amended to RM3 – General Residential Zoning District to allow for development of multifamily apartment community.

What are the proposed amendments? (Attach proposed language if necessary)

Ordinance No. 2008-Z-18 will be modified to reflect the changes to the underlying zoning.

**Note for existing buildings:**

If your project involves using an existing building, whether you plan to alter it or not, please contact the St. Charles Fire Department (630-377-4458) and the Building and Zoning Department (630-377-4406) for information on building, life safety and other code requirements. Depending on the proposed use, size of structure and type of construction, these requirements can result in substantial costs.

## Attachment Checklist

- ☐ **APPLICATION:** Completed application form signed by the applicant
- ☐ **APPLICATION FEE:** Application fee in accordance with Appendix B of the Zoning Ordinance.
- ☐ **REIMBURSEMENT OF FEES AGREEMENT:** An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Appendix B of the Zoning Ordinance.
- ☐ **PROOF OF OWNERSHIP and DISCLOSURE:**
  - a) A current title policy report; or
  - b) A deed and a current title search.

If the owner is not the applicant, an original letter of authorization from the owner permitting the applicant to act on his/her behalf is required. If the owner or applicant is a Trust, a disclosure of all beneficiaries; if the owner or applicant is a Partnership, a disclosure of all partners; if the owner or applicant is a Corporation, a disclosure of all owners with an interest of at least ten percent (10%).

- ☐ **LEGAL DESCRIPTION:** For entire subject property, on 8 1/2 x 11 inch paper
- ☐ **PLAT OF SURVEY:**

A current plat of survey for the Subject Realty showing all existing improvements on the property, prepared by a registered Illinois Professional Land Surveyor.

- ☐ **SOIL AND WATER CONSERVATION DISTRICT APPLICATION:**

Copy of completed Land Use Opinion application as required by state law, as submitted to The Kane-Dupage Soil and Water Conservation District. <http://www.kanedupageswcd.org/>

- ☐ **ENDANGERED SPECIES REPORT:**

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnrecocat.state.il.us/ecopublic/>

- ☐ **TRAFFIC STUDY:** If requested by the Director of Community Development.
- ☐ **PLANS:**

All required plans shall be drawn on sheets no larger than 24" x 36", unless the Director of Community Development permits a larger size when necessary to show a more comprehensive view of the project. All required plans shall show north arrow and scale, and shall be drawn at the same scale (except that a different scale may be used to show details or specific features). All plans shall include the name of the project, developer or owner of site, person or firm preparing the plan, and the date of plan preparation and all revisions.

## Copies of Plans:

- Initial Submittal - Fifteen (15) full size copies, Three (3) 11" by 17", and a PDF electronic file on a CD-ROM.

- Revision Submittal for Plan Commission - Twenty-Two (22) full size copies, Three (3) 11" by 17" and a PDF electronic file on a CD-ROM

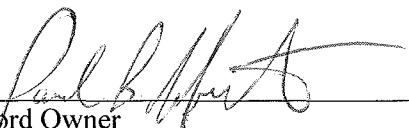
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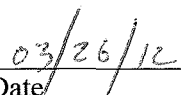
□ **SITE PLAN (Note: For a Special Use for PUD, submit PUD Preliminary Plan Application in lieu of Site Plan)**

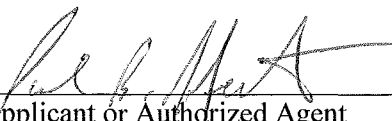
A plan or plans showing the following information:

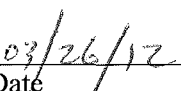
1. Accurate boundary lines with dimensions
2. Streets on and adjacent to the tract: Name and right-of-way width
3. Location, size, shape, height, and use of existing and proposed structures
4. Location and description of streets, sidewalks, and fences
5. Surrounding land uses
6. Date, north point, and scale
7. Ground elevation contour lines
8. Building/use setback lines
9. Location of any significant natural features
10. Location of any 100-year recurrence interval floodplain and floodway boundaries
11. Location and classification of wetland areas as delineated in the National Wetlands Inventory
12. Existing zoning classification of property
13. Existing and proposed land use
14. Area of property in square feet and acres
15. Proposed off-street parking and loading areas
17. Angle of parking spaces
18. Parking space dimensions and aisle widths
19. Driveway radii at the street curb line
20. Width of driveways at sidewalk and street curb line
21. Provision of handicapped parking spaces
22. Dimensions of handicapped parking spaces
23. Depressed ramps available to handicapped parking spaces
24. Location, dimensions and elevations of freestanding signs
25. Location and elevations of trash enclosures
26. Provision for required screening, if applicable
27. Exterior lighting plans showing:
  - a. Location, height, intensity and fixture type of all proposed exterior lighting
  - b. Photometric information pertaining to locations of proposed lighting fixture Number of parking spaces provided, and number required by ordinance

**I (we) certify that this application and the documents submitted with it are true and correct to the best of my (our) knowledge and belief.**

  
\_\_\_\_\_  
Record Owner

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Applicant or Authorized Agent

  
\_\_\_\_\_  
Date

## Finding of Fact Sheet – Special Use

*The St. Charles Zoning Ordinance requires the Plan Commission to consider the factors listed below in making a recommendation to the City Council.*

*As the Applicant, the “burden of proof” is on you to show how your proposed Special Use will comply with each of the following standards. Therefore, you need to “make your case” by explaining specifically how your project meets each of the following standards.*

### **Corporate Reserve Apartments** Ordinance 2008-Z-18

**March 26, 2012**

- A. Public Convenience: The Special Use will serve the public convenience at the proposed location;

The proposed Special Use will allow for the development of a modern, Class A multifamily rental residential community. This property type is not currently available and will add to the housing stock of St. Charles. Fundamental shifts in the housing market have created significant unmet demand for high quality rental housing. Further, the proposed special use will add to the growth on the dynamic west side of St. Charles where significant commercial development has occurred.

The development will generate significant real estate and sales tax revenue without adding a material burden to city services.

- B. Sufficient Infrastructure: That adequate utilities, access roads, drainage and/or necessary facilities have been, or are being, provided;

Roadway improvements have already been completed as part of the Corporate Reserve to further enhance traffic flow on SRA Route 64. Further, we have already completed the connection of Woodward Drive from its former termini on the east and west of the site which now provides an alternative to travel on Main Street.

Sanitary sewer, storm sewer, water and electric capacities have all been designed in anticipation of the development of this site. Connection points to all utilities have been provided in proximity to the subject site. The stormwater management systems have been designed to provide adequate capacity for the site and all existing flow from adjacent sites.

- C. Effect on Nearby Property: That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;

The proposed Special Use will enhance the surrounding properties by blending with the existing residential developments to the west, east and south of the property. The high quality of the development will enhance the value of properties within the neighborhood.

- D. Effect on Development of Surrounding Property: That the establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

The proposed Special Use will enhance the development of surrounding properties by adding to the housing stock. The rental nature of the Special Use will not compete with existing for sale product and will enhance the value by providing a complimentary residential use.

- E. Effect on General Welfare: That the establishment, maintenance or operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare.

The Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare of the citizens of St. Charles. The Special Use will allow the property to serve as an asset to the community and will generate substantial revenue for the City's use. The high quality of the product will attract citizens interested in renting in St. Charles who currently do not have a modern, Class A alternative. The property will be attractive to a wide range of residents.

- F. Conformance with Codes: That the proposed Special Use conforms to all existing Federal, State and local legislation and regulation and meets or exceeds all applicable provisions of this Title, except as may be varied pursuant to a Special Use for Planned Unit Development.

The Special Use conforms to all existing Federal, State and local legislation and regulation. In addition, the Special Use exceeds the applicable Design Review Standards by incorporating substantial open space and natural features into the site plan to create an environment for the aesthetically pleasing architecture of the buildings. Particular attention has been paid to outdoor features such as bike/walking paths, picnic areas, ponds, water features and open space. Abundant landscaping will further enhance the natural environment. Buildings will be designed and constructed to Class A standards and will feature interesting and varied architecture with common design elements and harmonious materials and colors.



## Finding of Fact Sheet – Special Use for a Planned Unit Development

- *The law requires that before the City can approve a Special Use for a Planned Unit Development, it must state “findings of fact” which show that the proposed Special Use for a Planned Unit Development will meet the following standards of the Zoning Code.*
- *As the Applicant, the “burden of proof” is on you to show how your proposed Special Use will comply with each of the following standards. Therefore, you need to “make your case” by explaining specifically how your project meets each of the following standards.*

### Corporate Reserve Apartments

March 26, 2012

Ordinance 2008-Z-18

#### From the St. Charles Zoning Ordinance, Section 17.04.410.3:

The Plan Commission shall not favorably recommend, and the City Council shall not approve, a Special Use for a PUD or an amendment to a Special Use for a PUD unless they each make findings of fact based on the application and the evidence presented at the public hearing that the PUD is in the public interest, based on the following criteria:

- i. The proposed PUD advances one or more of the purposes of the Planned Unit Development procedure stated in Section 17.04.400A:

1. To promote a creative approach to site improvements and building design that result in a distinctive, attractive development that has a strong sense of place, yet becomes an integral part of the community.

The proposed PUD will create a housing type not currently provided in the residential housing stock. The proposed luxury rental community will feature abundant modern amenities that provide entertainment, social, recreational and physical fitness opportunities to the residents of the complex. The architecture and site plan create a community feel for the project while ample biking and walking paths will provide connectivity to The Great Western Trail and the adjacent LeRoy Oaks forest preserve. The location on Main Street, proximate to the growing Randall Road corridor, makes the PUD and the use appropriate for this site.

2. To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable open space and recreational facilities for the enjoyment of all.

Sidewalks and bike paths located throughout the property provide great opportunities to the residents to be physically active outdoors on the site. Further, the property is directly connected to The Great Western Trail which is part of a tremendous regional recreation network. The clubhouse will include an indoor fitness center with numerous pieces of exercise equipment and a

social room with televisions and internet access. There will be an outdoor pool and social gathering area adjacent to the clubhouse. The site will also include “pocket parks” and open greenspace scattered throughout the property.

3. To encourage a harmonious mix of land uses and a variety of housing types and prices.

The proposed multifamily use is consistent with surrounding multifamily residential properties to the east, west and south of the subject. The proposed development will offer renters an array of modern amenities not currently available in the growing and dynamic west side.

4. To preserve native vegetation, topographic and geological features, and environmentally sensitive areas.

The PUD incorporates the potential sensitive wetlands and their buffer areas as undisturbed open space. This will allow these areas to continue to benefit the natural environment. The site plan follows the current sloping topography with grading to satisfy engineering requirements.

5. To promote the economical development and efficient use of land, utilities, street improvements, drainage facilities, structures and other facilities.

The proposed development will utilize infrastructure improvements that were completed in previous phases of The Corporate Reserve in anticipation of construction on this site. Further, the development will provide construction jobs and ongoing property operation positions and will contribute to the tax base of the community.

6. To encourage redevelopment of sites containing obsolete or inappropriate buildings or uses.

The proposed improvements will replace the obsolete industrial building which was demolished in a previous phase of this project. The proposed multifamily use is more consistent with the adjacent uses than the previous manufacturing/industrial building that formerly occupied the site.

7. To encourage a collaborative process among developers, neighboring property owners and residents, governmental bodies and the community.

The proposed site plan is the result of numerous meetings with the City, public hearings with governmental leaders and meetings with surrounding property owners. This iterative process has incorporated the feedback from all stakeholders associated with the PUD.

- ii. The proposed PUD and PUD Preliminary Plans conform to the requirements of the underlying zoning district or districts in which the PUD is located and to the applicable Design Review Standards contained in Chapter 17.06 except where:

- A. Conforming to the requirements would inhibit creative design that serves community goals, or
- B. Conforming to the requirements would be impractical and the proposed PUD will provide benefits that outweigh those that would have been realized by conforming to the applicable requirements.

Factors listed in Section 17.04.400.B shall be used to justify the relief from requirements:

1. The PUD will provide community amenities beyond those required by ordinance, such as recreational facilities, public plazas, gardens, public area, pedestrian and transit facilities.
2. The PUD will preserve open space, natural beauty and critical environmental areas in excess of what is required by ordinance or other regulation.
3. The PUD will provide superior landscaping, buffering or screening.
4. The buildings within the PUD offer high quality architectural design.
5. The PUD provides for energy efficient building and site design.
6. The PUD provides for the use of innovative stormwater management techniques.
7. The PUD provides accessible dwelling units in numbers or features beyond what is required by the Americans with Disabilities Act (ADA) or other applicable codes.
8. The PUD provides affordable dwelling units in conformance with, or in excess of, City policies and ordinances.
9. The PUD preserves historic buildings, sites or neighborhoods.

Three variances to the proposed RM-3 residential are being requested. The first relates to interior side yard and rear yard setbacks. The buildings located adjacent to neighboring properties all conform to the setback requirements of the underlying zoning. There are a few incidents where building internal to the site do not conform. The rear yards on the north buildings are smaller due to the legal subdivision of the stormwater pond that is being done to facilitate transfer of the pond to the existing property owner association that owns all of the stormwater facilities. Also, an interior side yard setback is smaller than required where the buildings are angled in order to maximize the park/greenspace.

A second variance relates to building height of buildings of 47 feet 6 inches versus the RM-3 maximum of 45 feet. The additional height allows for a roof pitch that is harmonious with the architecture of the buildings. This was done for aesthetic reasons.

A third variance relates to the landscape requirement for trees around the buildings. The eight driveways that occupy a portion of one of the sides of the building limit the ability to plant trees in these areas. To address this deficiency, we have designed more than the required number of trees throughout the site so that while the requirement for individual buildings may not meet the code, the overall site exceeds the code.

- iii. The proposed PUD conforms with the standards applicable to Special Uses (section 17.04.330.C.2).

*Submit responses on form: "Findings of Fact Sheet – Special Use"*

- iv. The proposed PUD will be beneficial to the physical development, diversity, tax base and economic well-being of the City.

The proposed PUD will be beneficial to the physical development of St. Charles by creating a high quality luxury apartment community offering abundant open space, superior architectural design and modern amenities not currently available in the market. This development will contribute to the housing stock of the City by offering prospective residents a high quality rental product on the growing west side. Fundamental shifts in the housing market in St. Charles and the United States have created unsatisfied demand for modern, class A apartments.

The real estate taxes immediately generated by the proposed multifamily development will greatly exceed those that would otherwise be generated by the protracted development of the site as office use. Initial projections of the full buildout of the property as office space have been greatly extended by the economic realities of the last 4 years. This project offers economic activity on a site that would otherwise likely stay vacant for years to come. In addition, the City will benefit from increased daytime and nighttime population and the attendant spending at local restaurants and businesses.

- v. The proposed PUD conforms to the intent of the Comprehensive Plan.

The property is designated as Business Enterprise in the current St. Charles Comprehensive Plan. The proposed underlying zoning of RM-3 is consistent with adjacent land uses.

# CITY OF ST. CHARLES

Two East Main Street  
St. Charles, Illinois, 60174-1984

Community Development/Planning Division

Phone: (630) 377-4443

Fax: (630) 377-4062

## PUD Preliminary Plan Application

Cityview Project No.:

Cityview Application No.:

Project Name:

2007 PH004

2012 AP006

Corporate Reserve Apartments

Received Date  
RECEIVED  
St. Charles, IL

MAR 27 2012

CDD  
Planning Division

### Instructions:

*To request approval of a PUD Preliminary Plan, complete this application and submit it with all required plans and attachments to the Planning Division. Normally this application will track with an application for a Special Use for a PUD, unless a Special Use for a PUD has previously been granted and no amendment is necessary.*

*When the application is complete staff will distribute the plans to other City departments for review. When the staff has determined that the plans are ready for Plan Commission review, we will place the PUD Preliminary Plan on a Plan Commission meeting agenda..*

*The information you provide must be complete and accurate. If you have a question please call the Planning Division and we will be happy to assist you.*

<b>1. Property Information:</b>	Parcel Number(s): 09-29-326-001	
	Street Address (or common location if no address is assigned) North side of Woodward Drive at Corporate Reserve Boulevard	
<b>2. Applicant Information:</b>	Name: Corporate Reserve Development, LLC	Phone: 847-348-7800
	Address: 1930 N. Thoreau Drive, Suite 175 Schaumburg, IL 60173	Fax: 847-348-7801
		Email: p-robertson@jcfre.com
<b>3. Record Owner Information:</b>	Name: St. Charles Fairgrounds Office Park Investors, LLC	Phone: 847-348-7800
	Address: 1930 N. Thoreau Drive, Suite 175 Schaumburg, IL 60173	Fax: 847-348-7801
		Email: p-robertson@jcfre.com
<b>4. Billing:</b> <i>To whom should</i>	Name: Corporate Reserve Development, LLC	Phone: 847-348-7800

<i>costs for this application be billed?</i>	Address: 1930 N. Thoreau Drive, Suite 175 Schaumburg, IL 60173	Fax: 847-348-7801
		Email: p-robertson@jcfre.com

### Attachment Checklist

*Note: The City Staff, Plan Commission, or City Council, may request other pertinent information during the review process.*

- ☒ **Application:** Completed application form signed by the applicant
- ☒ **Application Fee:** Application fee in accordance with Appendix B of the Zoning Ordinance.
- ☒ **Reimbursement of Fees Agreement:**  
An original, executed Reimbursement of Fees Agreement and deposit of funds with the City, as provided by Exhibit B of the Zoning Ordinance.
- ☒ **Proof of Ownership and Disclosure:**
  1. A current title policy report; or
  2. A deed and a current title search.

If the owner is not the applicant, an original letter of authorization from the owner permitting the applicant to act on his/her behalf is required. If the owner or applicant is a Trust, a disclosure of all beneficiaries; if the owner or applicant is a partnership, a disclosure of all partners; if the owner or applicant is a Corporation, a disclosure of all owners with an interest of at least ten percent (10%).

- ☒ **Legal Description:** For entire subject property, on 8 ½ x 11 inch paper.
- ☒ **Plat of Survey:**

A current plat of survey for the Subject Realty showing all existing improvements on the property, prepared by an Illinois Registered Land Surveyor.

- ☒ **Soil and Water Conservation District Application:**

Copy of completed Land Use Opinion application as required by state law, as submitted to The Kane-Dupage Soil and Water Conservation District. <http://www.kanedupageswcd.org/>

- ☒ **Endangered Species Assessment:**

Copy of the Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural resources. <http://dnecocat.state.il.us/ecopublic/>

- ☒ **Plans:**

All required plans shall be drawn on sheets no larger than 24" x 36", unless the Director of Community Development permits a larger size when necessary to show a more comprehensive

view of the project. All required plans shall show north arrow and scale, and shall be drawn at the same scale (except that different scale may be used to show details or specific features). All plans shall include the name of the project, developer or owner of the site, person or firm preparing the plan, and the date of plan preparation and all revisions.

Initial submittal for staff review shall be eight (8) full size sets of plans, one 11" x 17" reduction and a pdf file. Submittal for Plan Commission review shall be twenty-four (24) full size sets of plans, one 11" x 17" reduction and a pdf document file. Twenty-four (24) copies of all sheets printed in color shall be required, regardless of their size.

☒ **Site/Engineering Plan:**

A plan or plans showing the following information:

1. Accurate boundary lines with dimensions
2. Existing and proposed easements: location, width, purpose
3. Streets on and adjacent to the tract: Name and right-of-way width, center line elevation, and culverts
4. Location, size, shape, height, and use of existing and proposed structures
5. Location and description of streets, sidewalks, and fences
6. Surrounding land uses
7. Legal and common description
8. Date, north point, and scale
9. Existing and proposed topography
10. All parcels of land intended to be dedicated for public use or reserved for the use of all property owners with the proposal indicated
11. Location of utilities
12. Building/Use setback lines
13. Location of any significant natural features
14. Location of any 100-year recurrence interval floodplain and floodway boundaries
15. Location and classification of wetland areas as delineated in the National Wetlands Inventory
16. Existing zoning classification of property
17. Existing and proposed land use
18. Area of property in square feet and acres
19. Proposed off-street parking and loading areas
20. Number of parking spaces provided and number required by ordinance
21. Angle of parking spaces
22. Parking space dimensions and aisle widths
23. Driveway radii at the street curb line
24. Width of driveways at sidewalk and street curb line
25. Provision of handicapped parking spaces
26. Dimensions of handicapped parking spaces
27. Depressed ramps available to handicapped parking spaces
28. Location, dimensions and elevations of freestanding signs
29. Location and elevation of trash enclosures
30. Provision for required screening, if applicable
31. Provision for required public sidewalks
32. Certification of site plan by a registered land surveyor or professional engineer
33. Geometric plan showing all necessary geometric data required for accurate layout of the site
34. Grading plans showing paving design, all storm sewers, and detention/retention facilities (including detention/retention calculations) and erosion control measures



35. Utility plans showing all storm sewers, sanitary sewers, watermain, and appropriate appurtenant structures
36. Exterior lighting plans showing:
  - Location, height, intensity and fixture type of all proposed exterior lighting
  - Photometric information pertaining to locations of proposed lighting fixtures
37. Typical construction details and specifications
38. Certification of site engineering plans by a registered professional engineer
39. Proof of application of Stormwater Management Permit

**☑ Sketch Plan for Later Phases of PUD:**

For phased PUD's, where a sketch plan is permitted, it shall include, at minimum, the following:

1. General location of arterial and collector street
2. Location of any required landscape buffers
3. Location of proposed access to the site from public streets
4. Maximum number of square feet of floor area for nonresidential development
5. Maximum number of dwelling units for residential development
6. Open space and storm water management land

**☑ Architectural Plans:**

Architectural plans and data for all principal buildings shall be submitted in sufficient detail to permit an understanding of the exterior appearance and architectural style of the proposed buildings, the number, size and type of dwelling units, the proposed uses of nonresidential and mixed use buildings, total floor area and total building coverage of each building.

**☑ Tree Preservation Plan:**

Tree Preservation Plan when required in accordance with Chapter 8.30 of the St. Charles Municipal Code. The information required for this plan may be included as part of the Landscape Plan set.

**☑ Landscape Plan:**

Landscape Plan showing the following information:

- Delineation of the buildings, structures, and paved surfaces situated on the site and/or contemplated to be built thereon
- Delineation of all areas to be graded and limits of land disturbance, including proposed contours as shown on the Site/Engineering Plan
- Accurate property boundary lines
- Accurate location of proposed structures and other improvements, including paved areas, berms, lights, retention and detention areas, and landscaping
- Site area proposed to be landscaped in square feet and as a percentage of the total site area
- Percent of landscaped area provided as per code requirements
- Dimensions of landscape islands
- Setbacks of proposed impervious surfaces from property lines, street rights-of-way, and private drives
- Location and identification of all planting beds and plant materials

- Planting list including species of all plants, installation size (caliper, height, or spread as appropriate) and quantity of plant species
- Landscaping of ground signs and screening of dumpsters and other equipment

**☑ Public Benefits, Departures From Code:**

A description of how the PUD meets the purposes and requirements set out in Section 17.04.400 of the Zoning Ordinance. Any requests for departures from the requirements of Title 16, "Subdivisions and Land Improvement," and Title 17, "Zoning," shall be listed and reasons for requesting each departure shall be given.

Three variances to the proposed RM-3 residential are being requested. The first relates to interior side yard and rear yard setbacks. The buildings located adjacent to neighboring properties all conform to the setback requirements of the underlying zoning. There are a few incidents where building internal to the site do not conform. The rear yards on the north buildings are smaller due to the legal subdivision of the stormwater pond that is being done to facilitate transfer of the pond to the existing property owner association that owns all of the stormwater facilities. Also, an interior side yard setback is smaller than required where the buildings are angled in order to maximize the park/greenspace.

A second variance relates to building height of buildings of 47 feet 6 inches versus the RM-3 maximum of 45 feet. The additional height allows for a roof pitch that is harmonious with the architecture of the buildings. This was done for aesthetic reasons.

A third variance relates to the landscape requirement for trees around the buildings. The eight driveways that occupy a portion of one of the sides of the building limit the ability to plant trees in these areas. To address this deficiency, we have designed more than the required number of trees throughout the site so that while the requirement for individual buildings may not meet the code, the overall site exceeds the code.

**☑ Schedule:** Construction schedule indicating:

- a. Phases in which the project will be built with emphasis on area, density, use and public facilities, such as open space, to be developed with each phase. Overall design of each phase shall be shown on the plat and through supporting material.

The site is currently mass graded so sitework/underground improvements can begin upon approval of final engineering drawings. Vertical construction will begin with the clubhouse and the three buildings to the north of the clubhouse. Construction will proceed in a general north-to-south direction, building from the rear of the site toward the front.

- b. Approximate dates for beginning and completion of each phase.

Construction will begin immediately upon receipt of zoning and engineering approval. Assuming three months to secure zoning approval, we would begin sitework improvements on July 1 and vertical improvements October 1. Vertical construction will begin with the clubhouse and three apartment buildings and will continue with each apartment building in sequence. Total construction scheduled to take 24 to 30 months.

- c. If different land use types are to be included within the PUD, the schedule must include the mix of uses to be built in each phase.

☒ **Inclusionary Housing Summary:** For residential developments, submit information describing how the development will comply with the requirements of Chapter 17.18, Inclusionary Housing, including:

- The number and rental/for sale status of Market-Rate Units and Affordable Units to be constructed including type of dwelling, number of bedrooms per unit, proposed pricing, and construction schedule, including anticipated timing of issuance of building permits and occupancy certificates.
- Documentation and plans regarding locations of Affordable units and Market-Rate units, and their exterior appearance, materials, and finishes.
- A description of the marketing plan that the Applicant proposes to utilize and implement to promote sale or rental of the Affordable Units within the development; and,
- Any proposal to pay fees in lieu of providing the required Affordable Unit, per section 17.18.050.

Based on feedback obtained from neighboring property owners and elected officials during the Concept Plan review process, we will not be complying with the Inclusionary Housing Ordinance.

☒ **Subdivision Preliminary Plan Checklist:**

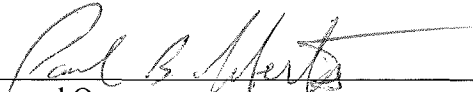
If the PUD Preliminary Plan involves the subdivision of land, a completed Subdivision Preliminary Plan Checklist must be submitted. The Subdivision Checklist may reference may reference the same set(s) of plans as the preceding checklists for Site/Engineering , Sketch Plan, Tree Preservation, and Landscape Plans, but the additional information required by the Subdivision Preliminary Plan Checklist must be included, where applicable.

☒ **Application for a Special Use for a PUD:**

This application for a PUD Preliminary Plan must be accompanied by an application for a Special Use for a PUD, unless the Special Use was previously granted and no amendment is needed. Documentation required for both applications need not be duplicated.

☒ **Historic Designation:** Is the property a designated Landmark or in a Historic District? No

I (we) certify that this application and the documents submitted are true and correct to the best of my (our) knowledge and belief.

  
Record Owner

03/26/12  
Date

  
Applicant or Authorized Agent

03/26/12  
Date

## LEGAL DESCRIPTION

LOT 8 IN THE CORPORATE RESERVE OF ST. CHARLES, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER AND THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 28, 2009 AS DOCUMENT NO. 2009K005931, ALL IN KANE COUNTY, ILLINOIS.

## RESIDENTIAL ZONING COMPLIANCE TABLE

Name of Development: \_\_\_\_\_ RIM - 3 Underlying zoning \_\_\_\_\_

	Zoning District Requirement	Existing PUD Requirement (if applicable)	Proposed
	District:	Ordinance #:	
Minimum Lot Area	2,200 SF/Unit		2,671 SF/Unit
Minimum Lot Width	65'		749' (overall parcel width)
Maximum Building Coverage	45%		21%
Maximum Building Height	45' (to ridge)		47' 6" (3 story) 56' (4 story walkout)
Minimum Front Yard	30'		30'
Interior Side Yard	25'		22' (44' bldg - bldg)
Exterior Side Yard	30'		30' 10' to detention lot
Minimum Rear Yard	30'		
Yards Adjoining Major Arterials	NA		NA
% Overall Landscape Area	NA		
Building Foundation Landscaping	NA		
Landscape Buffer Yards <sup>2</sup>	NA		
# of Parking Spaces	476		526 (1-6:1)

1- For purpose of this Section, Major Arterials Include Randall Road, Main Street East of Tyler Road, and Kirk Road

2- Within the zoning districts specified, a Landscape Buffer Yard shall be provided along any lot line that abuts or is across a street from property in any RE, RS, or RT District. See Chapter 17.26 for planting and screening requirements for Landscape Buffers.



## SUMMARY OF PROPOSED DEVELOPMENT

Name of Development	Corporate Reserve Apartments
Number of years expected for build out	2-3 years

### Acreage or Square Ft. Breakdown:

Area of residential development	20.24
Area of nonresidential development	0
Area of private open space	0
Area of stormwater ponds/basins	2.39
Park land dedication	0
School land dedication	0
Total Acres	22.63

### Residential Breakdown:

	<u>Number of units</u>
Single Family Detached:	0
Attached Single Family (Townhomes):	0
Multi-Family:	331
Other:	0
Total Dwelling Units	331
Gross Density (Total D.U./Total Residential Acres)	16.35
Estimated Total Population (from Park Worksheet)	598
Estimated Student Population (from School Worksheet)	27.6



**City of St. Charles Land/Cash Worksheet**

Dwelling Type/Bedroom Count		# of Units	Park	Est. Park Pop.	Elem.	Est. Pop.	Middle School	Est. Pop.	High School	Est. Pop.
Detached Single Family										
	3 bedroom	0	2.899	0	0.369	0	0.173	0	0.184	0
	4 bedroom	0	3.764	0	0.53	0	0.298	0	0.36	0
	5 bedroom	0	3.77	0	0.345	0	0.248	0	0.3	0
Attached Single Family (Townhomes)										
	1 bedroom	0	1.193	0	0	0	0	0	0	0
	2 bedroom	0	1.99	0	0.088	0	0.048	0	0.038	0
	3 bedroom	0	2.392	0	0.234	0	0.058	0	0.059	0
	4 bedroom	0	3.145	0	0.322	0	0.154	0	0.173	0
Multi Family (Condo/Apartment)										
	Efficiency	16	1.294	20.704	0	0	0	0	0	0
	1 bedroom	160	1.758	281.28	0.002	0.32	0.001	0.16	0.001	0.16
	2 bedroom	155	1.914	296.67	0.086	13.33	0.042	6.51	0.046	7.13
	3 bedroom	0	3.053	0	0.234	0	0.123	0	0.118	0
<b>Estimated Population</b>		<b>331</b>		<b>598.654</b>		<b>13.65</b>		<b>6.67</b>		<b>7.29</b>
							27.61			
<b>Park Acreage @ 10 acres per 1,000 population</b>				<b>5.98654</b>	<b>acres</b>					
<b>Park Land Dedication</b>				<b>0</b>	<b>acres</b>					
<b>Park Cash in Lieu @ \$240,500 per acre</b>				<b>\$1,439,762.87</b>						
Elementary School Acreage @.025 acres per student						0.34125				
Middle School Acreage @ .0389 acres per student							0.259463			
High School Acreage @ .072 acres per student									0.52488	
<b>Total School Acreage</b>				<b>1.125593</b>						
<b>Total School Cash in Lieu @ \$240,500 per acre</b>				<b>\$270,705.12</b>						

1 1/2 Mile Jurisdiction Park Cash in Lieu  
1 1/2 Mile Jurisdiction School Cash in Lieu

**\$1,047,644.50**  
**\$196,978.78**

(Not for development within City of St. Charles)  
(Not for development within City of St. Charles)



Inclusionary Housing

Paul Robertson

to:

morourke

06/01/2012 11:39 AM

Hide Details

From: Paul Robertson <p-robertson@jcfre.com>

To: <morourke@stcharlesil.gov>

In response to the recommendations we received during the concept plan review, we propose to have no income-restricted units in the development. We are, however, willing to make a \$50,000 contribution to the housing authority in lieu of compliance with the ordinance. The project's feasibility is challenged by the impact fees requested by KDOT, the school district, the park district and the inclusionary housing ordinance, particularly in light of the uncertain economic environment and tenuous banking climate.

We are very optimistic about the success of the proposed apartment development and look forward to working through the zoning change with you. Please let me know if you have any questions about this exciting addition to the St. Charles housing stock.

Thank you.

**Paul Robertson**

Executive Vice President

**JCF Real Estate**

1930 North Thoreau Drive, Suite 175

Schaumburg, IL 60173

p 847.348.7800 x21

f 847.348.7801

c 847-899-5013



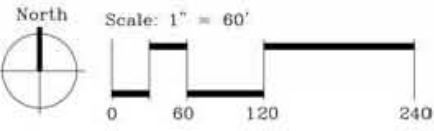
SITE DATA

Total Site Bedroom Count	Total # Units	Total Unit %	Total Parking Req.	Total Parking Provided
STUDIO	16	4.8%	1.2/du	20
1 BR	160	48.4%	1.2/du	192
2 BR	155	46.8%	1.7/du	264
Tot. Rental Units	331	100.0%		476
Rental Site Lot Area/Unit	20.30 Ac. 2,671 SF/Unit			
				Surface 406 Garage 120 Total 526 (1.6:1)

3 Story Walk-Up  
with Walkout Level  
25 Units/ Building  
8 Garages/ Building

3 Story Walk-Up  
21 Units/ Building  
8 Garages/ Building

3 Story Walk-Up  
with Half Walkout Level  
23 Units/ Building  
8 Garages/ Building  
Detention



The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e., applicable codes, structure, and MEP design requirements, and plot / floor plan changes, etc.)

Sheet LP-1  
Corporate Reserve of St. Charles  
Concept Site Plan

Date: May 14, 2012  
© 2012 BSB Design, Inc.







Front Elevation

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





**Right Side Elevation**

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

**Left Side Elevation**

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





Rear Elevation

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

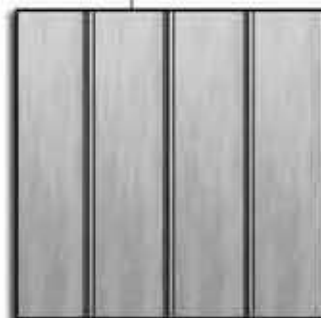




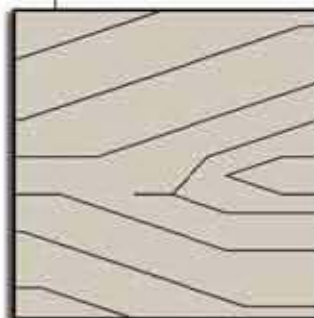
**Front Elevation**  
scale: 3/16" = 1'-0"



Composite Siding / Board



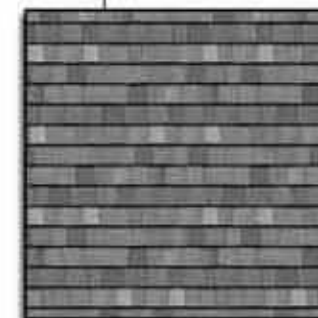
Metal Roof



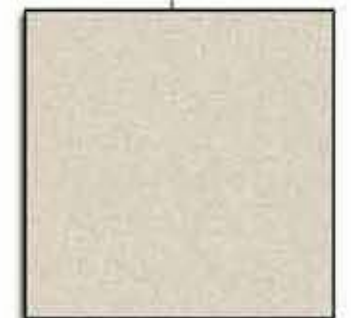
Composite Trim



Cast Stone Veneer

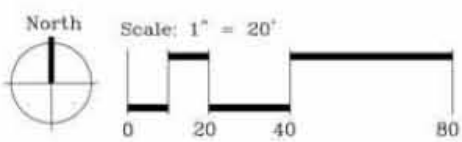


Asphalt Shingles



Cast Stone Cap





The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MDP design requirements, and plan / floor plan changes, etc.)

## Club Area

**Corporate Reserve of St. Charles**  
Concept Plan

Date: May 14, 2012  
© 2012 BSB Design, Inc.







Front Elevation



Left Side Elevation



Right Side Elevation



Rear Elevation





# LANDSCAPE CALCULATIONS

- OVERALL SITE: 862,488 SF  
IMPERMEABLE SURFACES: 510,415 SF (59%)  
GREENSPACE: 352,073 SF (41%)  
OVERALL TREES PROVIDED: 454
- PARKING LOT (shaded area=islands)  
TOTAL AREA: 270,011 SF  
TOTAL GREENSPACE REQUIRED (10%): 27,001 SF  
TOTAL GREENSPACE PROVIDED: 50,000 SF  
TOTAL TREES REQUIRED: 168  
TOTAL TREES PROVIDED: 112  
TOTAL SHRUBS/PERENNIALS PROVIDED: 3,033
- APARTMENT FOUNDATIONS  
TOTAL FOUNDATION: 9,517 LF  
TOTAL TREES REQUIRED: 381  
TOTAL TREES PROVIDED: 242  
TOTAL SHRUBS/PERENNIALS REQUIRED: 3,807  
TOTAL SHRUBS/PERENNIALS PROVIDED: 6,008
- CLUBHOUSE FOUNDATION  
FOUNDATION: 472 LF  
TREES REQUIRED: 14  
TREES PROVIDED: 34  
TOTAL SHRUBS/PERENNIALS REQUIRED: 184  
TOTAL SHRUBS/PERENNIALS PROVIDED: 812

EXISTING  
STORMWATER  
DETENTION BASIN

WALK-OUT  
11B  
14 TREES  
354 SH/PR

HALF  
WALK-OUT  
12B  
TREES  
321 SH/PR

CLUB  
17 TREES

HALF  
WALK-OUT  
13B  
12 TREES  
321 SH/PR

14A  
15 TREES  
393 SH/PR

15A  
12 TREES  
382 SH/PR

1A  
17 TREES  
421 SH/PR

2A  
18 TREES  
425 SH/PR

5B  
13 TREES  
378 SH/PR

4B  
15 TREES  
385 SH/PR

7B  
17 TREES  
366 SH/PR

9B  
22 TREES  
357 SH/PR

SPLIT  
5A  
14 TREES  
335 SH/PR

SPLIT  
6A  
14 TREES  
332 SH/PR

3A  
13 TREES  
344 SH/PR

DETENTION  
L-2

EXISTING  
STORMWATER  
DETENTION BASIN

PARK

EXISTING  
STORMWATER  
DETENTION BASIN

CORPORATE RESERVE  
OF ST CHARLES

REVISIONS	DATE	DESCRIPTION
1	2012.04.03	DATE
2	2012.05.03	DESIGNER
3	2012.05.16	PROJECT MANAGER
4	2012.05.16	CLIENT

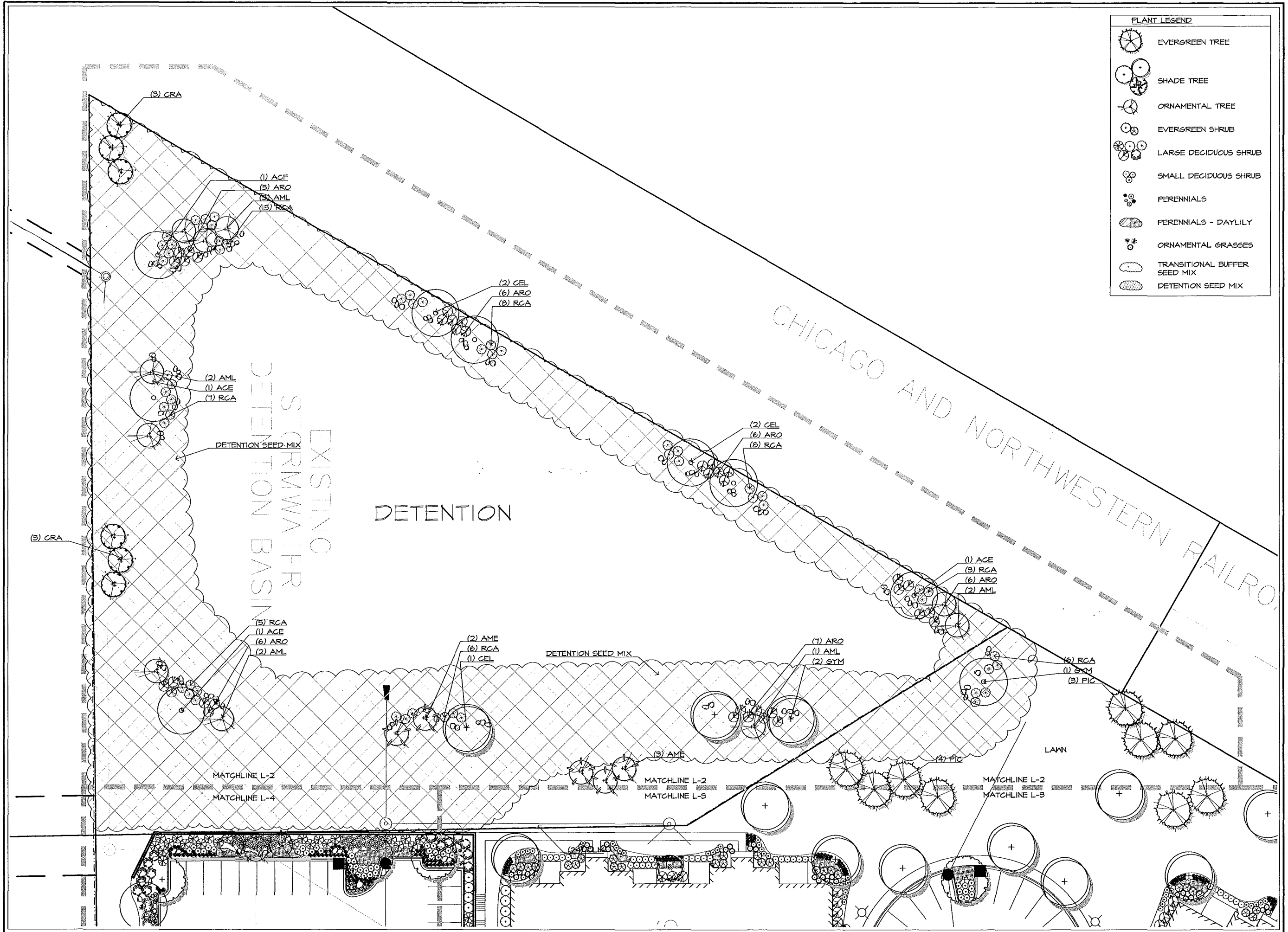
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DESIGNER	MHR
PROJECT MANAGER	SK
CLIENT	12/01



SCALE:  
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Kinsella Landscape, Inc.  
Design/Construction/Maintenance  
Phone: 708-371-4830  
Fax: 708-371-3576





PLANT LEGEND	
	EVERGREEN TREE
	SHADE TREE
	ORNAMENTAL TREE
	EVERGREEN SHRUB
	LARGE DECIDUOUS SHRUB
	SMALL DECIDUOUS SHRUB
	PERENNIALS
	PERENNIALS - DAYLILY
	ORNAMENTAL GRASSES
	TRANSITIONAL BUFFER SEED MIX
	DETENTION SEED MIX

**Kinsella Landscape, Inc.**  
 Design/Construction/Maintenance  
 Phone: 708-371-4830  
 Fax: 708-371-9576

# CORPORATE RESERVE OF ST. CHARLES

REVISIONS
2011.03.03 DRT meeting
2011.05.16 PC meeting

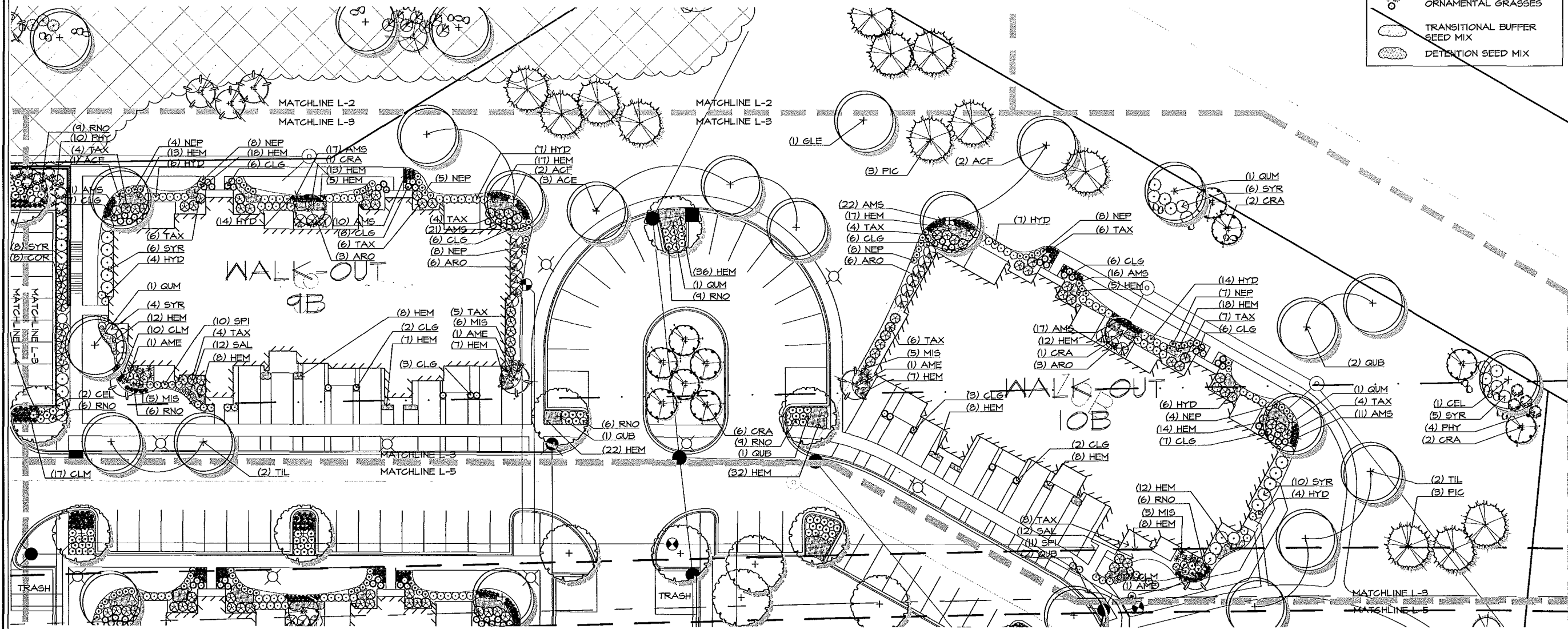
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PROJECT MANAGER	6K
CLIENT	12101

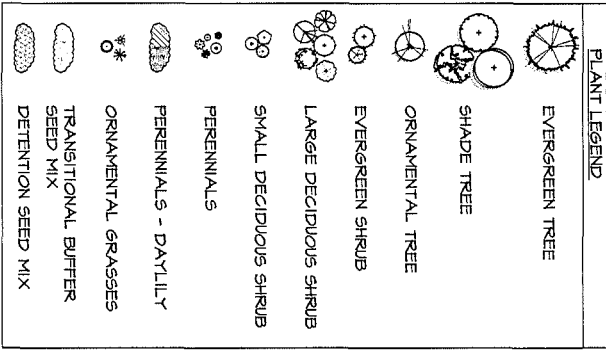


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L-2





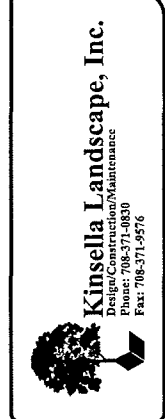


REVISIONS	
Date Drawn	Remarks
2011.05.03	DRT meeting
2011.05.16	FC meeting



**Kinsella Landscape, Inc.**  
Design/Construction/Maintenance  
Phone: 708-371-0830  
Fax: 708-371-9576





CORPORATE RESERVE  
OF ST. CHARLES

REVISIONS
Date Drawn/Remarks
2011.05.03 DRT meeting
2011.05.16 PC meeting

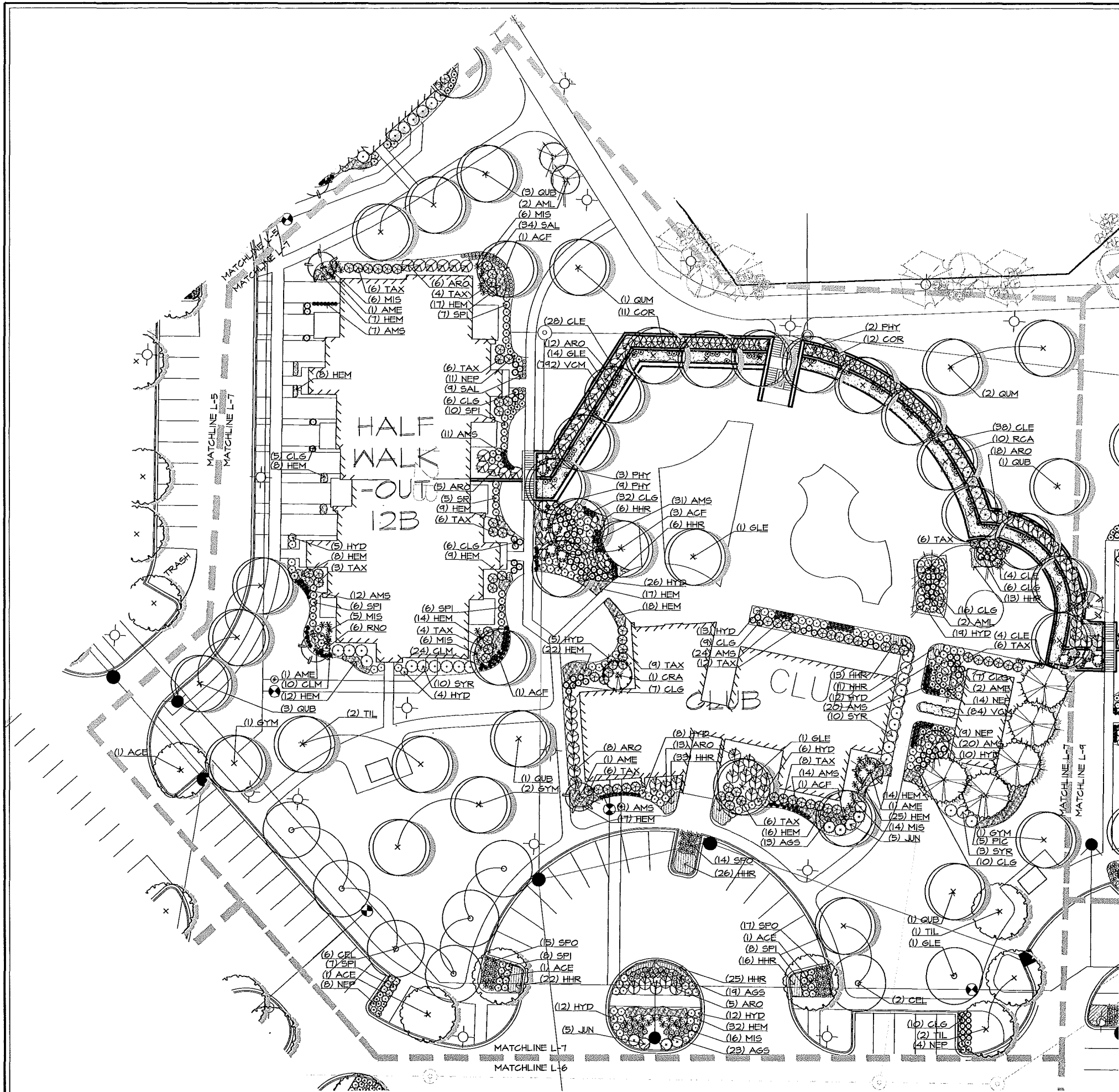
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PROJECT MANAGER	GK
CLIENT	12101



SCALE:  
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L-6





PLANT LEGEND	
	EVERGREEN TREE
	SHADE TREE
	ORNAMENTAL TREE
	EVERGREEN SHRUB
	LARGE DECIDUOUS SHRUB
	SMALL DECIDUOUS SHRUB
	PERENNIALS
	PERENNIALS - DAYLILY
	ORNAMENTAL GRASSES
	TRANSITIONAL BUFFER SEED MIX
	DETENTION SEED MIX

# CORPORATE RESERVE OF ST. CHARLES

**Kinsella Landscape, Inc.**  
 Design/Construction/Maintenance  
 Phone: 708-371-0830  
 Fax: 708-371-9576

REVISIONS	
DATE	2012.04.03
DESIGNER	MMR
PROJECT MANAGER	OK
CLIENT	12101

DATE	2012.04.03
DESIGNER	MMR
PROJECT MANAGER	OK
CLIENT	12101

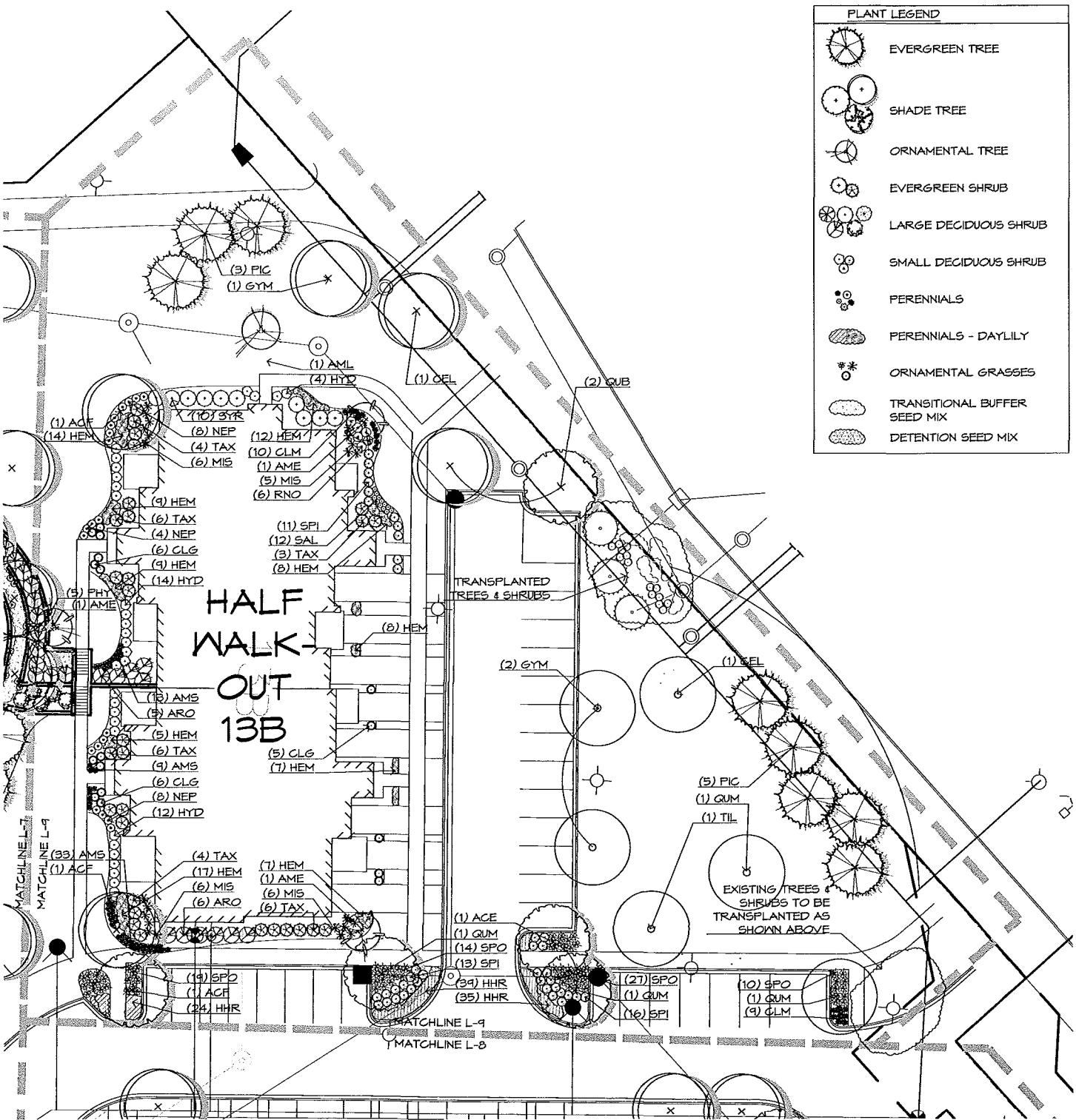


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L-7



PLANT LIST					
ABBRV.	LATIN NAME	COMMON NAME	QUANTITY	SIZE & SHAPE	LOCATION
<b>DECIDUOUS TREES (308 total)</b>					
ACE	Acer x freemanii 'Marmo'	MARMO MAPLE	42	25"/CENTRAL LEADER	ALL
ACF	Acer x freemanii 'Armstrong'	ARMSTRONG MAPLE	35	25"/CENTRAL LEADER	ALL
CEL	Celtis occidentalis	HACKBERRY	43	25"/CENTRAL LEADER	ALL
GLE	Gleditsia triacanthos inermis	HONEYLOCUST	64	25"/CENTRAL LEADER	ALL
GYM	Gymnocladus dioica	KENTUCKY COFFEE TREE	28	25"/CENTRAL LEADER	ALL
QUB	Quercus bicolor	SWAMP WHITE OAK	36	25"/CENTRAL LEADER	ALL
QUM	Quercus macrocarpa	BUR OAK	34	25"/CENTRAL LEADER	ALL
TIL	Tilia americana	LINDEN	26	25"/CENTRAL LEADER	ALL
<b>EVERGREEN TREES (45 total)</b>					
PIC	Picea glauca densata	BLACK HILLS SPRUCE	45	8' B&B	ALL
<b>ORNAMENTAL TREES (106 total)</b>					
AME	Amelanchier x grandiflora 'Autumn Brilliance'	AUTUMN BRILLIANCE SERVICEBERRY	24	6'/CLUMP FORM	FOUNDATION
AML	Amelanchier laevis	ALLEGHENY SERVICEBERRY	31	6'/CLUMP FORM	SN/ALE, ALL
GRA	Crataegus veridis 'Winter King'	WINTER KING HAWTHORN	46	6'/CLUMP FORM	ALL
<b>EVERGREEN SHRUBS</b>					
JUN	Juniperus chinensis 'Kallay's Compact'	KALLAY'S COMPACT JUNIPER	41	5 GAL.	FOUNDATION
TAX	Taxus x media 'Densiformis'	DENSE YEW	442	24" B&B	FOUNDATION
<b>DECIDUOUS SHRUBS</b>					
ARO	Aronia arbutifolia 'Brilliantissima'	RED CHOKEBERRY	227	36" B&B	ALL
COR	Cornus 'Bailey'	RED TWIG DOGWOOD	61	36" B&B	BERMS
HYD	Hydrangea macrophylla 'Bailmer'	ENDLESS SUMMER HYDRANGEA	391	#5 CONT.	FOUNDATION
PHY	Physocarpus opulifolius 'Monio'	DIABOLO NINEBARK	62	36" B&B	BERMS, DETENTION
RCA	Rosa carolina	CAROLINA ROSE	55	#5 CONT.	DETENTION
RNO	Rosa var. 'Noare'	FLOYER CARPET ROSE	486	#3 CONT.	FOUNDATION
SPI	Spiraea betulifolia 'Tor'	BIRCHLEAF SPIREA	415	#5 CONT.	ALL
SYR	Syringa meyer 'Palibin'	DWARF KOREAN LILAC	140	36" B&B	ALL
<b>ORNAMENTAL GRASSES &amp; PERENNIALS</b>					
AGS	Agastache 'Blue Fortune'	BLUE FORTUNE AGASTACHE	343	1 GAL.	ALL
ALL	Allium 'Summer Beauty'	SUMMER BEAUTY ALLIUM	45	1 GAL.	ALL
AMS	Amsonia x 'Blue Ice'	BLUE ICE BLUE STAR	1185	1 GAL.	ALL
CLG	Calamagrostis brachytricha	KOREAN FEATHER REED GRASS	474	1 GAL.	ALL
GLM	Calamintha nepeta spp. Nepeta	GALAMINTHA	887	1 GAL.	ALL
HEM	Daylily Mix:				
	Hemerocallis 'Fairy Tale Pink' (93%)	FAIRY TALE DAYLILY	819	1 GAL.	ALL
	+ Hemerocallis 'Mary Todd' (93%)	MARY TODD DAYLILY	819	1 GAL.	ALL
	+ Hemerocallis 'Prairie Blue Eyes' (93%)	PRAIRIE BLUE EYES DAYLILY	819	1 GAL.	ALL
HHR	Hemerocallis 'Happy Returns'	HAPPY RETURNS DAYLILY	630	1 GAL.	ALL
MIS	Miscanthus sinensis 'Gracillimus'	MAIDEN GRASS	236	1 GAL.	BERMS/PARKING ISLANDS
NEP	Nepeta 'Walkers Low'	WALKERS LOW CATMINT	343	1 GAL.	ALL
SAL	Salvia nemorosa 'Yesuue'	YESUUE SALVIA	1010	1 GAL.	ALL
SPO	Sporobolus heterolepis	PRAIRIE DROPSEED	644	1 GAL.	ALL
<b>GROUND COVER &amp; VINES</b>					
CLE	Clematis Mix:				
	Clematis 'Huldine' (50%)	HULDINE CLEMATIS	37	1 GAL.	CLUBHOUSE
	+ Clematis 'Comtesse de Bouchaud' (50%)	COMTESSE CLEMATIS	37	1 GAL.	CLUBHOUSE
VCM	Vinca minor	COMMON PERIWINKLE	1344	3" POTS	CLUBHOUSE
ABBRV.	LATIN NAME	COMMON NAME	LATIN NAME	COMMON NAME	
<b>TRANSITIONAL BUFFER SEED MIX</b>					
	Bouteloua curtipendula	SIDE-OATS GRAMA			
	Bouteloua dactyloides 'Bowie'	BOWIE BUFFALO GRASS			
<b>DETENTION SEED MIX</b>					
<b>Permanent Grasses</b>					
	Andropogon gerardii	BIG BLUESTEM	Panicum virgatum	SWITCH GRASS	
	Calamagrostis canadensis	BLUEJOINT GRASS	Scirpus pendulus	RED BULRUSH	
	Carex spp.	PRAIRIE SEDGE MIX	Sorghastrum nutans	INDIAN GRASS	
	Carex lurida	BOTTLEBRUSH SEDGE	Spartina pectinata	PRAIRIE CORD GRASS	
	Elymus virginicus	VIRGINIA WILD RYE			
<b>Temporary Cover</b>					
	Avena sativa	COMMON OAT			
	Lolium multiflorum	ANNUAL RYE			
<b>Forbs</b>					
	Aster novae-angliae	NEW ENGLAND ASTER	Pycnanthemum virginianum	COMMON MOUNTAIN MINT	
	Baptisia lactea	WHITE WILD INDIGO	Ratibida pinnata	YELLOW CONEFLOWER	
	Chamaecrista fasciculata	PARTRIDGE PEA	Rudbeckia hirta	BLACK-EYED SUSAN	
	Coreopsis lanceolata	SAND COREOPSIS	Rudbeckia laciniata	WILD GOLDEN GLOW	
	Coreopsis tripteris	TALL COREOPSIS	Rudbeckia subtomentosa	SWEET BLACK-EYED SUSAN	
	Desmodium illinoense	ILLINOIS TICK TREFOIL	Silphium integrifolium	ROSIN WEED	
	Echinacea purpurea	PURPLE CONEFLOWER	Silphium laciniatum	COMPASS PLANT	
	Eryngium yuccifolium	RATTLESNK MASTER	Silphium perfoliatum	CUP PLANT	
	Helenium autumnale	SNEEZEWEED	Silphium terebinthinaceum	PRAIRIE DOCK	
	Helianthus grosseserratus	SAWTOOTH SUNFLOWER	Solidago juncea	EARLY GOLDENROD	
	Lespedeza capitata	ROUND-HEADED BUSH CLOVER	Solidago rigida	STIFF GOLDENROD	
	Liatris spicata	MARSH BLAZING STAR	Solidago rugosa	ROUGH GOLDENROD	
	Lupinus perennis	WILD LUPINE	Tradescantia ohnensis	COMMON SPIDERWORT	
	Monarda fistulosa	WILD BERGAMOT	Veronica spp.	IRONWEED MIX	
	Parthenium integrifolium	WILD QUINNE	Veronicastrum virginicum	CULVERS ROOT	
	Physostegia virginiana	OBEYDIANT PLANT	Zizia aurea	GOLDEN ALEXANDER	



# PRELIMINARY PLAN

## THE CORPORATE RESERVE OF

### ST. CHARLES – PHASE II

### ST. CHARLES, ILLINOIS

#### LEGEND

EXISTING	PROPOSED
SANITARY SEWER	8" PVC
FORCE MAIN	12" RCP
STORM SEWER	12" RCP
UNDERDRAIN	12" RCP
MANHOLE	6" WM
CATCH BASIN	6" WM
INLET	6" WM
CLEANOUT	6" WM
WATER MAIN	8" WM
VALVE VAULT	6" WM
VALVE BOX	6" WM
FIRE HYDRANT	6" WM
FLARED END SECTION	6" WM
COMBINED SEWER	6" WM
SANITARY SEWER SERVICE	6" WM
WATER SERVICE	6" WM
STREET LIGHT/PARKING LOT LIGHT	6" WM
POWER POLE	6" WM
STREET SIGN	6" WM
FENCE	6" WM
GAS MAIN	6" WM
OVERHEAD LINE	6" WM
TELEPHONE LINE	6" WM
ELECTRIC LINE	6" WM
CABLE TV LINE	6" WM
HIGH WATER LEVEL	6" WM
NORMAL WATER LEVEL	6" WM
CONTOUR LINE	6" WM
TOP OF CURB ELEVATION	6" WM
TOP OF DEPRESSED CURB	6" WM
PAVEMENT ELEVATION	6" WM
SPOT ELEVATION	6" WM
FINISHED FLOOR ELEVATION	6" WM
TOP OF FOUNDATION	6" WM
GRADE AT FOUNDATION	6" WM
HIGH OR LOW POINT	6" WM
OVERLAND FLOOD ROUTE	6" WM
PAVEMENT FLOW DIRECTION	6" WM
SWALE FLOW DIRECTION	6" WM
DEPRESSED CURB AND GUTTER	6" WM
REVERSE CURB AND GUTTER	6" WM

#### ABBREVIATIONS

AC	ACRE	HWL	HIGH WATER ELEVATION	SAN	SANITARY SEWER
BC	BACK OF CURB	INL	INLET	SMH	SANITARY MANHOLE
BTM	BOTTOM	INV	INVERT	STA	STATION
CB	CATCH BASIN	LF	LINEAL FEET/FOOT	STM	STORM SEWER
CFS	CUBIC FEET PER SECOND	LP	LIGHT POLE	SY	SQUARE YARD
CY	CUBIC YARD	LT	LEFT	SWPP	STORMWATER POLLUTION PREVENTION PLAN
DIA	DIAMETER	L/W	LOWEST GRADE ADJACENT TO RETAINING WALL	TDC	TOP OF DEPRESSED CURB
DIWM	DUCTILE IRON WATER MAIN	MAX	MAXIMUM	TC	TOP OF CURB
EL	ELEVATION	MH	MANHOLE	TF	TOP OF FOUNDATION
EP	EDGE OF PAVEMENT	MIN	MINIMUM	T/W	TOP OF RETAINING WALL
FF	FINISHED FLOOR	NWL	NORMAL WATER ELEVATION	TYP	TYPICAL
FES	FLARED END SECTION	OCS	OUTLET CONTROL STRUCTURE	VB	VALVE BOX
FT	FOOT/FEET	P	PAVEMENT ELEVATION	VC	VERTICAL CURVE
G	GUTTER ELEVATION	PVC	POLYVINYL CHLORIDE PIPE	VV	VALVE VAULT
GF	GRADE AT FOUNDATION	R	RADIUS	W	WALK ELEVATION
GR	GRADE RING ELEVATION	ROP	REINFORCED CONCRETE PIPE	WM	WATER MAIN
HDPE	HIGH DENSITY POLYETHYLENE PIPE	RIM	RIM ELEVATION	VPI	VERTICAL POINT OF INTERSECTION
HYD	FIRE HYDRANT	RT	RIGHT		
HMA	HOT MIX ASPHALT	ROW	RIGHT OF WAY		

#### INDEX

- 1 COVER SHEET
- 2 EXISTING CONDITIONS PLAN
- 3 PRELIMINARY PLAT OF RESUBDIVISION
- 4 PRELIMINARY GRADING PLAN
- 5 PRELIMINARY UTILITY PLAN

#### SOURCE BENCHMARK:

1. SOUTHWEST TAG BOLT ON 1ST FIRE HYDRANT NORTH OF ROUTE 64 ON WEST SIDE OF PECK ROAD.  
ELEV. = 747.11
2. CHISELLED "X" IN CENTERLINE-CENTERLINE OF CONCRETE SIDEWALK AT SOUTHEAST CORNER OF ROUTE 64  
ELEV. = 744.53



#### PROFESSIONAL ENGINEER'S CERTIFICATION

I, KEVIN J. MATRAY, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION WAS PREPARED ON BEHALF OF THE ST. CHARLES FAIRGROUNDS OFFICE PARK INVESTORS, LLC BY MACKIE CONSULTANTS, LLC, UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS 16<sup>TH</sup> DAY OF MAY, A.D. 2012.

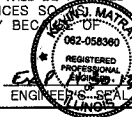
ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-058360  
EXPIRATION DATE: NOVEMBER 30, 2013



#### DRAINAGE CERTIFICATION

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SAID IMPROVEMENTS OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREA, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE IMPROVEMENTS.

ENGINEER'S SIGNATURE



**Mackie Consultants, LLC**  
9575 W. Higgins Road, Suite 500  
Rosemont, IL 60018  
(847) 696-1400  
www.mackieconsult.com

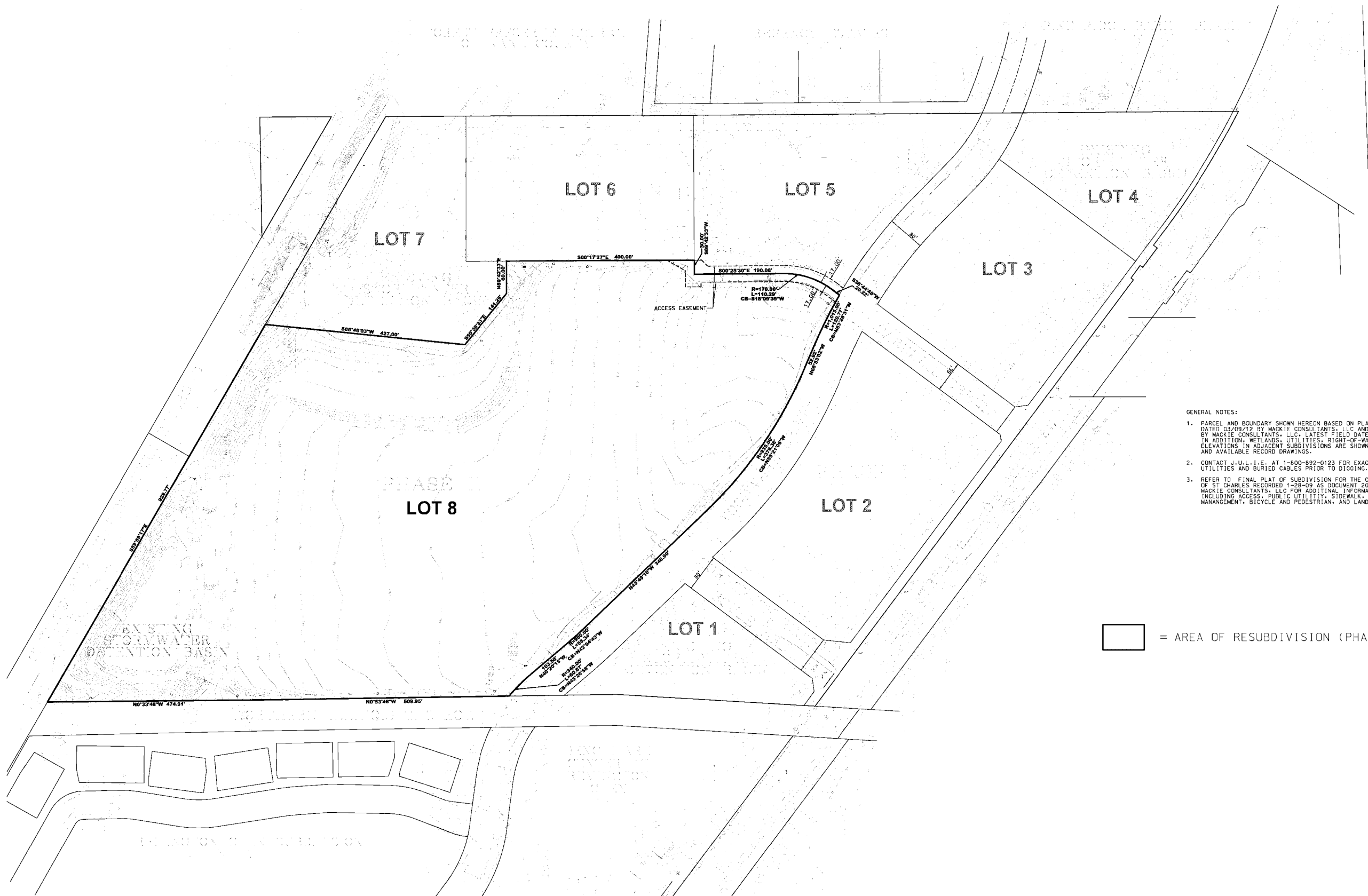
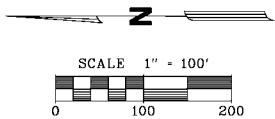
CLIENT: **ST. CHARLES FAIRGROUNDS  
OFFICE PARK INVESTORS, LLC**  
1930 THOREAU DRIVE, SUITE 175  
SCHAUMBURG, ILLINOIS 60173  
PHONE: (630) 885-7890 FAX: (847) 348-7801

DESIGNED	KJM/TRB
DRAWN	WHM
APPROVED	DAS
DATE	03-22-12
SCALE	N.T.S.
DATE	05-16-12
DESCRIPTION OF REVISION	REVISED PER CITY COMMENTS

**COVER SHEET**  
**PRELIMINARY RESUBDIVISION PLAN**  
**THE CORPORATE RESERVE OF ST. CHARLES PHASE II**  
**ST. CHARLES, ILLINOIS**

SHEET  
**1** OF **5**  
PROJECT NUMBER: 1521  
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ILLINOIS FIRM LICENSE 164-002894





- GENERAL NOTES:
1. PARCEL AND BOUNDARY SHOWN HEREON BASED ON PLAT OF RESUBDIVISION DATED 03/09/12 BY MACKIE CONSULTANTS, LLC AND RECORD TOPOGRAPHY BY MACKIE CONSULTANTS, LLC. LATEST FIELD DATE 09/14/11. IN ADDITION, WETLANDS, UTILITIES, RIGHT-OF-WAY, AND PROPOSED PAD ELEVATIONS IN ADJACENT SUBDIVISIONS ARE SHOWN FROM ATLAS PAGES AND AVAILABLE RECORD DRAWINGS.
  2. CONTACT J.U.L.I.E. AT 1-800-892-0123 FOR EXACT LOCATION OF UNDERGROUND UTILITIES AND BURIED CABLES PRIOR TO DIGGING.
  3. REFER TO FINAL PLAT OF SUBDIVISION FOR THE CORPORATE RESERVE OF ST. CHARLES RECORDED 1-28-09 AS DOCUMENT 2009K005931, PREPARED BY MACKIE CONSULTANTS, LLC FOR ADDITIONAL INFORMATION ON BLANKET EASEMENTS INCLUDING ACCESS, PUBLIC UTILITY, SIDEWALK, DRAINAGE, STORMWATER MANAGEMENT, BICYCLE AND PEDESTRIAN, AND LANDSCAPE EASEMENTS.

[Outline] = AREA OF RESUBDIVISION (PHASE II)

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C:\Users\jmc\Documents\Projects\Phase 2\Drawings\ST-elli\Drawings\ST-elli.dwg



**Mackie Consultants, LLC**  
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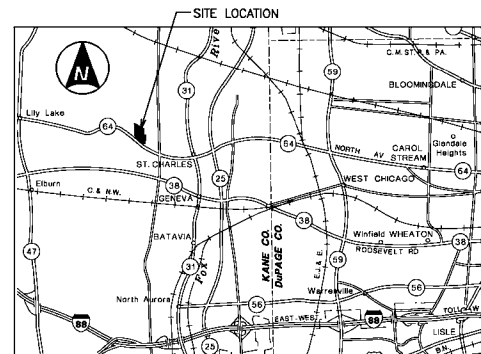
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OFFICE PARK INVESTORS, LLC**  
1930 THOREAU DRIVE, SUITE 175  
SCHAUMBURG, ILLINOIS 60173  
PHONE: (630) 885-7890 FAX: (847) 348-7801

		DESIGNED	KJM/TRB
		DRAWN	WHM
		APPROVED	DAS
		DATE	03-22-12
05-16-12	REVISED PER CITY COMMENTS	KJM	
DATE	DESCRIPTION OF REVISION	BY	SCALE 1" = 100'

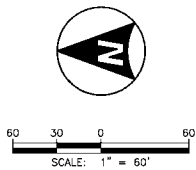
**EXISTING CONDITION PLAN  
PRELIMINARY RESUBDIVISION PLAN  
THE CORPORATE RESERVE OF ST. CHARLES PHASE II  
ST. CHARLES, ILLINOIS**

SHEET	
2	OF 5
PROJECT NUMBER:	1621
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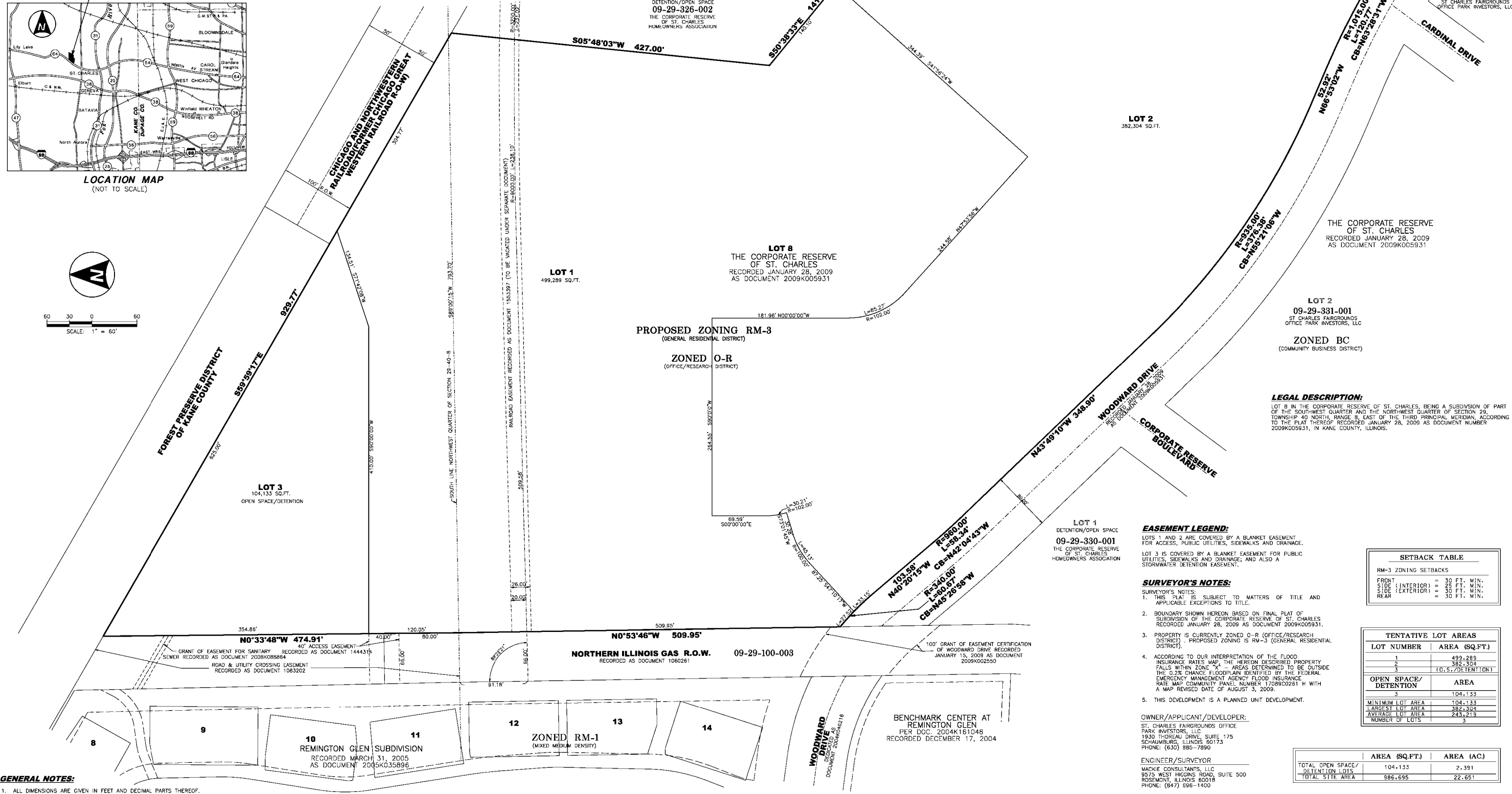
PRELIMINARY PLAT OF RESUBDIVISION  
THE CORPORATE RESERVE OF ST. CHARLES  
PHASE II



LOCATION MAP  
(NOT TO SCALE)



BEING A RESUBDIVISION OF LOT 8 IN THE CORPORATE RESERVE OF ST. CHARLES, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER AND THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JANUARY 28, 2009 AS DOCUMENT NUMBER 2009K005931, IN KANE COUNTY, ILLINOIS.



**GENERAL NOTES:**  
1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.  
2. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.

**EASEMENT LEGEND:**  
LOTS 1 AND 2 ARE COVERED BY A BLANKET EASEMENT FOR ACCESS, PUBLIC UTILITIES, SIDEWALKS AND DRAINAGE.  
LOT 3 IS COVERED BY A BLANKET EASEMENT FOR PUBLIC UTILITIES, SIDEWALKS AND DRAINAGE; AND ALSO A STORMWATER DETENTION EASEMENT.

**SURVEYOR'S NOTES:**  
1. THIS PLAT IS SUBJECT TO MATTERS OF TITLE AND APPLICABLE EXCEPTIONS TO TITLE.  
2. BOUNDARY SHOWN HEREON BASED ON FINAL PLAT OF SUBDIVISION OF THE CORPORATE RESERVE OF ST. CHARLES RECORDED JANUARY 28, 2009 AS DOCUMENT 2009K005931.  
3. PROPERTY IS CURRENTLY ZONED O-R (OFFICE/RESEARCH DISTRICT). PROPOSED ZONING IS RM-3 (GENERAL RESIDENTIAL DISTRICT).  
4. ACCORDING TO OUR INTERPRETATION OF THE FLOOD INSURANCE RATES MAP, THE HEREON DESCRIBED PROPERTY FALLS WITHIN ZONE X. AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 1708900261 H WITH A MAP REVISED DATE OF AUGUST 3, 2009.  
5. THIS DEVELOPMENT IS A PLANNED UNIT DEVELOPMENT.

**OWNER/APPLICANT/DEVELOPER:**  
ST. CHARLES FAIRGROUNDS OFFICE  
PARK INVESTORS, LLC  
1930 THOREAU DRIVE, SUITE 175  
SCHAMBURG, ILLINOIS 60173  
PHONE: (630) 885-7890

**ENGINEER/SURVEYOR:**  
MACKIE CONSULTANTS, LLC  
9575 WEST HIGGINS ROAD, SUITE 500  
ROSEMONT, ILLINOIS 60018  
PHONE: (847) 696-1400

SETBACK TABLE	
RM-3 ZONING SETBACKS	
FRONT	= 30 FT. MIN.
SIDE (INTERIOR)	= 25 FT. MIN.
SIDE (EXTERIOR)	= 30 FT. MIN.
REAR	= 30 FT. MIN.

TENTATIVE LOT AREAS	
LOT NUMBER	AREA (SQ.FT.)
1	499,289
2	382,304
3	104,133 (O.S./DETENTION)
OPEN SPACE/DETENTION AREA	
3	104,133
MINIMUM LOT AREA	104,133
LARGEST LOT AREA	382,304
AVERAGE LOT AREA	243,219
NUMBER OF LOTS	3

	AREA (SQ.FT.)	AREA (A.C.)
TOTAL OPEN SPACE/DETENTION LOTS	104,133	2.391
TOTAL SITE AREA	986,695	22.651

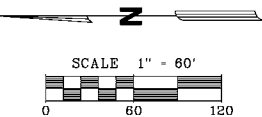
**Mackie Consultants, LLC**  
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CLIENT: **ST. CHARLES FAIRGROUNDS OFFICE PARK INVESTORS, LLC**  
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PHONE: (630) 885-7890 FAX: (847) 348-7801

DESIGNED	KJM
DRAWN	DAG
APPROVED	MTB
DATE	03-09-12
SCALE	1"=60'
05-16-12	REVISED PER CITY COMMENTS
DATE	DESCRIPTION OF REVISION

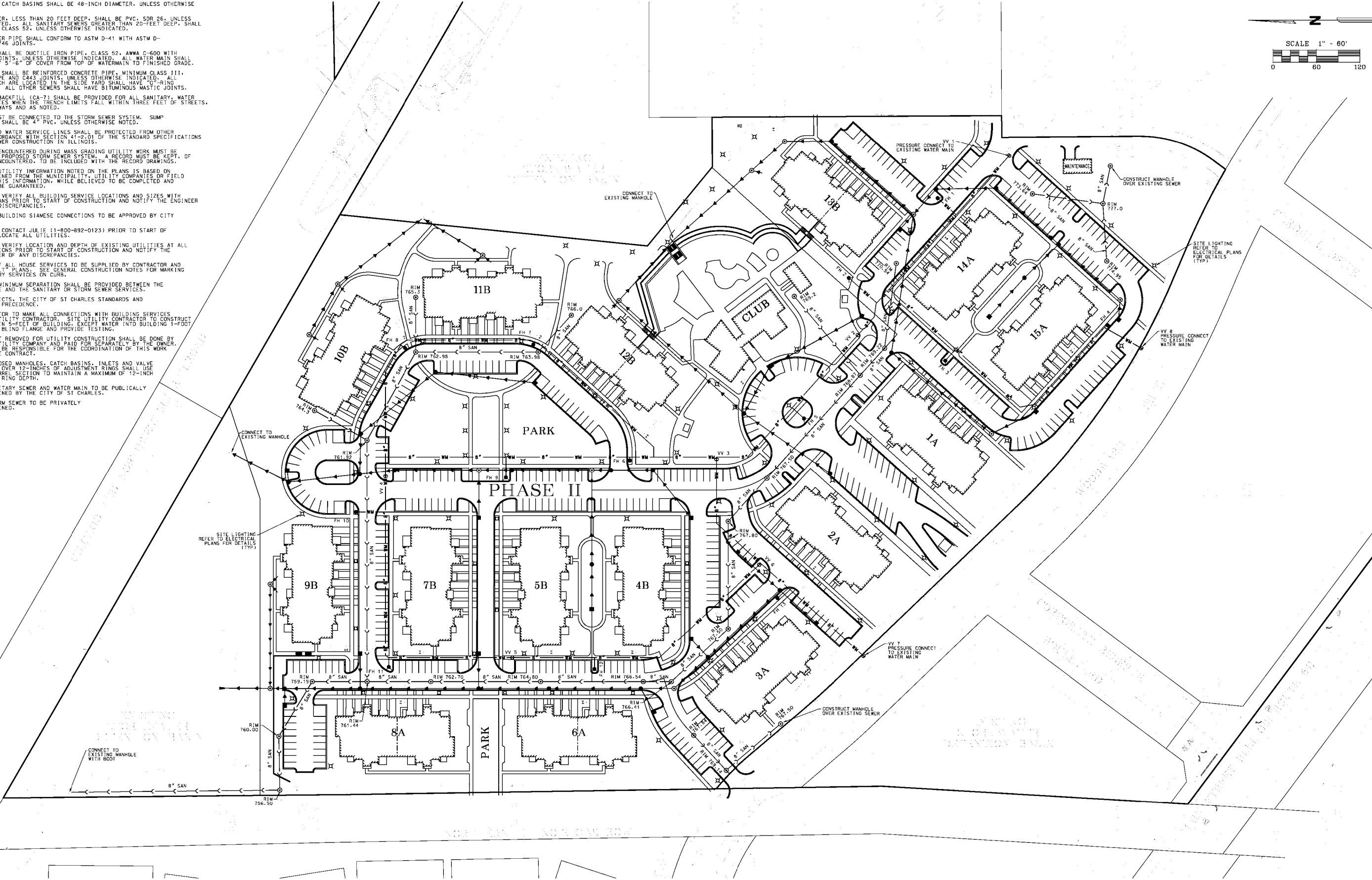
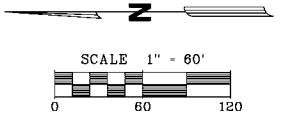
**PRELIMINARY PLAT OF RESUBDIVISION  
PRELIMINARY RESUBDIVISION PLAN  
THE CORPORATE RESERVE OF ST. CHARLES PHASE II  
ST. CHARLES, ILLINOIS**

SHEET  
**3 OF 5**  
PROJECT NUMBER: 1621  
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- [illegible]

- GENERAL NOTES
1. ALL MANHOLES AND CATCH BASINS SHALL BE 48-INCH DIAMETER, UNLESS OTHERWISE INDICATED.
  2. ALL SANITARY SEWER, LESS THAN 20 FEET DEEP, SHALL BE PVC, SDR 26, UNLESS OTHERWISE INDICATED. ALL SANITARY SEWERS GREATER THAN 20 FEET DEEP, SHALL BE DUCTILE IRON, CLASS 52, UNLESS OTHERWISE INDICATED.
  3. PVC SANITARY SEWER PIPE SHALL CONFORM TO ASTM D-41 WITH ASTM D-33212 OR ASTM A-746 JOINTS.
  4. ALL WATER MAIN SHALL BE DUCTILE IRON PIPE, CLASS 52, AWWA C-600 WITH "FUSH-ON" TYPE JOINTS, UNLESS OTHERWISE INDICATED. ALL WATER MAIN SHALL HAVE A MINIMUM OF 5'-6" OF COVER FROM TOP OF WATERMAIN TO FINISHED GRADE.
  5. ALL STORM SEWERS SHALL BE REINFORCED CONCRETE PIPE, MINIMUM CLASS III, WITH ASTM C76 PIPE AND C443 JOINTS, UNLESS OTHERWISE INDICATED. ALL STORM SEWERS WHICH ARE LOCATED IN THE SIDE YARD SHALL HAVE "OT" RING GASKETED JOINTS. ALL OTHER SEWERS SHALL HAVE BITUMINOUS MASTIC JOINTS.
  6. GRANULAR TRENCH BACKFILL (CA-7) SHALL BE PROVIDED FOR ALL SANITARY, WATER AND STORM UTILITIES WHEN THE TRENCH LIMITS FALL WITHIN THREE FEET OF STREETS, SIDEWALKS, DRIVEWAYS AND AS NOTED.
  7. ALL SUMP PUMP MUST BE CONNECTED TO THE STORM SEWER SYSTEM. SUMP PUMP CONNECTIONS SHALL BE 4" PVC, UNLESS OTHERWISE NOTED.
  8. ALL WATERMAIN AND WATER SERVICE LINES SHALL BE PROTECTED FROM OTHER UTILITIES IN ACCORDANCE WITH SECTION 41-2.01 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.
  9. ALL DRAIN TILES ENCOUNTERED DURING MASS GRADING UTILITY WORK MUST BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM. A RECORD MUST BE KEPT, OF ANY DRAIN TILE ENCOUNTERED, TO BE INCLUDED WITH THE RECORD DRAWINGS.
  10. ALL UNDERGROUND UTILITY INFORMATION NOTED ON THE PLANS IS BASED ON INFORMATION OBTAINED FROM THE MUNICIPALITY, UTILITY COMPANIES OR FIELD MEASUREMENTS. THIS INFORMATION, WHILE BELIEVED TO BE COMPLETED AND ACCURATE CANNOT BE GUARANTEED.
  11. CONTRACTOR SHALL VERIFY ALL BUILDING SERVICE LOCATIONS AND SIZES WITH ARCHITECTURAL PLANS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE ENGINEER OR OWNER OF ANY DISCREPANCIES.
  12. LOCATION OF ALL BUILDING SIAMESE CONNECTIONS TO BE APPROVED BY CITY FIRE MARSHALL.
  13. CONTRACTOR SHALL CONTACT JULIE (1-800-892-0123) PRIOR TO START OF CONSTRUCTION TO LOCATE ALL UTILITIES.
  14. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF EXISTING UTILITIES AT ALL PROPOSED CONNECTIONS PRIOR TO START OF CONSTRUCTION AND NOTIFY THE ENGINEER AND OWNER OF ANY DISCREPANCIES.
  15. FIELD LOCATION OF ALL HOUSE SERVICES TO BE SUPPLIED BY CONTRACTOR AND SHOWN ON "AS-BUILT" PLANS. SEE GENERAL CONSTRUCTION NOTES FOR MARKING WATER AND SANITARY SERVICES ON CURB.
  16. A TEN (10) FOOT MINIMUM SEPARATION SHALL BE PROVIDED BETWEEN THE WATERMAIN SERVICE AND THE SANITARY OR STORM SEWER SERVICES.
  17. IN CASE OF CONFLICTS, THE CITY OF ST CHARLES STANDARDS AND NOTES SHALL TAKE PRECEDENCE.
  18. PLUMBING CONTRACTOR TO MAKE ALL CONNECTIONS WITH BUILDING SERVICES CONSTRUCTED BY UTILITY CONTRACTOR. SITE UTILITY CONTRACTOR TO CONSTRUCT SERVICES TO WITHIN 5-FEET OF BUILDING, EXCEPT WATER INTO BUILDING 1-FOOT ABOVE FLOOR WITH BLIND FLANGE AND PROVIDE TESTING.
  19. EXISTING PAVEMENT REMOVED FOR UTILITY CONSTRUCTION SHALL BE DONE BY THE RESPECTIVE UTILITY COMPANY AND PAID FOR SEPARATELY BY THE OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF THIS WORK INCIDENTAL TO THE CONTRACT.
  20. EXISTING OR PROPOSED MANHOLES, CATCH BASINS, INLETS AND VALVE VAULTS REQUIRING OVER 12-INCHES OF ADJUSTMENT RINGS SHALL USE AN ADDITIONAL BARREL SECTION TO MAINTAIN A MAXIMUM OF 12-INCH TOTAL ADJUSTMENT RING DEPTH.
  21. ALL PROPOSED SANITARY SEWER AND WATER MAIN TO BE PUBLICALLY OWNED AND MAINTAINED BY THE CITY OF ST CHARLES.
  22. ALL PROPOSED STORM SEWER TO BE PRIVATELY OWNED AND MAINTAINED.



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DESIGNED	KJM/TRB
DRAWN	WHM
APPROVED	DAS
DATE	03-09-12
SCALE	1" = 60'
DATE	05-16-12
DESCRIPTION OF REVISION	REVISED PER CITY COMMENTS
BY	KJM

**PRELIMINARY UTILITY PLAN  
PRELIMINARY RESUBDIVISION PLAN  
THE CORPORATE RESERVE OF ST. CHARLES PHASE II  
ST. CHARLES, ILLINOIS**

SHEET  
**5 OF 5**  
PROJECT NUMBER: 1621  
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ILLINOIS FIRM LICENSE 184-002694





# Corporate Reserve of St. Charles

## Traffic Impact Study



Prepared for:

**The City of St. Charles**  
**July 3, 2012**

Prepared by:



Hampton, Lenzini and Renwick, Inc.  
Civil Engineers ▯ Structural Engineers ▯ Land Surveyors  
380 Shepard Drive  
Elgin, Illinois 60123

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## I. Executive Summary

This report presents the findings and conclusions of a traffic impact study conducted for a proposed residential development located on the north side of Illinois Route 64 (IL 64), the second phase of the Corporate Reserve of St. Charles, approximately 1,500 feet east of Peck Road.

The proposed development will utilize the existing full access, Corporate Reserve Boulevard, onto IL 64 approximately 1,500 feet east of Peck Road and the existing right-turn in only/right-turn out only (RIRO) entrance approximately 2,000 feet east of Peck Road. Access to Peck Road is provided via Woodward Drive.

The findings of this report are as follows:

IL Route 64 & Peck Road: This intersection is currently operating over capacity with the existing traffic volumes. Site traffic will be an incremental addition to this over-saturated condition. The addition of the site traffic along with a re-optimization of the signal timings will result in improved intersection operations, though the traffic volumes will still exceed the capacity of the intersection. In order to bring all movements of this intersection to an acceptable LOS for all scenarios (Existing, 2022 Base Traffic, 2022 Build Traffic, and 2022 Total Traffic) an additional through lane is needed in each direction on IL 64 along with traffic signal timing optimization.

IL Route 64 & Campton Hills Road: This intersection is currently operating over capacity with the existing traffic volumes. The large amount of east/west traffic leaves very few gaps for drivers from Campton Hills Road to turn on to IL 64. The IL 64 & Oak Street improvement will provide an additional through lane to both the east- and westbound approaches of this intersection. Once completed, all movements at this intersection will operate at an acceptable LOS. The addition of the site traffic will not noticeably affect the delay observed at this intersection. No additional changes are needed to accommodate the proposed site traffic.

IL Route 64 & Corporate Reserve Boulevard:

With the assumption that an additional through lane in each direction on IL 64 will be added and this intersection will be signalized, this intersection has the overall capacity to accommodate the 2022 Total Traffic.

Peck Road & Woodward Drive:

This intersection has the overall capacity to accommodate the 2022 Total Traffic. No changes are needed from the existing geometrics.

Woodward Drive & Corporate Reserve Boulevard:

This intersection has the overall capacity to accommodate the 2022 Total Traffic. No changes are needed from the existing geometrics.

Woodward Drive & Cardinal Drive:

This intersection has the overall capacity to accommodate the 2022 Total Traffic. No changes are needed from the existing geometrics.



Comparison to the Cardinal Property Traffic Impact Study:

The results of this study were compared to the Cardinal Property Traffic Impact Study (TIS) performed in 2008. The key difference between the original Cardinal Property TIS and this report is a modification of the proposed site plan to replace 490,000 s.f. of office space with 331 residential apartments. This results in a lower volume of trips generated by the site. Overall, the delay and LOS are improved with the change from office to residential. When the intersections included in both studies are compared, all intersections except for one observe a decrease in average delay. The exception is the AM peak period of IL 64 & Corporate Reserve Boulevard, which increases from 8 to 21 seconds.

## **II. Introduction**

This report presents the findings and conclusions of a traffic impact study conducted for a proposed residential development located on the north side of Illinois Route 64 (IL 64), the second phase of the Corporate Reserve of St. Charles, approximately 1,500 feet east of Peck Road. A general location map of the study area is provided as Exhibit 1 in the Appendix. A preliminary site plan of the proposed development is provided as Exhibit 2.

The proposed development will utilize the existing full access, Corporate Reserve Boulevard, onto IL 64 approximately 1,500 feet east of Peck Road and the existing right-turn in only/right-turn out only (RIRO) entrance approximately 2,000 feet east of Peck Road. Access to Peck Road is provided via Woodward Drive.

## **III. Existing Conditions**

A field reconnaissance of the site was conducted to inventory information of surrounding land uses and the area roadway network. In addition, traffic counts were conducted during the morning and evening peak periods at four critical intersections.

### Surrounding Land Uses

Land uses surrounding the site to the west include predominantly residential and office properties. The land uses along IL 64 to the east of the site become more dense, consisting of commercial/retail and industrial/manufacturing uses. Immediately north of the site is the Leroy Oakes Forest Preserve. The Great Western Trail multi-use path separates the proposed development from the forest preserve. To the south of the site, at the intersection of Peck Road and Campton Hills Road, is the Campton Hills Park operated by the St. Charles Park District. This is a regional park that offers a variety of recreation opportunities.

### Surrounding Roadway Network

The primary roadways servicing the study area are IL 64, Peck Road, and Woodward Drive. As mentioned above, access is proposed to/from both IL 64 and Peck Road. A brief description of the primary roadways is provided below:

- **Illinois Route 64** is a two-lane east-west principal arterial roadway with continuity throughout DeKalb, Kane, Dupage, and Cook counties. Because of its regional significance in the Chicago metropolitan area, the Illinois Department of Transportation (IDOT) has designated IL 64 as a Strategic Regional Arterial (SRA). Near the proposed development, IL 64 consists of rural cross-section with one lane in each direction with exclusive left-turn lanes at Peck Road and other critical intersections. Sidewalks are not present along IL 64. IL 64 near the site has a posted speed limit of 45 miles per hour (mph). IL 64 is under the jurisdiction of IDOT and, according to IDOT traffic maps, carries approximately 22,700 vehicles per day in the vicinity of the proposed development.
- **Peck Road** is a two-lane north-south collector roadway that extends from Kaneville Road in the City of Geneva north to Dean Street. The north Peck Road approach to the IL 64 intersection consists of an urban cross-section with curb and gutter which then

transitions to a rural cross-section with aggregate/ turf shoulders and open ditch drainage north to Dean Street. There is an existing bike path along the west side of Peck Road adjacent to the existing residential subdivision. At the IL 64 intersection, Peck Road consists of a wider urban cross-section that includes one through lane in each direction with separate left-turn lane for vehicles turning onto IL 64. Peck Road is posted with a 35 mph speed limit in the vicinity of the site and is under the jurisdiction of the City of St. Charles.

The intersection of Peck Road with IL 64 was improved about ten years ago to include exclusive left-turn lanes and span-wire mounted traffic signals. Actuated (push-button) pedestrian signals are present along the west side of Peck Road to cross IL 64. Abbreviated or “Chicago” style left-turn lane tapers are striped on both the north and south approaches.

- **Woodward Drive** is a two-lane, two-way, east-west collector street that extends from Peck Road east to a dead end approximately 500 feet west of Randall Road. Woodward Drive is ultimately planned to connect to Randall Road as this area develops further. Woodward Drive is under the jurisdiction of the City of St. Charles and is posted with a 25 mph speed limit.

#### Existing Traffic Conditions

Peak period turning movement traffic counts were conducted on weekdays from 6:30 – 8:30 AM and from 4:30 – 6:30 PM March 2012 at the following intersections:

- IL Route 64 & Peck Road
- IL Route 64 & Campton Hills Road
- Peck Road & Woodward Drive
- Woodward Drive & Cardinal Drive

Exhibit 3 in the Appendix presents the existing peak hour volumes at these intersections. Using these counts and knowledge of the surrounding area, traffic volumes were estimated at the intersections of IL 64 & Corporate Reserve Boulevard and Woodward Drive & Corporate Reserve Boulevard. In order to gain an understanding of existing traffic operations, capacity analyses were conducted for the existing morning and evening peak hours at each of these intersections. The results of these analyses are discussed later in this report.

Historical traffic data in the area near the project site were reviewed to determine if there were any growth trends. After this review and in conjunction with City of St. Charles staff comments, it was determined that an annual growth rate of 0.5% would be applied linearly (5% total over 10 years) to the existing volumes to develop the 2022 Base Traffic volumes shown in Exhibit 4.

Capacity analyses for the 2022 Base Traffic scenario were performed at each of the project intersections. Note that the capacity analysis for IL 64 & Campton Hills Road includes improvements from the IL 64 & Oak Street Traffic Signal Installation project. The improvements include an additional through lane on the both the east- and westbound approaches of IL 64.

Level of Service (LOS) criteria for signalized and stop-sign controlled intersections are based on the methodologies presented in the “Highway Capacity Manual” published by the Transportation Research Board (TRB). LOS criteria range from “A” (good) to “F” (poor) and are based on

average delay in seconds per vehicle. It should be noted that the LOS thresholds are different for signalized and stop-sign controlled intersections. At two-way stop intersections, LOS criteria for stop-sign controlled intersections are defined for each minor movement and are **not** defined for the intersection as a whole. The LOS delay thresholds for stop-sign controlled intersections are also lower than for signalized intersections since driver expectation at a signalized intersection is for a greater delay. The LOS criteria for signalized and stop-sign controlled intersections are presented below in Table 1.

**Table 1**  
**Level of Service Criteria for Signalized and Stop-Sign Controlled Intersections<sup>1</sup>**  
**Signalized Intersections**

Level of Service	Type of Operating Condition	Average Vehicle Delay (seconds)
A	Very low delay, most vehicles arrive during the green and do not stop at all.	$\leq 10.0$
B	More vehicles stop at the traffic signal than LOS "A", but otherwise good progression of traffic through the intersection.	10.1 – 20.0
C	Congestion starts to occur; number of vehicles stopping at the intersection is significant.	20.1 – 35.0
D	Congestion is more noticeable, longer delays; some vehicles may not clear on a single cycle.	35.1 – 55.0
E	High delays, poor progression through intersection. Most vehicles do not clear the intersection on a single cycle.	55.1 – 80.0
F	Unacceptable high delay to drivers, demand exceeds capacity, increasing queue lengths.	> 80.0

#### Stop-Sign Controlled Intersections

Level of Service	Average Control Delay (sec/veh.)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

Table 2 below presents the existing and 2022 Base Traffic operations at IL 64 & Peck Road. Analysis of existing traffic was conducted using existing signal controller settings and existing intersection geometry. Analysis of 2022 Base Traffic retained existing intersection geometry *but assumed that the traffic signal timings would be re-optimized*. Copies of the capacity analysis summaries conducted for the existing critical intersections are contained in the Appendix.

<sup>1</sup> Source: Highway Capacity Manual 2010, Transportation Research Board, National Research Council, Washington, D.C



**Table 2**  
**Summary of Existing and 2022 Base Traffic Conditions**  
**Intersection Level of Service (LOS) and Delay (seconds)**  
**Signalized Intersections**

Intersection	Existing 2012 Traffic		2022 Base Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
IL 64 & Peck Rd.	F (104)	D (47)	E (56)	D (42)

It should be noted that some individual movements operate at LOS E or F. Table 3 below gives a detailed breakdown of the 2022 Base Traffic, showing each individual movement's Level of Service.

**Table 3**  
**LOS & Delay by Movement for 2022 Base Traffic**

Intersection	Peak Hour	Overall LOS & (delay)	LOS & (delay) by Movement							
			Eastbound		Westbound		Northbound		Southbound	
			L	TR	L	TR	L	TR	L	TR
IL 64 & Peck Rd.	AM	E (56)	A (7)	E (60)	C (34)	B (15)	D (45)	F (98)	D (46)	E (61)
	PM	D (42)	C (25)	C (28)	B (16)	D (40)	D (53)	D (53)	D (48)	E (66)

Analysis results show that under the existing conditions and signal timings, this intersection operates at an overall LOS F during the AM peak and LOS D during the PM peak. With background traffic growth projected to 2022, *and signal timings re-optimized*, there will be a noticeable decrease in delay during the AM peak and a slight decrease during the PM peak. Vehicle queues (stacking) exceed the provided left turn lane storage in both the existing and 2022 Base Traffic scenarios. *Traffic volumes currently exceed the capacity of the intersection.*

Table 4 on the following page shows a summary of analysis results for stop-sign controlled intersections. Capacity analyses of stop-sign controlled intersections provide Levels of Service and delays for individual intersection movements, but not the intersection as a whole. Results for the most critical movement at each intersection are shown in the table on the following page.

**Table 4**  
**Summary of Existing and 2022 Base Traffic Conditions**  
**Level of Service (LOS) and Delay (seconds)**  
**Stop-sign Controlled Intersections**

Critical Movement	Existing 2012 Traffic		2022 Base Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
Campton Hills Rd. at IL 64*	N.B. F (271)	N.B. C (20)	N.B. D (28)	N.B. B (13)
Corp. Reserve Blvd. at IL 64	S.B.Left C (17)	S.B.Left C (18)	S.B.Left C (18)	S.B.Left C (18)
Woodward Dr. at Peck Rd.	W.B. B (11)	W.B. B (11)	W.B. B (10)	W.B. B (12)
Cardinal Dr. at Woodward Dr.	N.B. A (9)	N.B. A (9)	N.B. A (9)	N.B. A (9)
Corp. Reserve Blvd. at Woodward Dr.	N.B. A (8)	N.B. A (8)	N.B. A (8)	N.B. A (8)

\* Northbound movement represents eastbound Campton Hills Road

Analysis of existing conditions and 2022 Base Traffic shows that the critical movements at the majority of the stop-controlled intersections included in the analysis operate at acceptable LOS C or better. There is one exception described below, which operates below an acceptable Level of Service.

Campton Hills Road at IL Route 64: The northbound (eastbound Campton Hills Road) movement during the AM peak hour currently operates at LOS F. Delays up to 271 seconds (4.5 minutes) may be observed. This delay can be attributed to the large IL 64 east- and westbound through traffic conflicting with the northbound (eastbound Campton Hills Road) movement. The expected 95% queue (vehicle stacking) approaches 595 feet.

This condition is alleviated with the IL 64 & Oak Street improvement. The IL 64 & Oak Street improvement adds an additional through lane to both the east- and westbound approaches of the Campton Hills Road intersection. With this geometric improvement, the expected delay and LOS improve to an acceptable level.

#### **IV. Site Traffic Characteristics of Proposed Development**

##### Proposed Land Uses

The site plan for phase 2 of the proposed development consists of 331 residential apartments and a clubhouse.

##### Estimated Site-Generated Traffic

Site-generated traffic was estimated using the ITE *Trip Generation Manual, 8<sup>th</sup> Edition*. The volume generated by the apartments was modeled with ITE Code 220, Apartment. The anticipated number of units, 331, was used to estimate morning and evening peak hour trips to and from the site. The resulting generated traffic is shown in Table 5 on the following page.

**Table 5  
Trip Generation Table**

Land Use	ITE Code	Units	Qty	AM Peak Hour Volumes (veh/hr)			PM Peak Hour Volumes (veh/hr)		
				In	Out	Total	In	Out	Total
Residential	220	D.U.	331	34	135	169	133	72	205

Source: ITE Trip Generation Manual, 8<sup>th</sup> Edition

#### Estimated Trip Distribution

The direction by which traffic will approach and depart the site is dependent on a variety of factors. These factors include existing travel patterns, characteristics and operating conditions of the surrounding roadways, ease of access, and location of population and employment centers. Based on these factors and a familiarity with the sites and the environs, trip distribution estimates were developed and are presented in Table 6 below and on Exhibit 5 in the Appendix.

It should be noted that the intersection of IL 64 & Oak Street will be signalized by the time this site is developed. It is assumed that until the out lots of the Corporate Reserve are developed and occupied, all traffic traveling from the site to the east during the peak hours will utilize the new traffic signal at Oak Street. Once the proposed site and out lots are developed and occupied, it is expected that a traffic signal at IL 64 & Corporate Reserve Boulevard will be warranted and installed. At this time, it is assumed that traffic traveling from the site to the east during peak hours will utilize this new signal.

**Table 6  
Trip Distribution Estimates**

Direction To/From	Percentage of Trips
West on IL 64	5%
East on IL 64	70%
North on Peck Rd.	10%
South on Peck Rd.	15%

#### Site Traffic Assignments

The estimated site-generated traffic volumes from the proposed development were assigned to the area roadway system based on the directional distribution identified above and on Exhibit 5. The site generated trip assignments for the proposed Corporate Reserve development are illustrated on Exhibit 6 in the Appendix.

#### Total Traffic Assignments

The development's generated site traffic assignment was then combined with the 2022 Base Traffic projected traffic to develop a 2022 Build Traffic assignment, shown on Exhibit 7 in the Appendix.

An additional scenario, 2022 Total Traffic, was developed combining the 2022 Build Traffic with the traffic generated by the outlots of the Corporate Reserve. The outlots of the Corporate Reserve are described in a previous traffic impact study performed by Hampton, Lenzini & Renwick, Inc. (HLR)<sup>2</sup>. These outlots are anticipated to include 60,000 s.f. of office space and

<sup>2</sup> Cardinal Property Traffic Impact Study dated July 14, 2008

20,000 s.f. of restaurant (no breakfast service). Trip generation rates and distributions used in this study remain unchanged from the original report and are shown in Table 7 below. The 2022 Total Traffic assignment can be seen in Exhibit 8.

**Table 7**  
**Trip Generation Table**

Land Use	ITE Code	Units	Qty	AM Peak Hour Volumes (veh/hr)			PM Peak Hour Volumes (veh/hr)		
				In	Out	Total	In	Out	Total
General Office	710	1000 s.f.	30,000	62	8	70	20	100	120
General Office	710	1000 s.f.	45,000	88	12	100	24	116	140
Quality Restaurant	931	1000 s.f.	20,000	10	5	15	100	50	150
Restaurant Pass-by Trips				0	0	0	(15)	(15)	(30)
Total Trips				160	25	185	129	251	380

Source: ITE Trip Generation Manual, 7<sup>th</sup> Edition

## V. Future Traffic Operations

### Traffic Operations

Capacity analyses were conducted using the estimated 2022 Build Traffic volumes at the five intersections included in this study. Table 8 below presents the results of the capacity analyses at IL 64 & Peck Road and provides a comparison to the year 2022 Base Traffic discussed earlier in this report.

**Table 8**  
**Summary of 2022 Base Traffic and 2022 Build Traffic Conditions**  
**Intersection Level of Service (LOS) and Delay (seconds)**  
**Signalized Intersections**

Intersection	2022 Base Traffic		2022 Build Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
IL 64 & Peck Rd.	E (56)	D (42)	E (57)	D (42)

Note that when site traffic is added, the overall average intersection delay during the AM peak increases by approximately one second and remains unchanged during the PM peak.. Table 9 below shows a detailed breakdown of individual movements for the 2022 Build Traffic.

**Table 9**  
**LOS & Delay by Movement for 2022 Build Traffic**

Intersection	Peak Hour	Overall LOS & (delay)	LOS & (delay) by Movement							
			Eastbound		Westbound		Northbound		Southbound	
			L	TR	L	TR	L	TR	L	TR
IL 64 & Peck Rd.	AM	E (57)	A (7)	E (60)	D (35)	B (15)	D (45)	F (105)	D (46)	E (61)
	PM	D (42)	C (25)	C(29)	B (17)	D (41)	D (53)	D (55)	D (48)	E (66)



Analysis of the 2022 Build Traffic shows that with the projected site traffic and re-optimized signal timings, the intersection operates at an overall LOS E during the AM peak and LOS D during the PM peak. These are the same levels of service calculated for the 2022 Base Traffic. Some individual movements operate at LOS E and F during peak times. Individual movements observe either no increase or small increases in average delay when compared to the 2022 Base Traffic. Like the existing condition, vehicle queues are expected to exceed the provided left-turn storage lanes during peak times. As is the case with the existing conditions, vehicle volumes are expected to exceed the capacity of the intersection.

Table 10 shows a summary of analysis results for stop-sign controlled intersections. As noted before, capacity analyses of stop-sign controlled intersections provide Levels of Service and delays for individual intersection movements, but not the intersection as a whole. Results for the most critical movement at each intersection are shown in Table 10 below.

**Table 10**  
**Summary of 2022 Base Traffic and 2022 Build Traffic Conditions**  
**Level of Service (LOS) and Delay (seconds)**  
**Stop-sign Controlled Intersections**

Critical Movement	2022 Base Traffic		2022 Build Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
Campton Hills Rd. at IL 64*	N.B. D (28)	N.B. B (13)	N.B. D (28)	N.B. B (13)
Corp. Reserve Blvd. at IL 64	S.B.Left C (18)	S.B.Left C (18)	S.B.Left C (18)	S.B.Left C (19)
Woodward Dr. at Peck Rd.	W.B. B (10)	W.B. B (12)	W.B. A (10-)	W.B. B (12)
Cardinal Dr. at Woodward Dr.	N.B. A (9)	N.B. A (9)	N.B. A (10-)	N.B. A (9)
Corp. Reserve Blvd. at Woodward Dr.	N.B. A (8)	N.B. A (8)	S.B. A (10-)	N.B. B (11)

\* Northbound movement represents eastbound Campton Hills Road

Analysis of 2022 Build Traffic shows that critical movements at the stop-controlled intersections included in the analysis all operate at LOS D or better. LOS D is considered an acceptable LOS.

## VI. Total Traffic Operations

In order to compare the traffic impacts from this study to the previous Cardinal TIS referenced earlier in this report, capacity analyses were conducted using the estimated 2022 Total Traffic volumes at the five intersections included in this study. The 2022 Total Traffic condition includes the proposed residential site as well as the office and restaurant uses in the outlots of the Corporate Reserve. Table 11 on the following page presents the results of the capacity analyses at IL 64 & Peck Road and provides a comparison to the year 2022 Build Traffic discussed earlier in this report.

**Table 11**  
**Summary of 2022 Build Traffic and 2022 Total Traffic Conditions**  
**Intersection Level of Service (LOS) and Delay (seconds)**  
**Signalized Intersections**

Intersection	2022 Build Traffic		2022 Total Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
IL 64 & Peck Rd.	E (57)	D (42)	E (72)	D (53)

When compared to the Build Traffic, the overall average intersection delay increases by 12 seconds during the AM peak and 11 seconds during the PM peak. Table 12 below shows a detailed breakdown of individual movements for the 2022 Total Traffic.

**Table 12**  
**LOS & Delay by Movement for 2022 Total Traffic**

Intersection	Peak Hour	Overall LOS & (delay)	LOS & (delay) by Movement							
			Eastbound		Westbound		Northbound		Southbound	
			L	TR	L	TR	L	TR	L	TR
IL 64 & Peck Rd.	AM	E (72)	A (7)	E (79)	D (36)	B (15)	D (45)	F (129)	D (46)	E (62)
	PM	D (53)	C (32)	C (31)	B (18)	E (61)	E (66)	E (57)	D (48)	E (78)

Analysis of the 2022 Total Traffic shows that with the projected site traffic, the Corporate Reserve out lot traffic, and re-optimized signal timings, the intersection operates at an overall LOS E during the AM peak and LOS D during the PM peak. Some individual movements operate at LOS E and F during peak times. Like the existing and 2022 Build Traffic conditions, vehicle queues are expected to exceed the provided left-turn storage lanes during peak times. As is the case with the existing and 2022 Build Traffic conditions, vehicle volumes are expected to exceed the capacity of the intersection.

It is anticipated that with the 2022 Total Traffic, a traffic signal will be warranted and installed at the intersection of IL 64 & Corporate Reserve Boulevard. A traffic signal warrant analysis is presented later in this report. Table 13 below provides a summary of the capacity analysis at this intersection with traffic signal control. It is assumed that when this traffic signal is installed that IL 64 will be widened to two through lanes in each direction.

**Table 13**  
**LOS & Delay by Movement for 2022 Total Traffic**

Intersection	Peak Hour	Overall LOS & (delay)	LOS & (delay) by Movement				
			Eastbound		Westbound	Southbound	
			L	TR	TR	L	R
IL 64 & Corp. Reserve Blvd.	AM	C (21)	A (9)	C (21)	B (17)	C (32)	C (31)
	PM	C (23)	B (14)	B (18)	C (24)	C (33)	C (33)

Table 14 shows a summary of analysis results for the stop-sign controlled intersections. As noted before, capacity analyses of stop-sign controlled intersections provide Levels of Service

and delays for individual intersection movements, but not the intersection as a whole. Results for the most critical movement at each intersection are shown in Table 14 below.

**Table 14**  
**Summary of 2022 Build Traffic and 2022 Total Traffic Conditions**  
**Level of Service (LOS) and Delay (seconds)**  
**Stop-sign Controlled Intersections**

Critical Movement	2022 Build Traffic		2022 Total Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
Campton Hills Rd. at IL 64*	N.B. D (28)	N.B. B (13)	N.B. D (35-)	N.B. B (14)
Corp. Reserve Blvd. at IL 64	S.B.Left C (18)	S.B.Left C (19)	Signalized	
Woodward Dr. at Peck Rd.	W.B. A (10-)	W.B. B (12)	W.B. B (10)	W.B. B (13)
Cardinal Dr. at Woodward Dr.	N.B. A (10-)	N.B. A (9)	N.B. A (10-)	N.B. B (11)
Corp. Reserve Blvd. at Woodward Dr.	N.B. A (10-)	N.B. B (11)	S.B. B (10)	N.B. C (16)

\* Northbound movement represents eastbound Campton Hills Road

Analysis of 2022 Total Traffic shows that critical movements at the stop-controlled intersections included in the analysis all operate at LOS D or better. LOS D is considered an acceptable LOS.

#### Traffic Signal Warrants:

A traffic signal warrant was analyzed for IL 64 & Corporate Reserve Boulevard per Chapter 4 of the Manual on Uniform Traffic Control Devices (MUTCD) and IDOT guidelines<sup>3</sup>. IL Route 64 is designated an SRA route by IDOT. IDOT uses higher thresholds on SRA routes for signal warrants 1A & 1B than are in the MUTCD and does not allow the use of warrants 2 & 3. In order to produce 8<sup>th</sup> maximum hour traffic volumes for warrant 1, IDOT guidelines allow using 55% of the peak hour traffic volumes<sup>4</sup>. The traffic signal warrant summary sheets are Exhibit 9 in the Appendix.

IL Route 64 & Corporate Reserve Boulevard (2022 Build Traffic): The traffic signal warrant analysis for this intersection was performed with all eastbound traffic from the site using this intersection rather than Oak Street. Using the 55% factor to estimate 8<sup>th</sup> maximum hour traffic along with the required IDOT right turn reduction, projected traffic at this intersection does not meet a traffic signal warrant.

IL Route 64 & Corporate Reserve Boulevard (2022 Total Traffic): Using the 55% factor to estimate 8<sup>th</sup> maximum hour traffic along with the required IDOT right turn reduction, it is anticipated that this intersection will warrant a traffic signal once all phases of the development are occupied.

<sup>3</sup> IDOT Signal Warrant Worksheet Procedures

<sup>4</sup> IDOT BDE Manual, 2002 Ed., p. 14-3(3), item 4c. Proposed Volumes

## VII. Findings and Recommendations

The estimates and analyses discussed in the preceding pages, based on the proposed site layout and access as shown in Exhibit 2, indicate the following:

### IL Route 64 & Peck Road:

This intersection is currently operating over capacity with the existing traffic volumes. Site traffic will be an incremental addition to this over-saturated condition. Re-optimization of the signal timings will result in improved intersection operations, though the traffic volumes will still exceed the capacity of the intersection.

In order to bring all movements of this intersection to an acceptable LOS for all scenarios (Existing, 2022 Base Traffic, 2022 Build Traffic, and 2022 Total Traffic) an additional through lane is needed in each direction on IL 64 along with traffic signal timing optimization. Table 15 below shows how the additional through lanes would improve the intersection operations.

**Table 15**  
**IL 64 and Peck Road**  
**LOS & Delay by Movement for 2022 Total Traffic**

Condition	Peak Hour	Overall LOS & (delay)	LOS & (delay) by Movement							
			Eastbound		Westbound		Northbound		Southbound	
			L	TR	L	TR	L	TR	L	TR
No Improvements	AM	E (69)	A (7)	E (76)	D (36)	B (15)	D (45)	F (127)	D (46)	E (62)
	PM	D (53)	C (32)	C(31)	B (18)	E (60)	E (65)	E (57)	D (48)	E (77)
With Improvements	AM	C (32)	B (12)	C (29)	B (17)	C (20)	C (34)	D (55)	C (34)	D (48)
	PM	D (35)	B (20)	C (29)	B (18)	C (32)	D (37)	D (44)	D (41)	D (54)

Table 15 shows that with traffic signal timing optimization and one additional through lane in each direction on IL 64, all movements of the intersection can operate at an acceptable LOS D or better.

The proportion of projected 2022 traffic that is due to the new development is shown in Table 16 on the following page. The overall percentage of peak period traffic that can be attributed to the proposed residential development in the Corporate Reserve site is 1.8% for the AM peak and 1.7% for the PM peak.



**Table 16**  
**IL Route 64 and Peck Road**  
**Site Trips as Percent of Projected 2022 Total Traffic**

Intersection Approach	AM Peak Hour				PM Peak Hour			
	Base	Site	Total	%	Base	Site	Total	%
Eastbound IL 64	1096	2	1098	0.2%	658	7	665	1.1%
Westbound IL 64	270	27	297	9.1%	948	15	963	1.6%
Southbound Peck Rd.	182	0	182	0%	301	0	301	0%
Northbound Peck Rd.	318	5	323	1.5%	531	20	551	3.7%
Total Intersection	1866	34	1900	1.8%	2438	42	2480	1.7%

**IL Route 64 & Campton Hills Road:**

This intersection is currently operating over capacity with the existing traffic volumes. The large amount of east/west traffic leaves very few gaps for northbound (eastbound Campton Hills Road) vehicles to turn on to IL 64. This intersection is expected to operate at an acceptable LOS D or better after the completion of the IL 64 & Oak Street improvement. This intersection will have the overall capacity to accommodate the 2022 Total Traffic. No changes beyond what is included in the IL 64 & Oak Street improvement are needed.

**IL Route 64 & Corporate Reserve Boulevard:**

With the assumption that an additional through lane in each direction on IL 64 will be added and this intersection will be signalized, this intersection has the overall capacity to accommodate the 2022 Total Traffic.

**Peck Road & Woodward Drive:**

This intersection has the overall capacity to accommodate the 2022 Total Traffic. No changes are needed from the existing geometrics.

**Woodward Drive & Corporate Reserve Boulevard:**

This intersection has the overall capacity to accommodate the 2022 Total Traffic. No changes are needed from the existing geometrics.

**Woodward Drive & Cardinal Drive:**

This intersection has the overall capacity to accommodate the 2022 Total Traffic. No changes are needed from the existing geometrics.

**Traffic Calming:**

Traffic calming measures are not anticipated to be needed on Woodward Drive. Should measures be required in the future, the City of St. Charles has a traffic calming policy in place that should be followed at that time.

**On-site Traffic Circulation:**

A detailed review of the site plan should be conducted by City staff and by the Fire Department to ensure that adequate access is provided for emergency vehicles throughout the site. When geometric plans for the access lanes within the site are finalized, they should be reviewed for access by the largest St. Charles Fire Department truck, which can be approximated with a WB-50 turning template.

Comparison to the Cardinal Property Traffic Impact Study:

The results of this study were compared to the Cardinal Property TIS referenced earlier in this report to see how the impacts changed when the proposed site's land use was changed from office to residential. The key difference between the original Cardinal Property TIS and this report is a modification of the proposed site plan to replace 490,000 s.f. of office space with 331 residential apartments. This results in a reduction in the volume of trips generated by the site. Table 17 below shows a comparison of the total trips generated by the Corporate Reserve and its outlots.

**Table 17**  
**Comparison of Cardinal Property TIS and Corporate Reserve TIS**  
**2022 Total Traffic**  
**Total Site Trips Generated**

Study	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
2008 Cardinal Property TIS	670	95	765	220	650	870
2012 Corporate Reserve TIS	194	160	354	262	323	585

Table 18 below shows a comparison between the average delays at intersections included in both studies. For the signalized intersections, the delay and LOS shown are for the intersection as a whole. For the stop-sign controlled intersection, the delay and LOS are for the critical movement.

**Table 18**  
**Comparison of Cardinal Property TIS and Corporate Reserve TIS**  
**2022 Total Traffic**  
**Level of Service (LOS) and Delay (seconds)**

Critical Movement	Cardinal TIS		Corp. Reserve TIS	
	AM Peak	PM Peak	AM Peak	PM Peak
Peck Rd. at IL 64	F (111)	F (120)	E (69)	D (53)
Corp. Reserve Blvd. at IL 64*	A (8)	D (44)	C (21)	C (23)
Campton Hills Rd. at IL 64**	N.B. F (736)	N.B. F (***)	N.B. D (35-)	W.B. B (14)

\* Analyzed as a signalized intersection

\*\* Northbound movement represents eastbound Campton Hills Road

\*\*\* Report does not provide delay due to capacity software limits.

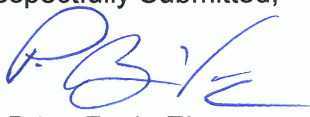
Table 18 shows that for most situations, the delay and LOS are improved with the new proposed residential use. The delay at IL 64 & Corporate Reserve Boulevard is increased for the AM peak hour period. This is because residential uses have a larger exiting volume in the AM than office uses. Therefore, there is a larger amount of traffic on the minor approach to this intersection, increasing the delay.

Woodward Drive Extension:

It is in the City's long range plans to extend Woodward Drive to Randall Road and construct a new signalized intersection at this location. When this happens, there will be a benefit to several of the study intersections. A majority of vehicles traveling to and from the north as well as some of the vehicles traveling to and from the south on Randall Road will utilize this new intersection. This will divert some of the traffic using Woodward Drive & Peck Road and IL 64 & Corporate Reserve Boulevard. A more detailed analysis will be required to determine the anticipated level of benefit to sites along Woodward Drive, including the Corporate Reserve.

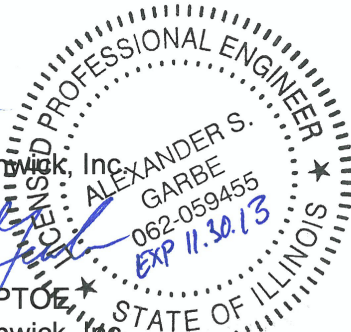
It should be noted that if this extension and new intersection are completed before the proposed Corporate Reserve development, the traffic signal warrants anticipated at IL 64 & Corporate Reserve Boulevard may be affected. If this situation occurs, it is recommended that the traffic distributions be reevaluated and a new traffic signal warrant analysis be prepared.

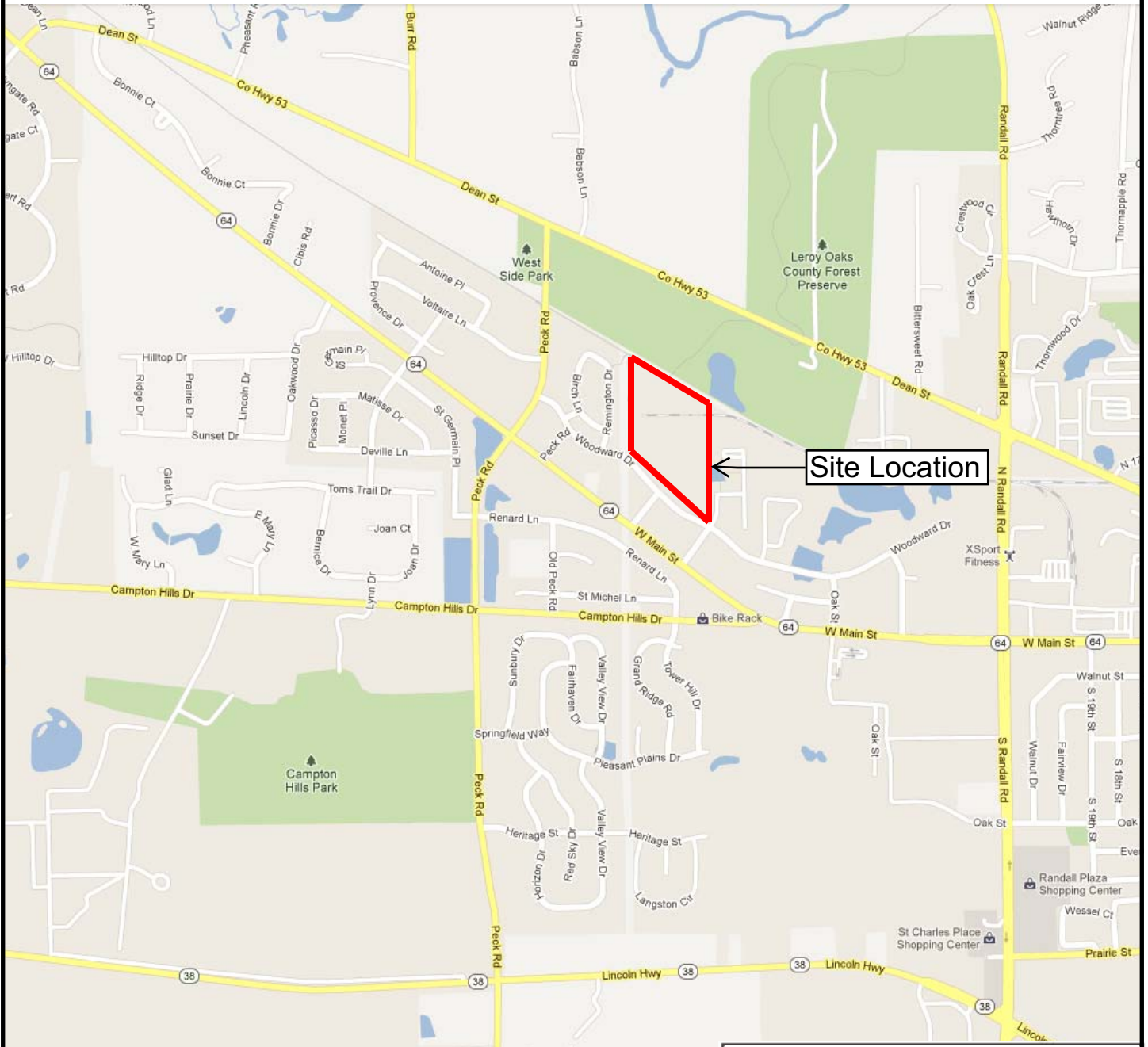
Respectfully Submitted,

  
P. Brien Funk, EI  
Hampton, Lenzini and Renwick, Inc.

  
Alexander S. Garbe, PE, PTOE  
Hampton, Lenzini and Renwick, Inc.

  
Diane Lukas, PE  
Hampton, Lenzini and Renwick, Inc.





# Exhibit 1

## Corporate Reserve of St. Charles

### Location Map

Hampton, Lenzini and Renwick, inc.  
Civil & Structural Engineers, Land Surveyors, Environmental Services  
**ELR** ELGIN • SPRINGFIELD • ROMEOVILLE  
www.hireengineering.com



## SITE DATA

Total Site Bedroom Count	Total # Units	Total Unit %	Total Parking Req.	Total Parking Provided
STUDIO	16	4.8%	1.2/du	20
1 BR	160	48.4%	1.2/du	192
2 BR	155	46.8%	1.7/du	264
<b>Tot. Rental Units</b>	<b>331</b>	<b>100.0%</b>	<b>476</b>	
Rental Site Lot Area/Unit	20.30 Ac.			
	2,671 SF/Unit			
				Surface 406
				Garage 120
				<b>Total 526</b>
				<b>(1.6:1)</b>

Phase I  
266 Units  
Phase II  
65 Units

**3 Story Walk-Up  
with Walkout Level**  
25 Units/ Building  
8 Garages/ Building

**3 Story Walk-Up**  
21 Units/ Building  
8 Garages/ Building

**3 Story Walk-Up  
with Half Walkout Level**  
23 Units/ Building  
8 Garages/ Building



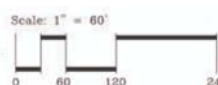
# Exhibit 2

## Corporate Reserve Of St. Charles

### Preliminary Site Plan

Hampton, Lenzini and Renwick, Inc.

Civil & Structural Engineers • Land Surveyors • Environmental Services  
ELGIN • SPRINGFIELD • ROMEOVILLE  
www.hlrengineering.com

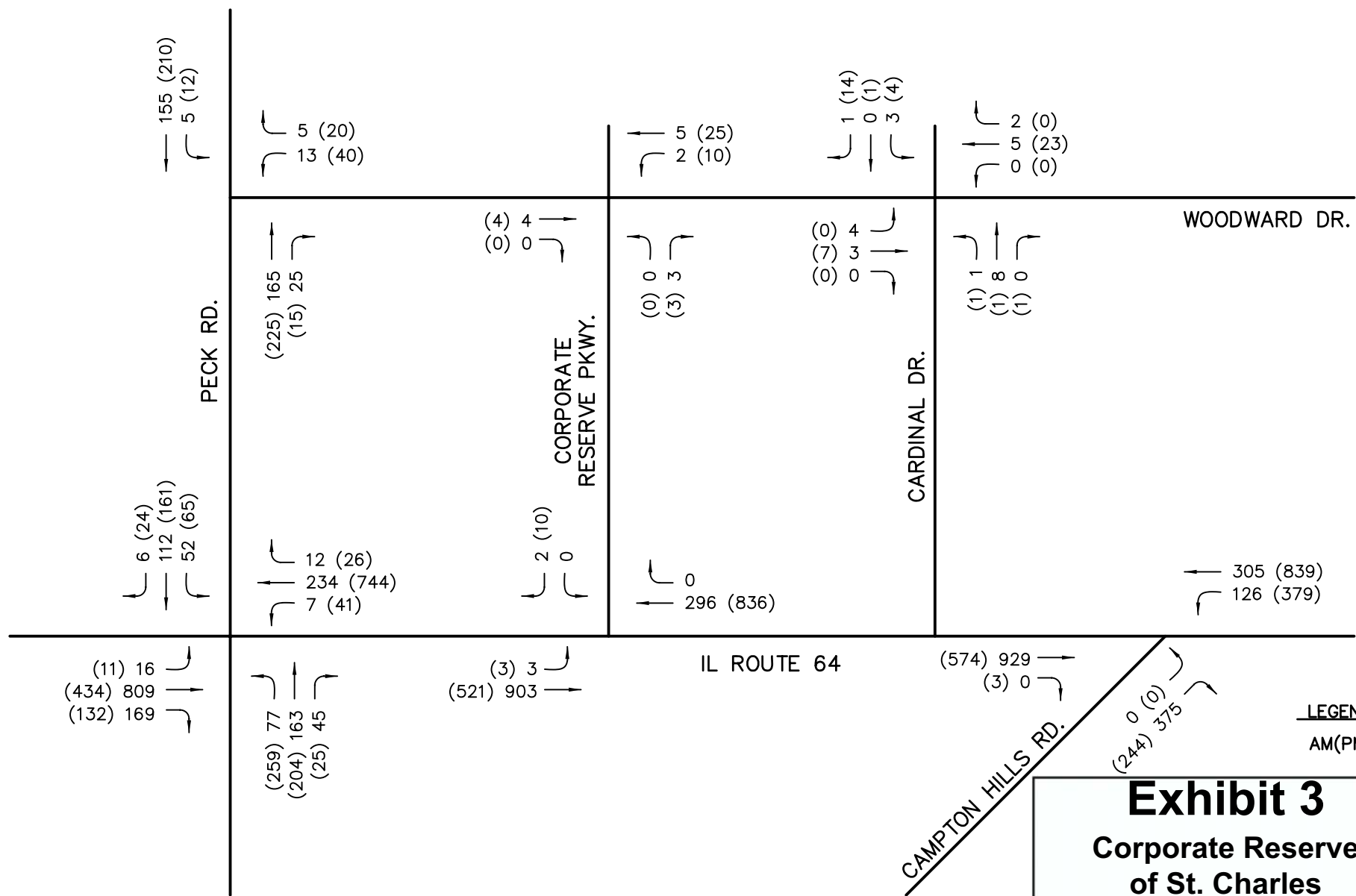


Sheet LP-1  
**Corporate Reserve of St. Charles**  
Concept Site Plan

Date: March 21, 2012

© 2012 BSB Design, Inc.



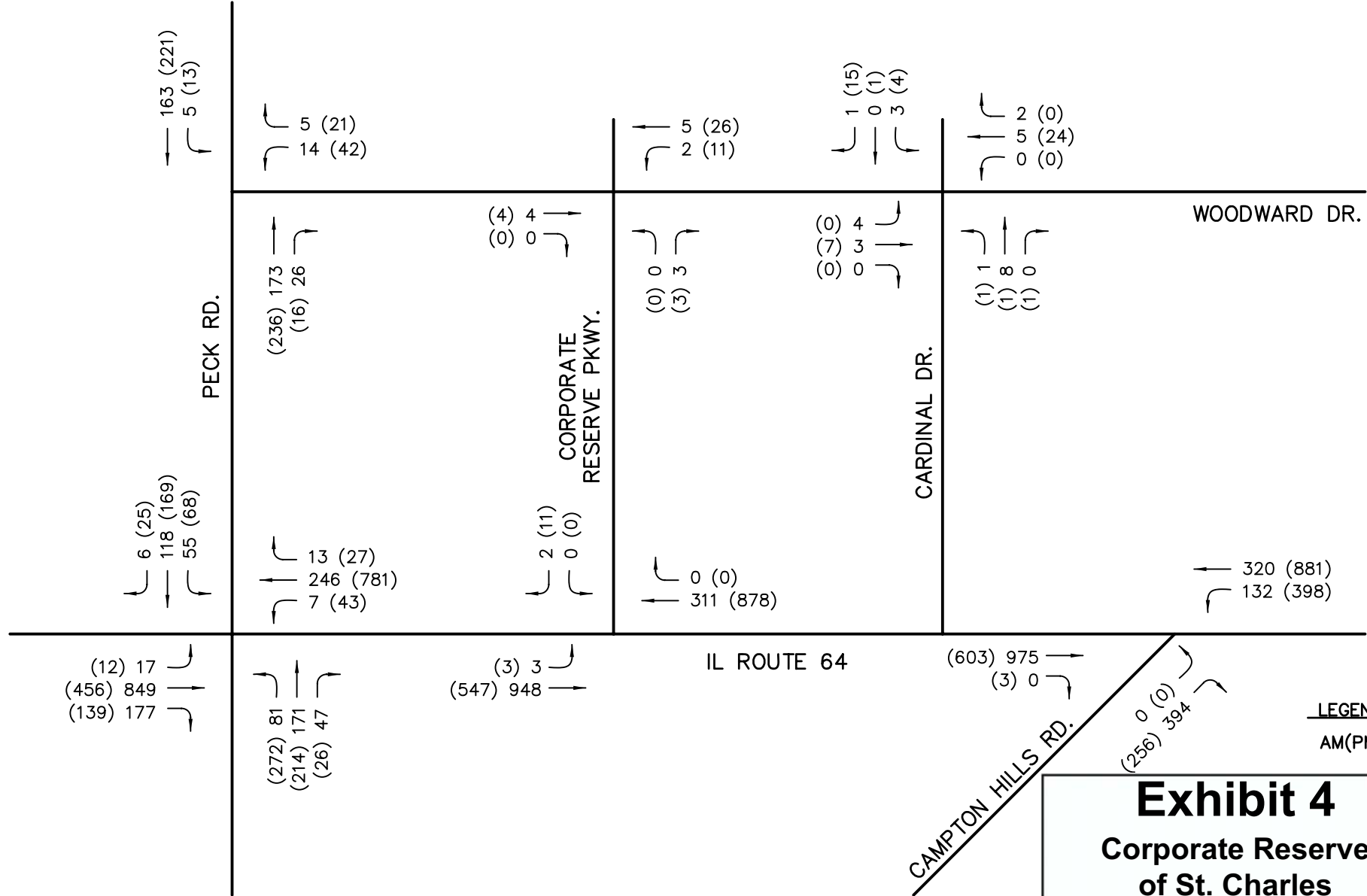


# Exhibit 3

## Corporate Reserve of St. Charles

### Existing Traffic

**Hampton, Lenzini and Renwick, inc.**  
 Civil & Structural Engineers · Land Surveyors · Environmental Services  
**HLR** ELGIN · SPRINGFIELD · ROMEOVILLE  
[www.hltreengineering.com](http://www.hltreengineering.com)

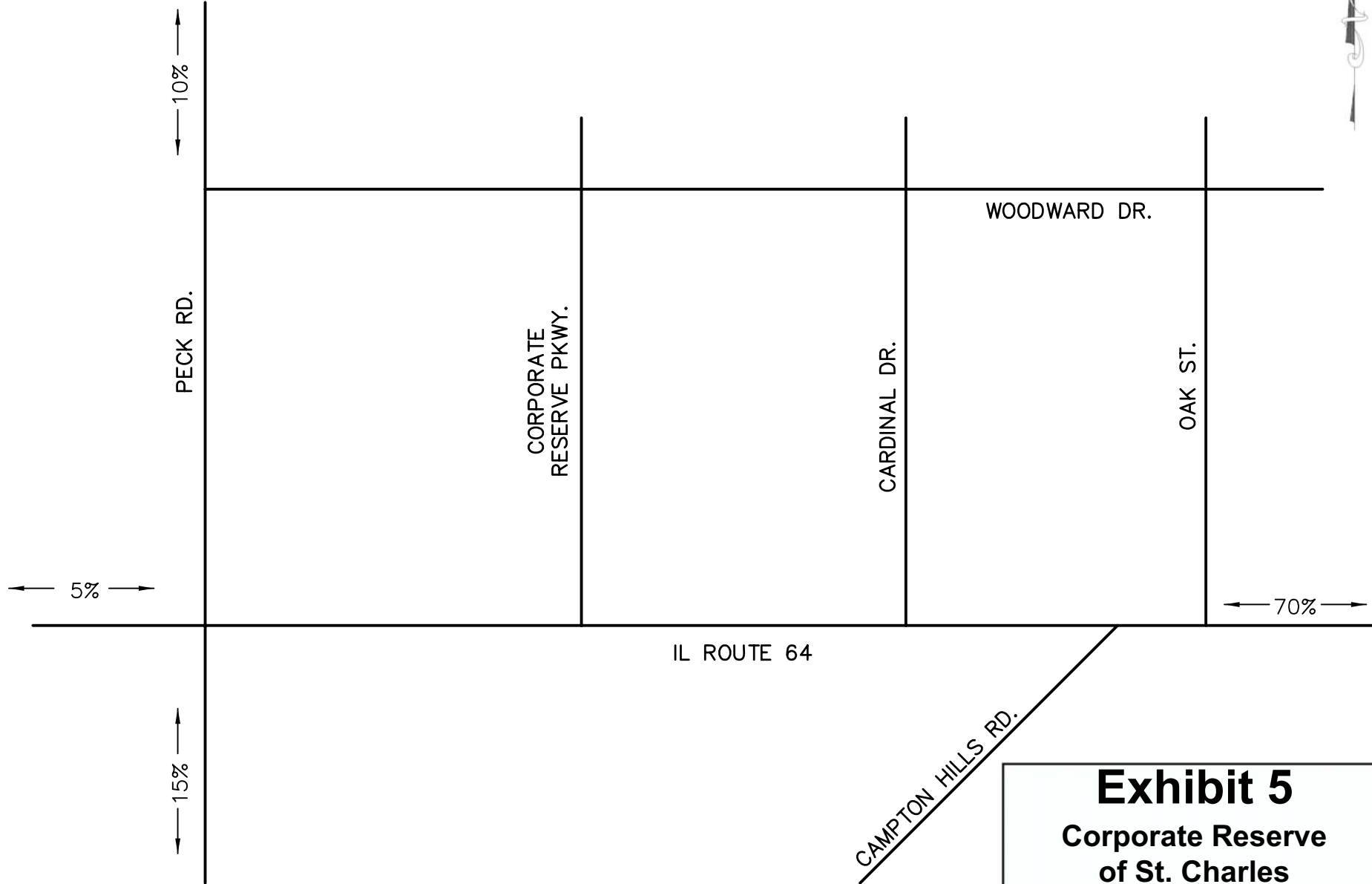


## Exhibit 4

### Corporate Reserve of St. Charles

#### 2022 Base Traffic

Hampton, Lenzini and Renwick, inc.  
Civil & Structural Engineers - Land Surveyors - Environmental Services  
ELGIN - SPRINGFIELD - ROMEOVILLE  
www.hlrengineering.com



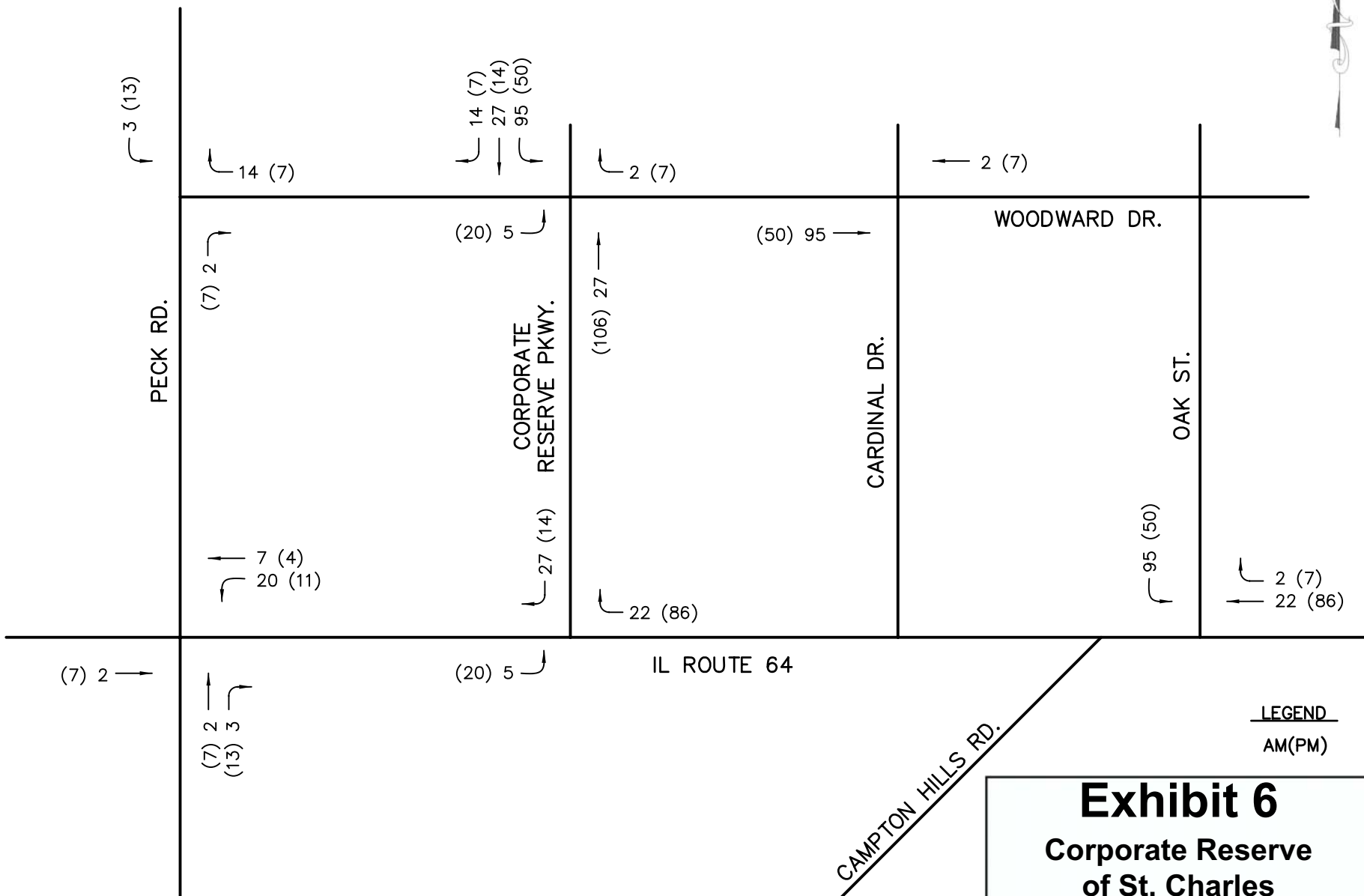
# Exhibit 5

## Corporate Reserve of St. Charles

### Trip Distribution

Hampton, Lenzini and Renwick, Inc.  
Civil & Structural Engineers · Land Surveyors · Environmental Services  
**HLR** ELGIN · SPRINGFIELD · ROMEOVILLE  
www.hltreengineering.com





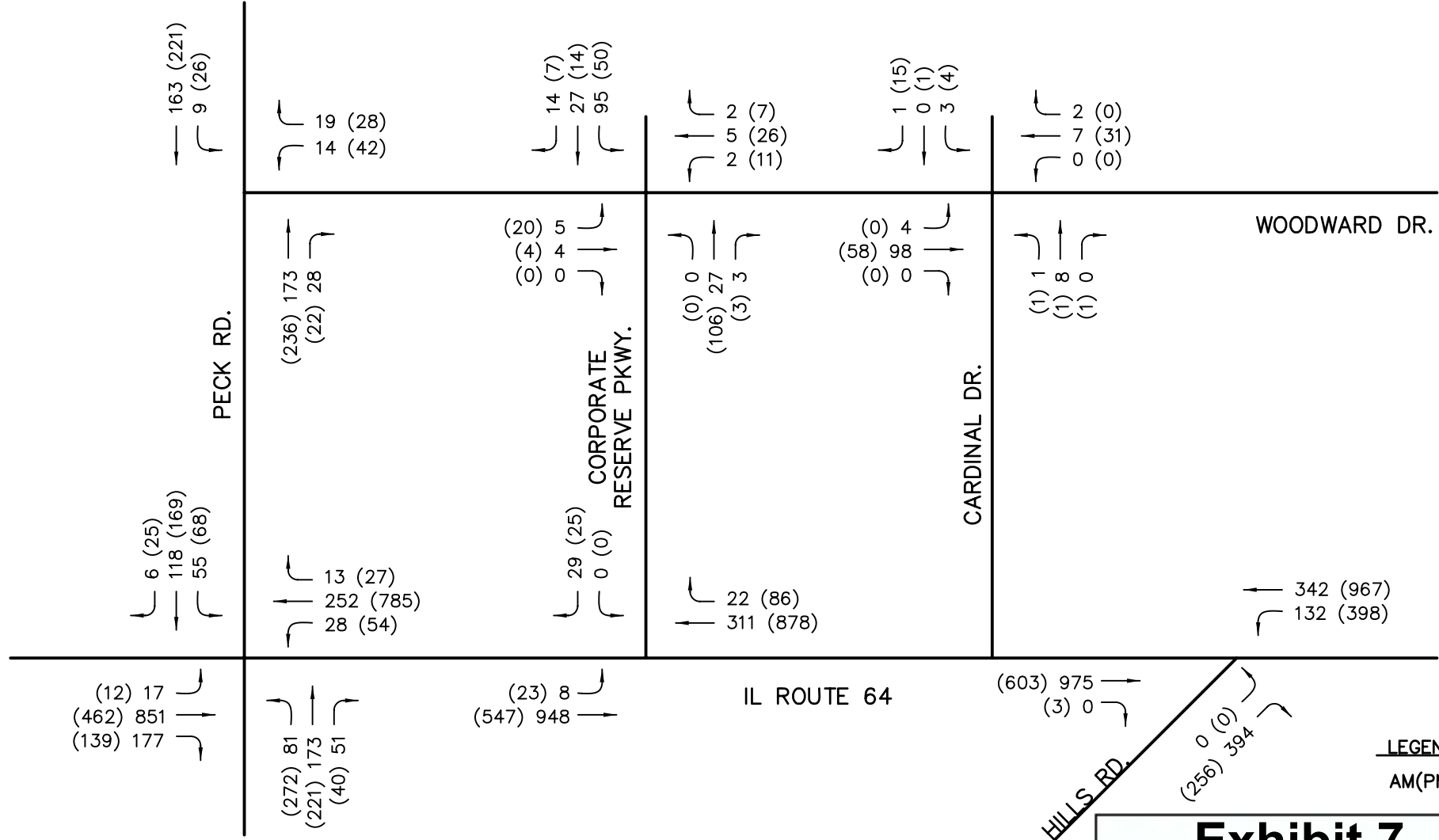
LEGEND  
AM(PM)

## Exhibit 6

### Corporate Reserve of St. Charles

#### Site Traffic

**HLR** Hampton, Lenzini and Renwick, inc.  
Civil & Structural Engineers · Land Surveyors · Environmental Services  
ELGIN · SPRINGFIELD · ROMEOVILLE  
www.hltrengineering.com

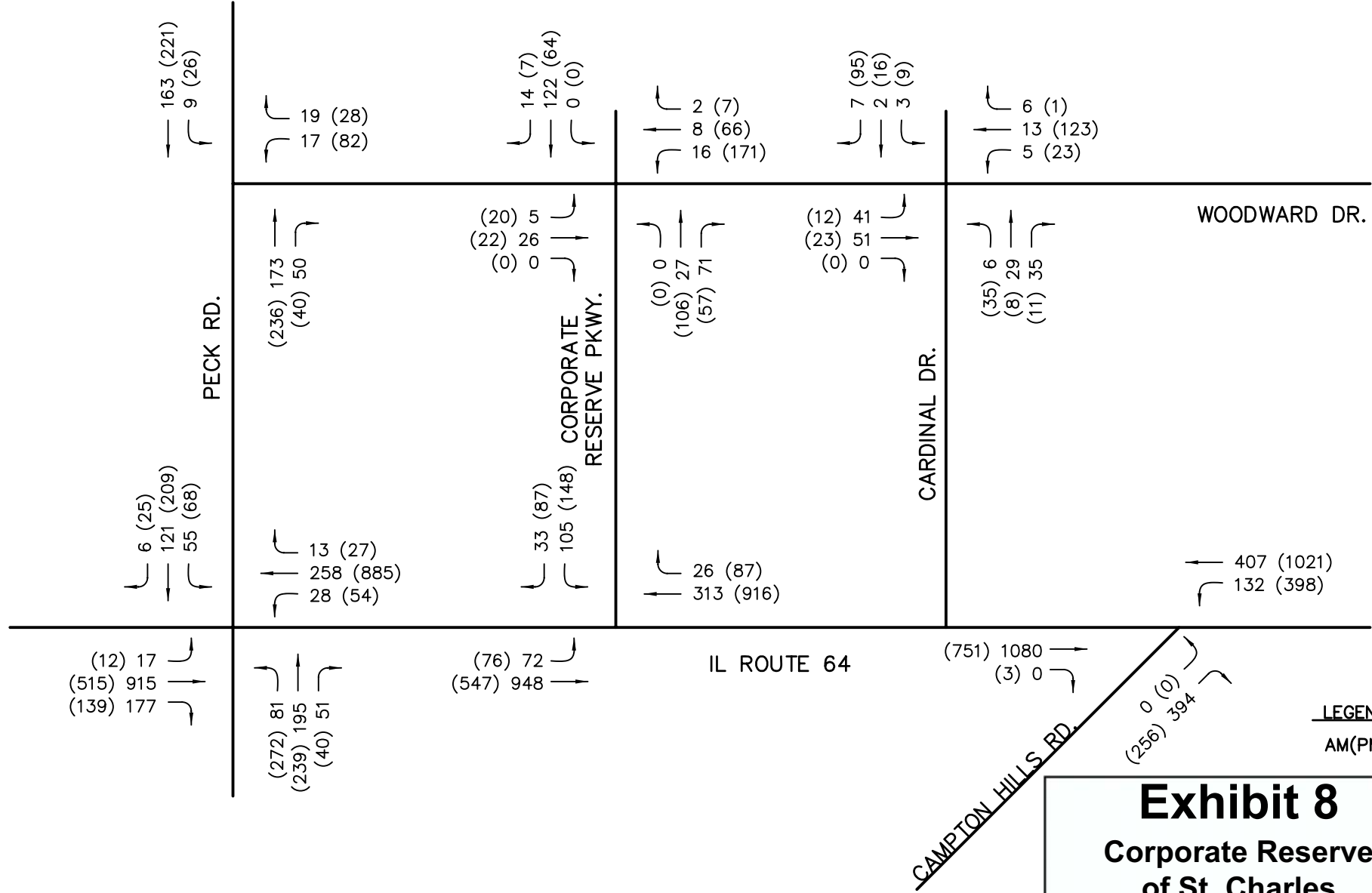


# Exhibit 7

## Corporate Reserve of St. Charles

### 2022 Build Traffic

**Hampton, Lenzini and Renwick, Inc.**  
Civil & Structural Engineers · Land Surveyors · Environmental Services  
**ELR** ELGIN · SPRINGFIELD · ROMEOVILLE  
www.hirengineering.com



**LEGEND**  
AM(PM)

# Exhibit 8

## Corporate Reserve of St. Charles

### 2022 Total Traffic

**Hampton, Lenzini and Renwick, Inc.**  
Civil & Structural Engineers · Land Surveyors · Environmental Services  
**ELR** ELGIN · SPRINGFIELD · ROMEOVILLE  
www.hirengineering.com

# TRAFFIC SIGNAL WARRANT REVIEW SHEET

Intersection: IL Route 64 & Corporate Reserve Blvd

2022 Build Traffic

Municipality: City of St. Charles/IDOT

Speed limit of major route:

45

Isolated Community with population <10,000? No

Number of lanes for major approach: 1

Number of lanes for minor approach: 1

SRA: Yes

MUTCD: 2009

Hour	Veh. per hr. on major street (total of both approaches)	Veh. per hr. on higher volume minor street approach (one direction only)	Check any hours that meet the following warrants					Warrant Number	Requirement Satisfied?
			Warrant 1 Condition A	Warrant 1 Condition B	Warrant 2	Warrant 3	Warrant 4		
7:00 AM	1289	102		x					<b>Warrant 1 Condition A</b> Minimum Vehicular Volume Yes <input checked="" type="radio"/> No
									<b>Warrant 1 Condition B</b> Interruption of Continuous Traffic Yes <input checked="" type="radio"/> No
55% of DHV	844	35							<b>Warrant 2</b> Four Hour Volume Yes <input checked="" type="radio"/> No
									<b>Warrant 3</b> Peak Hour Yes <input checked="" type="radio"/> No
5:00 PM	1534	64	x	x					<b>Warrant 4</b> Pedestrian Volume Yes <input checked="" type="radio"/> No
									<b>Warrant 5</b> School Crossing Yes <input checked="" type="radio"/> No
									<b>Warrant 6</b> Coordinated Signal System Yes <input checked="" type="radio"/> No
									<b>Warrant 7</b> Crash Experience Yes <input checked="" type="radio"/> No
									<b>Warrant 8</b> Roadway Network Yes <input checked="" type="radio"/> No
									<b>Warrant 9</b> Grade Crossing Yes <input checked="" type="radio"/> No

Volume Requirements: Major Street 500 750

Minor Street 150 100

Completed By: P. Brien Funk, EI

Hampton, Lenzini and Renwick, Inc.

Date: 5/9/2012

**ST. CHARLES**  
 Corporate Reserve of St. Charles  
 Traffic Signal Warrant Review  
 EXHIBIT 9A



# TRAFFIC SIGNAL WARRANT REVIEW SHEET

Intersection: IL Route 64 & Corporate Reserve Blvd

2022 Total Traffic

Municipality: City of St. Charles/IDOT

Speed limit of major route:

45

Isolated Community with population <10,000? No

Number of lanes for major approach: 1

Number of lanes for minor approach: 1

SRA: Yes

MUTCD: 2009

Hour	Veh. per hr. on major street (total of both approaches)	Veh. per hr. on higher volume minor street approach (one direction only)	Check any hours that meet the following warrants					Warrant Number	Requirement Satisfied?	
			Warrant 1 Condition A	Warrant 1 Condition B	Warrant 2	Warrant 3	Warrant 4			
7:00 AM	1359	113	X	X				<b>Warrant 1 Condition A</b>	Minimum Vehicular Volume	Yes <input checked="" type="radio"/> No <input type="radio"/>
								<b>Warrant 1 Condition B</b>	Interruption of Continuous Traffic	Yes <input type="radio"/> No <input checked="" type="radio"/>
55% of DHV	894	108		X				<b>Warrant 2</b>	Four Hour Volume	Yes <input type="radio"/> No <input checked="" type="radio"/>
								<b>Warrant 3</b>	Peak Hour	Yes <input type="radio"/> No <input checked="" type="radio"/>
5:00 PM	1626	196		x				<b>Warrant 4</b>	Pedestrian Volume	Yes <input type="radio"/> No <input checked="" type="radio"/>
								<b>Warrant 5</b>	School Crossing	Yes <input type="radio"/> No <input checked="" type="radio"/>
								<b>Warrant 6</b>	Coordinated Signal System	Yes <input type="radio"/> No <input checked="" type="radio"/>
								<b>Warrant 7</b>	Crash Experience	Yes <input type="radio"/> No <input checked="" type="radio"/>
								<b>Warrant 8</b>	Roadway Network	Yes <input type="radio"/> No <input checked="" type="radio"/>
								<b>Warrant 9</b>	Grade Crossing	Yes <input type="radio"/> No <input checked="" type="radio"/>

Volume Requirements:	Major Street	600	750
	Minor Street	150	100

Completed By:	P. Brien Funk, EI
	Hampton, Lenzini and Renwick, Inc.
Date:	5/9/2012

**ST. CHARLES**  
**Corporate Reserve of St. Charles**  
**Traffic Signal Warrant Review**  
**EXHIBIT 9B**

# **Corporate Reserve of St. Charles**

## **Sanitary Sewer Evaluation**

Performed for  
The City of St. Charles, Illinois



Performed by  
Wills Burke Kelsey Associates, Ltd.



April 24, 2012

## **INTRODUCTION**

On behalf of JCF Real Estate and the City of St. Charles, Wills Burke Kelsey Associates, Ltd. (WBK) has evaluated the impacts of the proposed land use change within the Corporate Reserve of St. Charles project. Impact evaluation is related to the City of St. Charles wastewater collection system. The Corporate Reserve site is located in St. Charles west of Randall Road and north of IL Route 64, near the intersection of Woodward Drive and Corporate Reserve Boulevard. Original development concepts anticipate primarily office use with some commercial use along IL 64. Two single story office buildings have been constructed and a site prepared for a third. JCF is proposing to change a majority of land use from office to high density residential. Based on a Concept Site Plan submitted by JCF Real Estate on March 21, 2012, the proposed development consists of 331 rental units and a club area on approximately twenty acres. JCF Real Estate is interested in connecting to the City of St. Charles wastewater collection system and receiving wastewater treatment service from the City of St. Charles West Side Wastewater Treatment Plant. This report considers existing conditions of the sanitary sewer which includes the potential for future development to be serviced by the existing sanitary system, and assesses the impact to the sanitary sewer as a result of land use changes and increased flows from the proposed Corporate Reserve development.

## **SCOPE OF EVALUATION**

The system components to be evaluated as part of this study include three sanitary sewer pipe networks and the Renaux Manor Lift Station. If it is found that these components can facilitate flows and are within the original design capacities, future evaluation of downstream force main and gravity sewer is not warranted.

The first pipe network is the trunk sanitary sewer that extends from the Renaux Manor Lift Station (just east of the intersection of Peck Road and Campton Hills Road), north along Peck Road to Voltaire Lane. The second pipe network is the existing collection system along Woodward Drive, which begins along Cardinal Drive, flows west along Woodward Drive, and into the Peck Road trunk sewer. A connection into this system from the Corporate Reserve improvements is proposed along Cardinal Drive. The third sanitary sewer pipe network is within the Remington Glen subdivision. This system is tributary to the Woodward Drive collection system and a connection into this system from the Corporate Reserve development is also proposed. This portion of the City's wastewater collection system includes pipe ranging in size from 8 inches to 15 inches in diameter.

All three sanitary sewer systems were evaluated utilizing a simplified approach considering flowing full capacity based on manning's equation. Two different wet weather flow regimes were considered; with and without proposed flows from Corporate Reserve. Conservatively,

we did not evaluate dry weather flows because wet weather conditions will be most critical and the “minimum” flow condition that the system must be able to handle. A spreadsheet was developed to determine the capacity of representative pipe segments in the network and tributary flows to each segment. In addition to existing sites tributary to the system, future development bound by Woodward Drive and IL Route 64 was identified and considered in the evaluation. The collection system to be evaluation also includes the lift station at Renaux Manor. The Renaux Manor Lift Station was initially evaluated based on a comparison of existing and projected flows to the original design flows and calculations. Additionally, pump run time provided by the City of St. Charles was reviewed and compared to flow estimates.

### **PIPE CAPACITY ANALYSIS**

The first component of the evaluation was to determine the capacity of the existing pipe network. All areas tributary to the collection system were identified and considered. Sanitary sewers pipes range in size from 8 to 15 inches in diameter and all sewers were constructed with relatively new subdivisions and commercial developments that were built starting in the mid 1990’s. The pipe slopes, sizes, lengths, rim elevations, and invert elevations utilized in the analysis were determined from the following sources:

- Remington Glen Record Drawings, prepared by Cowhey Gudmundson Leder, Ltd., dated 09/20/05
- Record Plans for Final Engineering Renaux Manor and the Towns of Renaux Manor Unit 1, prepared by Wiseman-Hughes Enterprises, dated 08/18/99
- Record Drawings Grading Improvements – Phase II The Corporate Reserve of St. Charles, prepared by Mackie Consultants LLC, dated 03-29-11
- City of St. Charles GIS Data, provided by the City of St. Charles
- Renaux Manor Sanitary Sewer Mains, Lift Station, and Force Main Record Drawings, prepared by Intech Consultants, INC., dated 4/21/97

Detailed sanitary sewer information for all three pipe networks is located on Exhibit 1 in the Appendix.

### **Design Flow Determination for Capacity Analysis**

A capacity analysis was performed for all three sanitary sewer pipe networks. Two wet weather conditions flow regimes were considered:

- Existing (without Corporate Reserve development); and
- Proposed (with Corporate Reserve development)



It should be noted the “Existing” flow regime includes all existing conditions as well as undeveloped parcels which will be served by the system under evaluation. All lots tributary to each network were included and flows were input at select manholes. Inflow and infiltration was added at the upstream manhole of all pipe networks at 500 gal/in/mi/day. Supporting calculations can be found in the Appendix.

Remington Glen subdivision is serviced by a sanitary sewer pipe network with pipe sizes ranging from 8 to 12 inches in diameter. Based on the approved Illinois Environmental Protection Agency (IEPA) Water Pollution Control Permit, a total of 26 multiple dwelling units were estimated to generate a total of 36,050 gallons per day (gpd).

The existing collection system that runs along Cardinal Drive, and extends west along Woodward Drive before connecting to the Peck Road trunk system was evaluated based on the existing development serviced by the system and potential future development on the three vacant lots bound by IL Route 64 to the south and Woodward Drive to the north. Existing development tributary to the system includes office buildings at Corporate Reserve, Main Street Center, Autumn Leaves Assisted Living, and Remington Glen subdivision. Approved IEPA Water Pollution Control permits yielded an average daily flow rate of 6,000 gpd and 3,200 gpd at the assisted living facility and Main Street Center, respectively. Wastewater flows for the Corporate Reserve office buildings were estimated based on a wastewater generation rate of 15 gpd/employee. The number of employees was calculated based on one employee per 250 square feet of office space. Future wastewater generation rates for the three vacant lots were conservatively calculated using a population equivalent (PE) of 20 per acre of land.

Land uses tributary to the trunk system along Peck Road include single family homes (Renaux Manor Unit 1, Renaux Manor Unit 3 and Artesian Springs), multi-family homes (Renaux Manor Unit 2), and commercial space (Valley Springs Auto, Westgate, and Walgreens). Approved IEPA Water Pollution Control permits for Valley Springs Auto, Westgate, and Walgreens were used to estimate the respective wastewater flows. Flows for the single and multi-family homes were estimated using the IEPA wastewater average daily flow generation rates. For single family homes, a rate of 350 gallons/household/day was used. For multi-family homes, all units were conservatively estimated to be 3 bedroom units with a rate of 300 gallons/unit/day. A total of 152 households in Renaux Manor Unit 1 and Artesian Springs are tributary to the system. 117 single family homes in Renaux Manor Unit 3 are also tributary to the system, in addition to the 29 multi-family homes in Renaux Manor Unit 2.

The Renaux Manor Lift Station receives flow from the sanitary sewer trunk line along Peck Road, which is the collector for both the sanitary sewer system that serves the Remington Glen subdivision and the system along Woodward Drive. The lift station also accepts wastewater flow from tributary land uses to the east. These tributary areas include 35 multi-family units

from Renaux Manor Unit 2, Pine Ridge and Regency Estates (includes Aldi), The Bike Rack & adjacent commercial, the assisted living facility and St. Charles Fire Station No. 3. As mentioned above, wastewater generation rates were estimated at 300 gallons/unit/day for the multi-family units. The approved IEPA rate for Pine Ridge and Regency Estates was used, and flow rates for The Bike Rack & adjacent commercial, and the fire station were based on one employee for every 250 square feet of building, with an average daily use of 15 gpd/employee.

Based on the average daily flow, a peaking factor was calculated and applied in accordance with The Ten State Standards. The existing peak wet weather sanitary flow tributary to the Renaux Manor Lift Station is 1.155 cfs. The capacity analysis and peaking factor calculations for each manhole are shown in the Appendix on Exhibits 2 and 3 following this report. An exhibit showing the entire Renaux Manor Lift Station service area is also provided in Appendix A as Drawing OV1.

### **Results of Capacity Analysis**

Based on the results of the capacity analysis, the pipe network can handle the existing condition wet weather flows. The existing conditions wet weather pipe capacity utilization ranges from 1% to 41% flowing full. Please note, our peak flow assumptions are conservative because all future development estimated at 20 PE per acre.

Next we looked at adding flows from the proposed land use changes at Corporate Reserve. Land use for the proposed development includes 15 buildings with a total of 331 rental units ranging from studios to two bedroom apartments. The percentage of studios, one bedroom, and two bedroom apartments in each building was estimated as shown on Exhibit 4 in the Appendix. Based on the calculated percentages, it was estimated that the average building includes 1 studio, 11 one bedroom apartments, and 10 two bedroom apartments. Using the IEPA waterwater average daily flow generation rates, a value of 4750 gpd was calculated for each building. This calculation can be found in Appendix A.

Based on the Preliminary Utility Plan for Corporate Reserve of St. Charles Phase II prepared by Mackie Consultants on 03-09-12, sanitary sewer is proposed to enter the existing pipe network in two locations. The collection system for Remington Glen will accept 0.375 cfs of additional peak flow from 20 buildings at manhole 6.4062. The remaining 0.062 cfs from 2 buildings will discharge into manhole 6.3194 along Cardinal Drive. After including flow from these additional 22 multi-family homes, the pipe utilization for the proposed condition wet weather flow is estimated to range from 1% to 58% flowing full. The proposed capacity analysis and peaking factor calculations for tributary flows into each manhole are shown in the Appendix on Exhibits 5 and 6 following this report. The Preliminary Utility Plan is also in the Appendix and labeled as Exhibit 7.

It is our opinion that the existing system can convey the proposed condition wet weather flows.

### **RENAUX MANOR LIFT STATION EVALUATION**

The second component of the evaluation was to determine the capacity of the Renaux Manor Lift Station. All tributary areas to the Renaux Manor Lift Station were identified and considered. Design flow rate calculations and rates were taken from *"The Renaux Manor Pump Station Calculations,"* prepared by Wiseman-Hughes Enterprises, revised March 16, 1998.

Per the calculations prepared by Wiseman-Hughes Enterprises, the Renaux Manor Lift Station is designed for an average daily flow of 400,000 gallons per day. The associated Renaux Manor Lift Station Calculations are provided in the Appendix as Exhibit 8. Based on a survey conducted by WBK with City of St. Charles Staff, there are no major operational problems associated with the lift station that suggest it cannot handle the existing flow. There are also no indicators that the lift station will not be able to handle an increased flow, as long as its design peak flow capacity is not exceeded.

WBK estimated the existing average daily flow prior to the connection of the proposed improvements at Corporate Reserve to be 316,723 gallons per day. Including proposed improvements at Corporate Reserve would add an additional average daily flow of 71,250 gallons per day, totaling 387,973 gallons per day. A breakdown of the calculated average daily flow rates are on Exhibit 9 in the Appendix. Therefore, since the total estimated average daily flow is less than the average design daily flow, no improvements are necessary.

Furthermore, based on pump run time data from the City, the average pump run time is 1.2 hours a day for the months of January 2012 to March 2012. This equates to an average daily flow of 99,360 gpd which is significantly less than our estimate average daily flow in the proposed condition of 316,723 gpd. Additionally, peak run time from the data is 3.7 hours a day, which equates to a flow of 306,360 gpd. Therefore, since the real time peak run time is also less than the estimate average daily flow in the proposed condition, it is our opinion that the lift station will be able to handle the additional flow.

Further, average daily flow for the existing conditions in addition to the proposed project are less than the design average daily flow at the Renaux Manor Lift Station. An email survey was also conducted by WBK with the City of St. Charles staff to determine operational condition and concerns. Results of the survey indicated that there are no major operational problems with the Renaux Manor lift station (aside from inoperable VFD's that are determined unnecessary, a panel view screen, and control circuit board memory backup battery holder that is loose). In regards to the sanitary sewer system, there are no known trouble spots in the existing collection system, nor are there any issues with the force main along Peck Road.

## **SUMMARY AND RECOMMENDATIONS**

Based on our evaluation, the proposed land use changes in Corporate Reserve can be facilitated by the existing wastewater collection system as shown on the Preliminary Utility Plan submitted by Mackie Consultants on 3/09/12. A conservative approach was made by WBK to analyze the existing pipe system by including future development on vacant lots and estimating flows for unoccupied buildings that are currently connected to the collection system. Adding projected sanitary sewer flows into the existing system will increase the flow, however; in the fullest pipe will still have over 40% capacity available. Therefore, no improvements are necessary.

Since there are no known operational issues with the lift station to date and it has not reached its maximum operational capacity, WBK believes the Renaux Manor Lift Station will be able to handle the additional wastewater flow generated from the proposed land use change at Corporate Reserve.

Upstream Manhole	Downstream Manhole	Upstream Manhole Rise	Downstream Manhole Rise	Upstream Invert	Downstream Invert	Pipe Size	Pipe Length	Pipe Slope	Depth	Type
6.1106	6.1108	766.28	766.30	766.30	766.30	8	122	0.00%	5.70	PVC
6.1108	6.1109	766.38	766.42	766.42	766.48	8	122	0.43%	6.89	PVC
6.1109	6.1110	766.51	766.57	766.57	766.67	8	100	0.93%	20.19	PVC
6.1110	6.1109	766.57	766.59	766.57	766.61	8	36	0.04%	12.00	PVC
6.1110	6.1102	766.59	766.69	766.69	766.76	8	174	0.09%	22.89	PVC
6.1102	6.1101	766.69	770.61	770.61	770.69	8	78	0.43%	18.43	PVC
6.1101	6.1100	770.61	771.69	771.69	771.79	8	100	0.48%	18.12	PVC
6.1100	6.1101	771.69	771.94	771.94	771.97	8	31	0.49%	13.94	PVC
6.1101	6.1100	771.94	764.28	764.28	764.30	8	699	0.44%	14.73	PVC
6.1100	6.1100	764.28	764.28	764.28	764.28	8	111	0.71%	11.49	P
6.1100	6.1104	764.28	764.28	764.28	764.28	8	111	0.71%	10.49	P
6.1104	6.1101	764.28	770.79	770.79	770.79	8	34	1.13%	10.66	P
6.1101	1.0089	770.79	774.27	774.27	774.27	8	111	0.45%	22.58	P
1.0089	1.0089	774.27	774.27	774.27	774.27	8	111	0.00%	20.44	P
1.0089	1.0087	774.27	774.27	774.27	774.27	8	111	0.00%	1.80	P
1.0087	1.0087	774.27	774.27	774.27	774.27	8	111	0.00%	10.59	P
1.0087	1.0080	774.27	774.27	774.27	774.27	8	111	0.00%	10.43	P
1.0080	1.0084	774.27	774.27	774.27	774.27	8	111	0.00%	13.00	P
1.0084	1.0084	774.27	774.27	774.27	774.27	8	111	0.00%	14.73	P
1.0084	1.0082	774.27	774.27	774.27	774.27	8	111	0.00%	17.06	P
1.0082	1.0081	774.27	774.27	774.27	774.27	8	111	0.00%	15.14	P
1.0081	1.0081	774.27	774.27	774.27	774.27	8	111	0.00%	14.50	P

Upstream Manhole	Downstream Manhole	Upstream Manhole Rise	Downstream Manhole Rise	Upstream Invert	Downstream Invert	Pipe Size	Pipe Length	Pipe Slope	Depth	Type
1.0080	1.0080	774.27	774.27	774.27	774.27	8	111	0.00%	9.77	PVC
1.0080	1.0084	774.27	774.27	774.27	774.27	8	111	0.00%	17.41	PVC
1.0084	1.0084	774.27	774.27	774.27	774.27	8	111	0.00%	19.06	PVC
1.0084	1.0012	774.27	774.27	774.27	774.27	8	111	0.00%	19.44	PVC
1.0012	1.0012	774.27	774.27	774.27	774.27	8	111	0.00%	20.50	PVC
1.0012	1.0012	774.27	774.27	774.27	774.27	8	111	0.00%	19.73	PVC
1.0012	1.0012	774.27	774.27	774.27	774.27	8	111	0.00%	17.50	PVC
1.0012	1.0017	774.27	774.27	774.27	774.27	8	111	0.00%	18.80	PVC
1.0017	1.0012	774.27	774.27	774.27	774.27	8	111	0.00%	17.73	PVC
1.0012	1.0012	774.27	774.27	774.27	774.27	8	111	0.00%	18.54	PVC
1.0012	1.0011	774.27	774.27	774.27	774.27	8	111	0.00%	19.28	PVC

Upstream Manhole	Downstream Manhole	Upstream Manhole Rise	Downstream Manhole Rise	Upstream Invert	Downstream Invert	Pipe Size	Pipe Length	Pipe Slope	Depth	Type
6.1110	6.1108	766.28	766.30	766.30	766.30	8	122	0.00%	9.40	PVC
6.1108	6.1109	766.38	766.42	766.42	766.48	8	122	0.43%	9.52	PVC
6.1109	6.1107	766.51	766.57	766.57	766.67	8	100	0.93%	9.89	PVC
6.1107	6.1106	766.57	766.59	766.57	766.61	8	36	0.04%	1.00	PVC
6.1106	6.4063	766.59	766.69	766.69	766.76	8	174	0.09%	9.36	PVC
6.4063	6.4062	766.69	766.70	766.70	766.70	8	174	0.00%	9.80	PVC
6.4062	7.4049	766.70	766.70	766.70	766.70	8	81	0.22%	13.81	PVC
7.4049	7.4049	766.70	766.70	766.70	766.70	8	111	0.00%	14.70	PVC
7.4049	7.4047	766.70	766.70	766.70	766.70	8	111	0.00%	14.50	PVC
7.4047	7.4046	766.70	766.70	766.70	766.70	8	111	0.00%	13.00	PVC
7.4046	7.4040	766.70	766.70	766.70	766.70	8	111	0.00%	13.80	PVC
7.4040	7.4039	766.70	766.70	766.70	766.70	8	111	0.00%	17.43	PVC
7.4039	7.3084	766.70	766.70	766.70	766.70	8	111	0.00%	18.54	PVC
7.3084	7.3081	766.70	766.70	766.70	766.70	8	111	0.00%	9.60	PVC
7.3081	7.3081	766.70	766.70	766.70	766.70	8	111	0.00%	9.60	PVC
7.3081	7.3080	766.70	766.70	766.70	766.70	8	111	0.00%	12.11	PVC
7.3080	7.3083	766.70	766.70	766.70	766.70	8	111	0.00%	20.80	PVC

Green = City of St. Charles GIS

Red = Remington Glen Record Drawings for Sanitary Sewer, Storm Sewer, & Watermain, Datum = NGVD 88

Yellow = Corporate Reserve Phase 2 plans, Datum = NGVD 88

Purple = Renaux Manor Sanitary Sewer Main, Lift Station, and Force Main Record Drawings dated 4/21/07, Datum = NGVD 1928, converted to NGVD 88 (1029 0.15' - 0.33')



## EXISTING CONDITIONS CAPACITY ANALYSIS - CORPORATE RESERVE TO PECK ROAD

Upstream Manhole	Downstream Manhole	Upstream Elevation	Downstream Elevation	Pipe Length	Pipe Diameter	Pipe Slope	Pipe Capacity (CFS)	Cummulative Peak Sanitary Flow (CFS)	Total I & I (CFS)	Cummulative Wet Weather Flow (CFS)	Pipe Capacity (%)
6.3196	6.3198	766.10	764.10	122	8	1.64%	1.551	0.007	0.00360	0.011	0.7
6.3198	6.3194	764.10	762.68	329	8	0.43%	0.796	0.014	0.00360	0.018	2.2
6.3194	6.3193	762.68	761.87	188	8	0.43%	0.795	0.025	0.00360	0.028	3.5
6.3193	6.3189	761.87	761.45	66	8	0.64%	0.967	0.025	0.00360	0.028	2.9
6.3189	6.3188	761.45	761.06	129	8	0.30%	0.666	0.067	0.00360	0.071	10.6
6.3188	6.3192	761.06	759.49	378	8	0.42%	0.781	0.067	0.00360	0.071	9.1
6.3192	6.3190	759.49	758.74	188	8	0.40%	0.765	0.120	0.00360	0.124	16.2
6.3190	6.3191	758.74	758.27	95	8	0.49%	0.852	0.120	0.00360	0.124	14.5
6.3191	6.3200	758.27	756.90	309	8	0.44%	0.807	0.120	0.00360	0.124	15.3
6.3200	6.3105	756.90	755.81	153	8	0.71%	1.023	0.120	0.00360	0.124	12.1
6.3105	6.3104	755.95	754.16	53	8	3.38%	2.227	0.144	0.00360	0.148	6.6
6.3104	6.3103	754.16	752.19	63	8	3.13%	2.143	0.144	0.00360	0.148	6.9
6.3103	7.3089	752.19	748.53	114	8	3.21%	2.171	0.144	0.00360	0.148	6.8
7.3089	7.3088	748.53	746.70	94	8	1.95%	1.691	0.144	0.00360	0.148	8.8
7.3088	7.3087	746.70	745.11	87	8	1.83%	1.638	0.144	0.00360	0.148	9.0
7.3087	7.3086	745.11	742.24	147	8	1.95%	1.693	0.164	0.00360	0.168	9.9
7.3086	7.3085	742.24	740.40	80	8	2.30%	1.838	0.164	0.00360	0.168	9.1
7.3085	7.3084	740.40	736.98	82	8	4.17%	2.475	0.164	0.00360	0.168	6.8
7.3084	7.3083	736.98	731.72	114	8	4.61%	2.603	0.164	0.00360	0.168	6.4
7.3083	7.3082	731.72	731.15	69	12	0.83%	3.247	0.376	0.00590	0.382	11.8
7.3082	7.3081	731.15	730.77	99	12	0.38%	2.213	0.376	0.00590	0.382	17.2
7.3081	7.3080	730.77	730.20	112	12	0.51%	2.549	0.410	0.00590	0.416	16.3

## EXISTING CONDITIONS CAPACITY ANALYSIS - REMINGTON GLEN SYSTEM INTO MH 7.3083 ALONG WOODWARD DRIVE

Upstream Manhole	Downstream Manhole	Upstream Elevation	Downstream Elevation	Pipe Length	Pipe Diameter	Pipe Slope	Pipe Capacity (CFS)	Cummulative Peak Sanitary Flow (CFS)	Total I & I (CFS)	Cummulative Wet Weather Flow (CFS)	Pipe Capacity (%)
6.3110	6.3109	748.79	747.56	114	8	1.08%	1.259	0.226	0.00230	0.228	18.1
6.3109	6.3108	747.56	746.07	125	8	1.19%	1.323	0.226	0.00230	0.228	17.2
6.3108	6.3107	746.07	745.57	126	8	0.40%	0.763	0.226	0.00230	0.228	29.8
6.3107	6.3106	745.57	742.99	162	8	1.59%	1.529	0.226	0.00230	0.228	14.9
6.3106	6.4063	742.99	741.70	137	8	0.94%	1.176	0.226	0.00230	0.228	19.4
6.4063	6.4062	741.70	740.50	129	8	0.93%	1.169	0.226	0.00230	0.228	19.5
6.4062	7.4049	735.18	734.99	87	12	0.22%	1.669	0.226	0.00230	0.228	13.6
7.4049	7.4048	734.99	734.30	180	12	0.38%	2.212	0.226	0.00230	0.228	10.3
7.4048	7.4047	734.30	734.14	43	12	0.37%	2.179	0.226	0.00230	0.228	10.5
7.4047	7.4046	734.14	733.62	167	12	0.31%	1.993	0.226	0.00230	0.228	11.4
7.4046	7.4045	733.62	733.02	184	12	0.33%	2.040	0.226	0.00230	0.228	11.2
7.4045	7.3094	733.02	732.75	114	12	0.24%	1.739	0.226	0.00230	0.228	13.1
7.3094	7.3090	732.75	732.16	132	12	0.45%	2.388	0.226	0.00230	0.228	9.5
7.3093	7.3092	746.22	745.07	118	8	0.97%	1.196	0.226	0.00230	0.228	19.0
7.3092	7.3091	745.07	740.60	116	8	3.85%	2.379	0.226	0.00230	0.228	9.6
7.3091	7.3090	740.60	737.63	85	8	3.49%	2.265	0.226	0.00230	0.228	10.1
7.3090	7.3083	737.63	731.72	202	12	2.93%	6.111	0.226	0.00230	0.228	3.7

## EXISTING CONDITIONS CAPACITY ANALYSIS - PECK ROAD INTO RENAUX MANOR LIFT STATION

Upstream Manhole	Downstream Manhole	Upstream Elevation	Downstream Elevation	Pipe Length	Pipe Diameter	Pipe Slope	Pipe Capacity (CFS)	Cummulative Peak Sanitary Flow (CFS)	Total I & I (CFS)	Cummulative Wet Weather Flow (CFS)	Pipe Capacity (%)
7.4002	7.4050	730.98	729.79	307	8	0.39%	0.754	0.255	0.00890	0.263	34.9
7.4050	7.3080	725.47	725.15	108	15	0.30%	3.526	0.255	0.00890	0.263	7.5
7.3080	7.3034	725.15	724.84	142	15	0.22%	3.026	0.636	0.01480	0.651	21.5
7.3034	7.3033	724.84	723.47	401	15	0.34%	3.786	0.636	0.01480	0.651	17.2
7.3033	7.3032	723.47	722.89	320	15	0.18%	2.758	0.636	0.01480	0.651	23.6
7.3032	7.3031	722.89	722.40	281	15	0.17%	2.705	0.671	0.01480	0.686	25.3
7.3031	7.3018	722.40	721.99	257	15	0.16%	2.587	0.671	0.01480	0.686	26.5
7.3018	7.3017	721.99	721.42	292	15	0.20%	2.862	1.126	0.02910	1.155	40.4
7.3017	7.3016	721.42	720.88	291	15	0.19%	2.790	1.126	0.02910	1.155	41.4
7.3016	7.3015	720.88	720.33	290	15	0.19%	2.821	1.126	0.02910	1.155	41.0
7.3015	7.3053	720.33	719.44	312	15	0.29%	3.459	1.126	0.02910	1.155	33.4

## EXISTING PEAK FLOW CALCULATIONS

## EXHIBIT 3

**Manhole 6.3196 Sanitary Sewer Peak Flow**

PE	10
Peaking Factor	4.41
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.005</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>4613</b>
Flow (Gallons Per Minute)	3
Flow (CFS)	0.007

**Manhole 6.3198 Sanitary Sewer Peak Flow**

PE	21
Peaking Factor	4.38
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.009</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>9154</b>
Flow (Gallons Per Minute)	6
Flow (CFS)	0.014

**Manhole 6.3194 Sanitary Sewer Peak Flow**

PE	37
Peaking Factor	4.34
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.016</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>15881</b>
Flow (Gallons Per Minute)	11
Flow (CFS)	0.025

**Manhole 6.3189 Sanitary Sewer Peak Flow**

PE	103
Peaking Factor	4.24
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.044</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>43504</b>
Flow (Gallons Per Minute)	30
Flow (CFS)	0.067

## EXISTING PEAK FLOW CALCULATIONS

## EXHIBIT 3

**Manhole 6.3192 Sanitary Sewer Peak Flow**

PE	187
Peaking Factor	4.16
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.078</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>77601</b>
Flow (Gallons Per Minute)	54
Flow (CFS)	0.120

**Manhole 6.3105 Sanitary Sewer Peak Flow**

PE	226
Peaking Factor	4.13
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.093</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>93373</b>
Flow (Gallons Per Minute)	65
Flow (CFS)	0.144

**Manhole 7.3087 Sanitary Sewer Peak Flow**

PE	258
Peaking Factor	4.11
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.106</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>106000</b>
Flow (Gallons Per Minute)	74
Flow (CFS)	0.164

**Manhole 7.3083 Sanitary Sewer Peak Flow**

PE	619
Peaking Factor	3.92
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.243</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>242827</b>
Flow (Gallons Per Minute)	169
Flow (CFS)	0.376

## EXISTING PEAK FLOW CALCULATIONS

## EXHIBIT 3

**Manhole 7.3081 Sanitary Sewer Peak Flow**

PE	679
Peaking Factor	3.90
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.265</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>264843</b>
Flow (Gallons Per Minute)	184
Flow (CFS)	0.410

**Manhole 7.3080 Sanitary Sewer Peak Flow**

PE	1,088
Peaking Factor	3.78
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.411</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>410905</b>
Flow (Gallons Per Minute)	285
Flow (CFS)	0.636

**Manhole 7.3032 Sanitary Sewer Peak Flow**

PE	1,153
Peaking Factor	3.76
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.433</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>433494</b>
Flow (Gallons Per Minute)	301
Flow (CFS)	0.671

**Manhole 7.3018 Sanitary Sewer Peak Flow**

PE	2,033
Peaking Factor	3.58
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.728</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>727910</b>
Flow (Gallons Per Minute)	505
Flow (CFS)	1.126

## EXISTING PEAK FLOW CALCULATIONS

## EXHIBIT 3

<b>Manhole 7.4002 Sanitary Sewer Peak Flow</b>	
PE	410
Peaking Factor	4.02
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.165</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>164508</b>
Flow (Gallons Per Minute)	114
Flow (CFS)	0.255

<b>Manhole 6.3110 Sanitary Sewer Peak Flow</b>	
PE	361
Peaking Factor	4.04
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.146</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>145757</b>
Flow (Gallons Per Minute)	101
Flow (CFS)	0.226

<b>Sanitary Sewer Peak Flow Tributary to Renaux Manor Lift Staton</b>	
PE	1,134
Peaking Factor	3.76
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.427</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>426883</b>
Flow (Gallons Per Minute)	296
Flow (CFS)	0.660



# SITE DATA

Total Site Bedroom Count	Total # Units	Total Unit %	Total Parking Req.	Total Parking Provided
STUDIO	16	4.8%	1.2/du	20
1 BR	160	48.4%	1.2/du	192
2 BR	155	46.8%	1.7/du	264
Tot. Rental Units	331	100.0%		476
Rental Site Lot Area/Unit	20.30 Ac. 2,671 SF/Unit			

Phase I  
266 Units  
Phase II  
65 Units

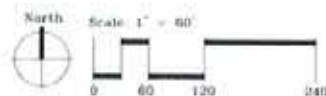
7% studio = 4.83%  
7% 1BR = 48.3%  
7% 2BR = 46.8%

3 Story Walk-Up  
with Walkout Level  
25 Units/ Building  
8 Garages/ Building

3 Story Walk-Up  
21 Units/ Building  
8 Garages/ Building

3 Story Walk-Up  
with Half Walkout Level  
23 Units/ Building  
8 Garages/ Building

average:  
22 units/bldg  
1.0 studio, say 1  
10.6 1BR, say 11  
10.3 2BR, say 10



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Sheet LP-1  
Corporate Reserve of St. Charles  
Concept Site Plan

Date: March 21, 2012  
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**PROPOSED CONDITIONS CAPACITY ANALYSIS - CORPORATE RESERVE TO PECK ROAD**

Upstream Manhole	Downstream Manhole	Upstream Elevation	Downstream Elevation	Pipe Length	Pipe Diameter	Pipe Slope	Pipe Capacity (CFS)	Cummulative Peak Sanitary Flow (CFS)	Total I & I (CFS)	Cummulative Wet Weather Flow (CFS)	Pipe Capacity (%)
6.3196	6.3198	766.10	764.10	122	8	1.64%	1.551	0.007	0.00390	0.011	0.7
6.3198	6.3194	764.10	762.68	329	8	0.43%	0.796	0.014	0.00390	0.022	2.8
6.3194	6.3193	762.68	761.87	188	8	0.43%	0.795	0.087	0.00390	0.095	11.9
6.3193	6.3189	761.87	761.45	66	8	0.64%	0.967	0.087	0.00390	0.095	9.8
6.3189	6.3188	761.45	761.06	129	8	0.30%	0.666	0.130	0.00390	0.138	20.6
6.3188	6.3192	761.06	759.49	378	8	0.42%	0.781	0.130	0.00390	0.138	17.6
6.3192	6.3190	759.49	758.74	188	8	0.40%	0.765	0.183	0.00390	0.190	24.9
6.3190	6.3191	758.74	758.27	95	8	0.49%	0.852	0.183	0.00390	0.190	22.3
6.3191	6.3200	758.27	756.90	309	8	0.44%	0.807	0.183	0.00390	0.190	23.6
6.3200	6.3105	756.90	755.81	153	8	0.71%	1.023	0.183	0.00390	0.190	18.6
6.3105	6.3104	755.95	754.16	53	8	3.38%	2.227	0.207	0.00390	0.215	9.6
6.3104	6.3103	754.16	752.19	63	8	3.13%	2.143	0.207	0.00390	0.215	10.0
6.3103	7.3089	752.19	748.53	114	8	3.21%	2.171	0.207	0.00390	0.215	9.9
7.3089	7.3088	748.53	746.70	94	8	1.95%	1.691	0.207	0.00390	0.215	12.7
7.3088	7.3087	746.70	745.11	87	8	1.83%	1.638	0.207	0.00390	0.215	13.1
7.3087	7.3086	745.11	742.24	147	8	1.95%	1.693	0.226	0.00390	0.234	13.8
7.3086	7.3085	742.24	740.40	80	8	2.30%	1.838	0.226	0.00390	0.234	12.7
7.3085	7.3084	740.40	736.98	82	8	4.17%	2.475	0.226	0.00390	0.234	9.5
7.3084	7.3083	736.98	731.72	114	8	4.61%	2.603	0.226	0.00390	0.234	9.0
7.3083	7.3082	731.72	731.15	69	12	0.83%	3.247	0.438	0.00800	0.450	13.9
7.3082	7.3081	731.15	730.77	99	12	0.38%	2.213	0.438	0.00800	0.454	20.5
7.3081	7.3080	730.77	730.20	112	12	0.51%	2.549	0.847	0.00800	0.863	33.9

**PROPOSED CONDITIONS CAPACITY ANALYSIS - REMINGTON GLEN SYSTEM INTO MH 7.3083 ALONG WOODWARD DRIVE**

Upstream Manhole	Downstream Manhole	Upstream Elevation	Downstream Elevation	Pipe Length	Pipe Diameter	Pipe Slope	Pipe Capacity (CFS)	Cummulative Peak Sanitary Flow (CFS)	Total I & I (CFS)	Cummulative Wet Weather Flow (CFS)	Pipe Capacity (%)
6.3110	6.3109	748.79	747.56	114	8	1.08%	1.259	0.226	0.00410	0.230	18.2
6.3109	6.3108	747.56	746.07	125	8	1.19%	1.323	0.226	0.00410	0.234	17.7
6.3108	6.3107	746.07	745.57	126	8	0.40%	0.763	0.226	0.00410	0.234	30.6
6.3107	6.3106	745.57	742.99	162	8	1.59%	1.529	0.226	0.00410	0.234	15.3
6.3106	6.4063	742.99	741.70	137	8	0.94%	1.176	0.226	0.00410	0.234	19.9
6.4063	6.4062	741.70	740.50	129	8	0.93%	1.169	0.226	0.00410	0.234	20.0
6.4062	7.4049	735.18	734.99	87	12	0.22%	1.669	0.601	0.00410	0.609	36.5
7.4049	7.4048	734.99	734.30	180	12	0.38%	2.212	0.601	0.00410	0.609	27.5
7.4048	7.4047	734.30	734.14	43	12	0.37%	2.179	0.601	0.00410	0.609	27.9
7.4047	7.4046	734.14	733.62	167	12	0.31%	1.993	0.601	0.00410	0.609	30.5
7.4046	7.4045	733.62	733.02	184	12	0.33%	2.040	0.601	0.00410	0.609	29.8
7.4045	7.3094	733.02	732.75	114	12	0.24%	1.739	0.601	0.00410	0.609	35.0
7.3094	7.3090	732.75	732.16	132	12	0.45%	2.388	0.601	0.00410	0.609	25.5
7.3093	7.3092	746.22	745.07	118	8	0.97%	1.196	0.601	0.00410	0.609	50.9
7.3092	7.3091	745.07	740.60	116	8	3.85%	2.379	0.601	0.00410	0.609	25.6
7.3091	7.3090	740.60	737.63	85	8	3.49%	2.265	0.601	0.00410	0.609	26.9
7.3090	7.3083	737.63	731.72	202	12	2.93%	6.111	0.601	0.00410	0.609	10.0

**PROPOSED CONDITIONS CAPACITY ANALYSIS - PECK ROAD INTO RENAUX MANOR LIFT STATION**

Upstream Manhole	Downstream Manhole	Upstream Elevation	Downstream Elevation	Pipe Length	Pipe Diameter	Pipe Slope	Pipe Capacity (CFS)	Cummulative Peak Sanitary Flow (CFS)	Total I & I (CFS)	Cummulative Wet Weather Flow (CFS)	Pipe Capacity (%)
7.4002	7.4050	730.98	729.79	307	8	0.39%	0.754	0.255	0.00890	0.263	34.9
7.4050	7.3080	725.47	725.15	108	15	0.30%	3.526	0.255	0.00890	0.272	7.7
7.3080	7.3034	725.15	724.84	142	15	0.22%	3.026	1.073	0.01690	1.099	36.3
7.3034	7.3033	724.84	723.47	401	15	0.34%	3.786	1.073	0.01690	1.107	29.2
7.3033	7.3032	723.47	722.89	320	15	0.18%	2.758	1.073	0.01690	1.107	40.1
7.3032	7.3031	722.89	722.40	281	15	0.17%	2.705	1.108	0.01690	1.142	42.2
7.3031	7.3018	722.40	721.99	257	15	0.16%	2.587	1.108	0.01690	1.142	44.1
7.3018	7.3017	721.99	721.42	292	15	0.20%	2.862	1.564	0.03120	1.612	56.3
7.3017	7.3016	721.42	720.88	291	15	0.19%	2.790	1.564	0.03120	1.626	58.3
7.3016	7.3015	720.88	720.33	290	15	0.19%	2.821	1.564	0.03120	1.626	57.6
7.3015	7.3053	720.33	719.44	312	15	0.29%	3.459	1.564	0.03120	1.626	47.0

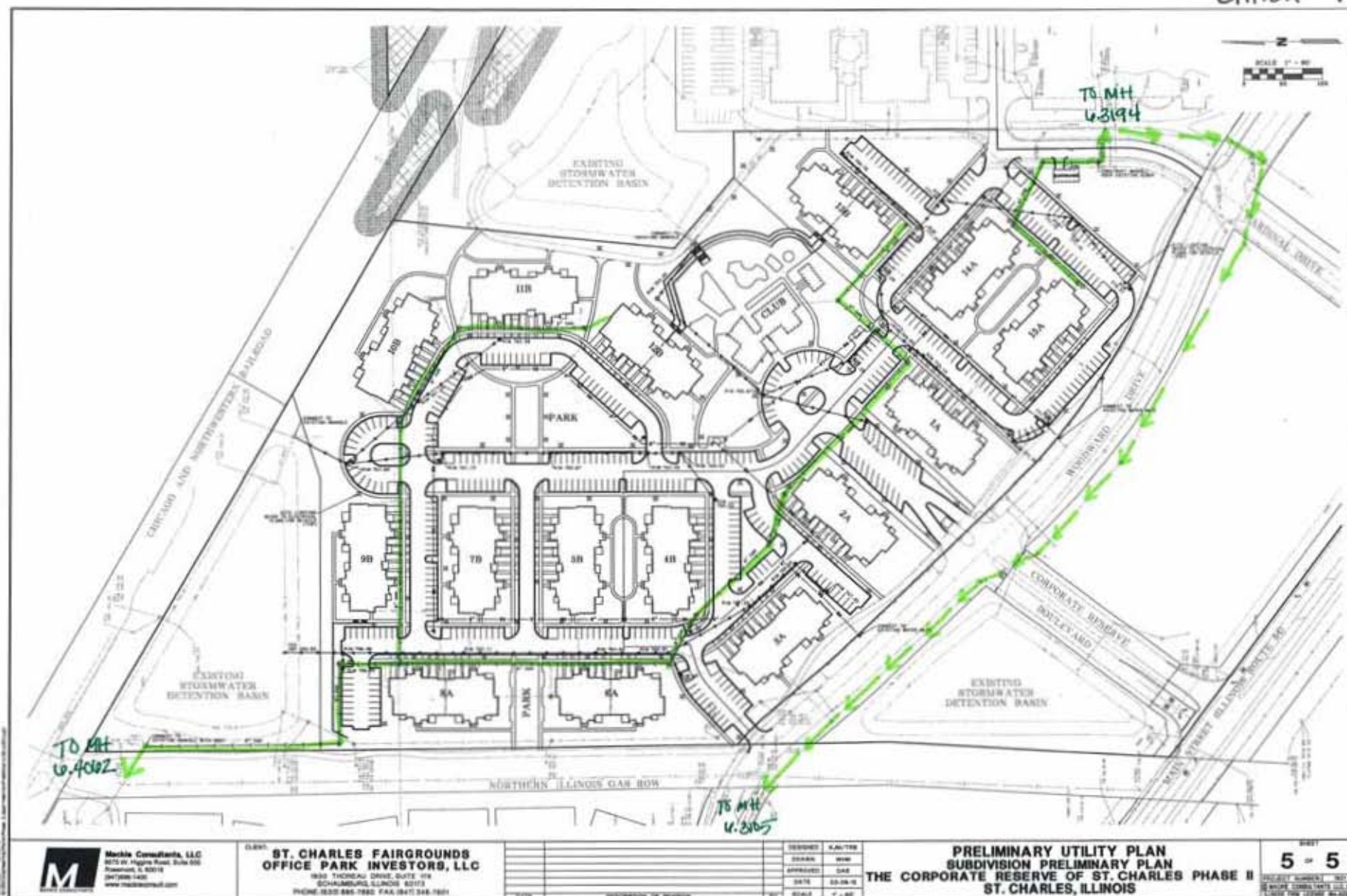
# PROPOSED PEAK FLOW CALCULATIONS

## EXHIBIT 6

Manhole 6.3194 Sanitary Sewer Peak Flow	
PE	95
Peaking Factor	4.25
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.040</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>40371</b>
Flow (Gallons Per Minute)	28
Flow (CFS)	0.062

Manhole 6.4062 Sanitary Sewer Peak Flow	
PE	618
Peaking Factor	3.93
<b>Peak Flow (Million Gallons Per Day)</b>	<b>0.242</b>
<b>Peak Flow (Gallons Per Day)</b>	<b>242388</b>
Flow (Gallons Per Minute)	168
Flow (CFS)	0.375





# **RENAUX MANOR**

## **PUMP STATION CALCULATIONS**

PREPARED FOR:

WISEMAN-HUGHES ENTERPRISES  
975 EAST 22nd STREET  
WHEATON, ILLINOIS 60187

PREPARED BY:

INTECH CONSULTANTS, INC.  
5413 WALNUT AVENUE  
DOWNERS GROVE, ILLINOIS 60515

April 23, 1997

Revised June 27, 1997

Revised January 21, 1998

*REVISION 1.1 1/21/98*

JOB NO. 95026



## FLOW RATE CALCULATIONS

### I. RENAUX MANOR FLOWS

#### A. SINGLE FAMILY AREA

1.  $265 \text{ units} * 3.5 \text{ PE/unit} = 927.5 \text{ PE}$
2.  $927.5 \text{ PE} * 100 \text{ gpcpd} = 92,750 \text{ gpd (average)}$

#### B. MULTI-FAMILY AREA

1.  $238 \text{ units} * 3.0 \text{ PE/unit (assumed all 3 bedroom units)} = 714 \text{ PE}$
2.  $714 \text{ PE} * 100 \text{ gpcpd} = 71,400 \text{ gpd (average)}$

#### C. COMMERCIAL SITE

1.  $7.6 \text{ acres} * 15 \text{ PE/acre} = 114 \text{ PE}$
2.  $114 \text{ PE} * 100 \text{ gpcpd} = 11,400 \text{ gpd (average)}$

### II. OFFSITE FLOWS

#### A. AREA TRIBUTARY TO MANHOLE 46 (RHA&A plans) MINUS RENAUX MANOR AREA

1.  $2747 \text{ PE (manhole 46)} - 612 \text{ PE (from Renaux Manor)} + 70 \text{ PE (from Area 2)} = 2205 \text{ PE}$
2.  $2205 \text{ PE} * 100 \text{ gpcpd} = 220,500 \text{ gpd (average)}$

#### B. AREA TRIBUTARY TO MANHOLE 33 (RHA&A plans) MINUS RENAUX MANOR AREA

1.  $2422 \text{ PE (manhole 33)} - 582 \text{ PE (from Renaux Manor)} - 70 \text{ PE (from Renaux Manor)} - 1740 \text{ PE (from water treatment plant, per Greg Chismark, City of St. Charles)} = 30 \text{ PE}$
2.  $30 \text{ PE} * 100 \text{ gpcpd} = 3,000 \text{ gpd (average)}$

### III. TOTAL FLOW TO LIFT STATION

- A.  $[927.5 + 714 + 114 \text{ (Renaux Manor)}] + [2205 + 30 \text{ (offsite area)}] = 3990.5 \text{ PE}$   
use **4000 PE**

- B. Average flow:  $4000 \text{ PE} * 100 \text{ gpcpd} = 400,000 \text{ gpd} = 277.7 \text{ gpm}$

- C. Calculated peaking factor =  $(18 + (4^{-5})) / (4 + (4^{-5})) = 3.33$

- D. Q max. using 3.33 peaking factor =  $1,333,333 \text{ gpd}$  calculated max =  $925 \text{ gpm}$

- E. Q max. using 4.0 peaking factor =  $1,600,000 \text{ gpd}$  design maximum =  $1111 \text{ gpm}$   
**1111 gpm flow used for lift station design**

Tributary To Renoux Manor Lift Station: Existing Condition Residentialia					
Area	Manhole Location	Single Family Units	Multi Family Units	Flow Per Unit (GPD)	Total Flow (GPD)
Renaux Manor Unit 1 & Artesian Springs	7.3018	152	-	350	53,200
Renaux Manor Unit 2 <sup>2</sup>	To Lift Station	-	35	1200	42,000
Renaux Manor Unit 2 <sup>2</sup>	7.3018	-	29	1200	34,800
Renaux Manor Unit 3	7.4002	117	-	350	40,950
Remington Glen <sup>1</sup>	7.3083	-	26	-	36,050
Autumn Leaves Assisted Living <sup>1</sup>	7.3081	-	1	6000	6,000
Pine Ridge & Regency Estates <sup>1</sup>	To Lift Station	-	-	-	56,900
Assisted Living <sup>3</sup>	To Lift Station	-	1	12000	12,000
Total Daily Flow for Residential					281,900

**Notes:**

- 1) Total flow value based on information obtained from IEPA permit supplied by the City of St. Charles
- 2) Renaux Manor Unit 2: 1 Multi Family Unit = 4 3-BR units. See calculation sheet for breakdown of flow per unit (gpd)
- 3) Assisted Living: Complex located off of IL Rt 64. Estimated flow (gpd) based on two times the value of Autumn Leaves Assisted Living

Tributary To Renoux Manor Lift Station: Existing Condition Non-Residentialia						
Building	Manhole Location	Use	Acres	Employees or PE/acre	GPD/Employee (GPD)	Total Flow (GPD)
Walgreens <sup>2,4</sup>	7.3032	Commercial	-	73	15.00	1,095
Corporate Reserve - north <sup>3</sup>	6.3196	Office Buildings	0.4	70	15.00	1,045
Corporate Reserve - central <sup>3</sup>	6.3198	Office Buildings	0.4	70	15.00	1,045
Corporate Reserve - south <sup>3</sup>	6.3194	Office Buildings	0.6	105	15.00	1,568
Corporate Reserve - vacant west <sup>1</sup>	6.3192	Commercial	4.2	20	-	8,400
Corporate Reserve - vacant east <sup>1</sup>	6.3189	Commercial	3.3	20	-	6,600
Vacant Lot <sup>1</sup>	6.3105	Commercial	2.0	20	-	3,960
Valley Springs Auto <sup>2</sup>	7.3032	Commercial	-	-	-	3,000
Main Street Center <sup>2</sup>	7.3087	Office Buildings	-	-	-	3,200
Westgate <sup>2</sup>	7.3032	Commercial	-	-	-	2,400
The Bike Rack & Adjacent Commercial <sup>3</sup>	To Lift Station	Commercial	0.8	132	15	1,986
Fire Station <sup>3</sup>	To Lift Station	-	0.2	35	15	523
Total Daily Flows for Non-Residential						34,823

**Notes:**

- 1) Area in acres measured by planimeter. 20 PE/acre used as conservative estimate for projected future use
- 2) PE value taken from issued IEPA permits supplied by the City of St. Charles
- 3) Number of employees based on 1 person per 250 square feet
- 4) Total flow based on IEPA permit; 73 estimated employees

Tributary To Renoux Manor Lift Station: Proposed Condition Residential (Corporate Reserve of St. Charles Ph II					
Area	Manhole Location	Single Family Units	Multi Family Units	Flow Per Unit (GPD)	Total Flow (GPD)
Corporate Reserve - proposed	6.4062	-	13	4750	61,750
Corporate Reserve - proposed	6.3194	-	2	4750	9,500
Total Daily Flow for Residential					71,250

**Notes:**

- 1) 1 Multi Family Unit = 1 studio, 11-1BR, 10-2BR units. See calculation sheet for breakdown of flow per unit (gpd)

Summary of Average Daily Flows into Renaux Manor Lift Station	
	GPD
Existing Condition Residential	281,900
Existing Condition Non-Residential	34,823
Proposed Condition Residential	71,250
TOTAL	387,973

## **SUPPORTING DOCUMENTS**

**Wills Burke Kelsey Associates, Ltd.**

116 West Main Street, Suite 201, St. Charles, Illinois 60174

TEL: (630) 443-7755 FAX: (630) 443-0533

8 East Galena Boulevard, Suite 402, Aurora, Illinois 60506

TEL: (630) 701-2245 FAX: (630) 800-1626

JOB 12-01210SHEET NO. 1OF 1CALCULATED BY JCKDATE 4/4/12

CHECKED BY \_\_\_\_\_

DATE \_\_\_\_\_

SCALE \_\_\_\_\_

Average Flow per Multi Family Bldg @ Corporate Reserve

avg units per building = 22

#studio = 1

#1BR = 11

#2BR = 10

22 units

Population Equivalent (PE)

Studio = 1 persons

1BR = 1.5 persons

2BR = 3 persons

1 PE = 100 gpd

$$1\text{-studio (1PE)} + 11\text{-1BRs (1.5PE)} + 10\text{-2BRs (3PE)} = \underline{\underline{41.5PE}}$$

$$41.5PE (100\text{ gpd}) = 4150\text{ gpd / building}$$

Renaux Manor Unit 2

avg units per building = 4, assume all 3BR (PE = 3)

$$3PE \times 4\text{ units} = 12PE$$

$$12PE (100\text{ gpd}) = 1200\text{ gpd / building}$$



**INSTRUCTIONS FOR SCHEDULE A -- SEWER SERVICE CONNECTIONS  
OR SCHEDULE B -- PUBLICLY OWNED OR REGULATED SEWER EXTENSIONS**

Revised November 2005

Schedule A must be filled out and completed for all sewer connections, which must be covered by a permit in accordance with the Illinois Pollution Control Board Regulations or where the municipality or local public sewer owner will not provide maintenance on said sewer. Sewer extensions which are to be maintained by the municipality or local sewer owner use Schedule B.

When the schedule item is not applicable to your project write "not applicable" or N/A.

1. The name of the project must be the same as the project name indicated on Form WPC-PS-1.
2. The sewer connection or non-public sewer will serve the indicated type of user such as the residential, commercial, light industrial (domestic only), manufacturing, recreational, other. It may be possible that one, two, or all of the appropriate blanks would be checked as well.
3. The nature of the project is intended to be a brief summary description of the type of project covered by the permit application.
- 4.1. Either submit the required map or a letter from the Illinois Historic Preservation Agency indicating that they have reviewed the project. The Agency has committed to a cooperative effort with the Illinois Historic Preservation Agency (IHPA). Under the provisions of the State Agency Historic Resources Preservation Act, 30 ILCS 605/1, IEPA informs IHPA of construction permit applications shortly after they are received. We would appreciate your submission of location maps and legal descriptions to facilitate this process. IEPA is obligated not to issue the permit until 30 days from the date that IHPA has received the copy of the application or until a letter is received from them. Permit applicants should submit information to IHPA independently from applying for construction permits from IEPA. If the project has previously been reviewed by the Illinois Historic Preservation Agency, inclusion of the sign off letter or approval with your application will enable IEPA to process your application more expeditiously. IHPA contact information is:

ILLINOIS HISTORIC PRESERVATION AGENCY  
Division of Review and Compliance  
1 Old State Capitol Plaza  
Springfield, Illinois 62701

Telephone Number: 217/785-4512  
Fax Number: 217/782-8161

- 4.2. Please submit a sketch of the project. If a suitable clear layout is included on the plan drawings, this request will be considered met.
- 4.3. A map of the immediate area to be served by the sewer in question must be submitted.
- 4.4. All potential future service area must also be shown.

It should be emphasized that the loading allocated against the waste treatment facility and intermediate sewer system will be based on the immediate area and population to be served by the permit. Any review fee for this project (see 6.4 below) will be based on the design loading of the sewer.

5. A facilities planning area (FPA) is a defined area that anticipates sewer service to be provided by a specific wastewater treatment facility. This information should be available from the owner/operator of the sewerage system or the owner of the sewage treatment plant. Sewers serving areas not identified in the proper FPA will be denied.
6. The following design criteria should be used in estimating the population equivalent of a residential building:

Efficiency or Studio Apartment	= 1	person
1 Bedroom Apartment	= 1.5	persons
2 Bedroom Apartment	= 3	persons
3 Bedroom Apartment	= 3	persons
Single Family Home	= 3.5	persons
Mobile Home	= 2.25	persons

*- ALSO USE FOR TOWN HOME*

Commonly used quantities of sewage flows from miscellaneous type facilities are listed in Appendix B, Table No. 2 of the Illinois Recommended Standards for Sewage Works.

- 6.3 Total of Items 6.1 and 6.2.

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TEL: (630) 701-2245 FAX: (630) 800-1626

JOB 12-012U

SHEET NO. 1

OF 1

CALCULATED BY JCG

DATE 4/23/12

CHECKED BY

DATE

SCALE 1" = 1' calculations

I & I calculation

1" rate: 500 gal/in/mi/day  
= for calculation, all pipe sizes = 8"

CORPORATE RESERVE TO PECK RD, EXISTING:

total pipe length = 3080 LF / 5280 = 0.58 mi

Rate = 500 (8) (0.58) = 2320 gal/day = 0.0036 cfs

CORPORATE RESERVE TO PECK RD, PROPOSED:

add total pipe length of 280 LF / 5280 = 0.053 mi

Rate = 500 (8) (0.58 + 0.053) = 2532 gal/day = 0.0039 cfs

REMINGTON GLEN, EXISTING

total pipe length = 1970 LF / 5280 = 0.37 mi

Rate = 500 (8) (0.37) = 1480 gal/day = 0.0023 cfs

REMINGTON GLEN, PROPOSED

add total pipe length of 1520 LF / 5280 = 0.29 mi

Rate = 500 (8) (0.37 + 0.29) = 2640 gal/day = 0.0041 cfs

PECK RD TRUNK, EXISTING + PROPOSED

total pipe length = 5410 LF (R.M. unit + 3 x 1840' (PECK to 1.3018))  
= 1580 LF / 5280 = 1.44 mi

Rate = 500 (8) (1.44) = 5160 gal/day = 0.0069 cfs

PECK RD TRUNK, EXISTING + PROPOSED

total pipe length = 910' (1.3018 to 1.5) + 8010 (RM UNIT 1) +  
3140 (RM UNIT 2) = 12180 LF / 5280 = 2.31 mi

Rate = 500 (8) (2.31) = 9227 gal/day = 0.0143 cfs

Note: Rate calculated w/ conservative approach. EPA rate = 200 gal/in/mi/day  
Flow input at upstream MH.



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TEL: (630) 701-2245 FAX: (630) 800-1626

JOB 12-0126

SHEET NO.

OF

CALCULATED BY JCB

DATE

CHECKED BY

DATE

SCALE

Average Daily Flow per Real time pump data:

Pump Capacity = 690 gpm (per Specs)

average daily pump time = 1.2 hrs (see data from Jan 2012 - Mar 2012)

$$\frac{690 \text{ gal}}{\text{min}} \times 1.2 \text{ hrs} \times \frac{60 \text{ min}}{1 \text{ hr}} = 49,680 \text{ gallons}$$

$$2 \text{ pumps} = 49,680 \text{ gal} \times 2 = 99,360 \text{ gal}$$

\*third pump run time data suggests it is not utilized.

Average daily flow = 99,360 gal/day

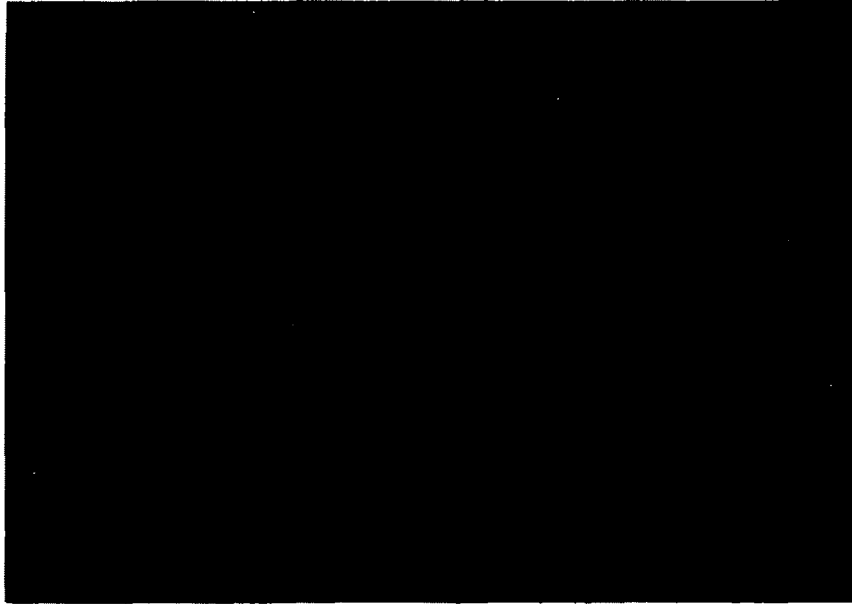
Peak Flow per Real time pump data:

Pump Capacity = 690 gpm

peak pump time = 3.1 hrs (Jan 2012)

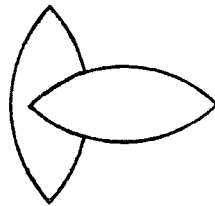
$$\frac{690 \text{ gal}}{\text{min}} \times 3.1 \text{ hr} \times \frac{60 \text{ min}}{1 \text{ hr}} = 158,180 \text{ gallons}$$

$$2 \text{ pumps} \times 158,180 \text{ gal} = 306,360 \text{ gal/day}$$



# ***Metropolitan Industries, Inc.***

Metropolitan Pump Company



Metropolitan Marketing

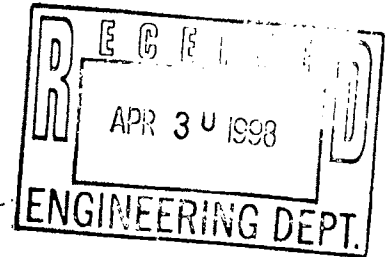
Metropolitan Equipment

***MANUFACTURERS & DISTRIBUTORS OF QUALITY EQUIPMENT***

# ***Metropolitan Industries, Inc.***

## **SUBMISSION FOR APPROVAL**

**PROJECT**  
**TRIPLEX COMPONENT LIFT STATION**



**LOCATION**  
RENAUX MANOR  
ST. CHARLES, ILLINOIS

**ENGINEER**  
INTECH CONSULTANTS

**CONTRACTOR**  
DEMPSY INC

**REPRESENTATIVE**  
ROBERT L. WEDELL

**DATE**  
April 28, 1998



## Specifications

- PROJECT:** Sanitary Lift Station  
Renaux Manor  
St. Charles, Illinois
- Application:** Triplex Component Lift Station
- Model:** (3) Hydromatic model S4BX750 submersible non-clog explosion proof sewage pumps with 75' dual cords.
- Capacity:** 690 GPM @ 29' TDH  
3" dia. solids / 4" discharge
- Motor(s):** (2) 7 1/2 HP, 1150 RPM, 460 volt, 3 phase 60 Hz., 1.20 service factor  
**Explosion Proof: Class I, Division I, Group C and or D Locations**
- Control:** (1) Submersible level transducer (**primary**)  
(5) Submersible mercury level switches to control on, off, override and alarm levels (**secondary**). All with 75' cords.
- Control Panel:** Furnished  
Control panel to include magnetic starters, circuit breakers, run lights, H-O-A switches, electric alternator, main disconnect switch, ETM's, heat and seal failure sensors, intrinsically safe relays, automatic transfer switch (by Patton Power), Level Master and variable frequency drives all in a NEMA 3R "traffic box" type enclosure.
- Alarm:** High water alarm light & ~~AUTOMATIC~~ CONNECTION TO MAIN CONTROL PANEL @ WIN TP
- Basin:** 10' dia. X 33.13' deep with outside valve box  
**Concrete, piping and valves - by others**
- Accessories:** ✓ (3) Simplex Aluminum wet well access hatch model: APS300-36x32  
✓ (1) Simplex aluminum valve vault access hatch model APS300-36x36  
✓ (3) 4" M-T-M base elbows  
✓ (3) 4" M-T-M seal flanges  
✓ (3) 33' lengths of 3/16" stainless steel lifting chain  
✓ (12) 17' lengths of 2" sched. 40 stainless steel guide rails  
✓ (3) Sets of lower guide rail supports (located on base elbow)  
✓ (3) Sets of intermediate guide rail supports  
✓ (3) Sets of upper guide rail supports (mounted to wet ell access hatches)  
(1) Stainless steel 5 float mounting bracket  
✓ (2) 10 lbs cast iron anchor and stainless steel chain float mounting system  
✓ (1) Heat and seal failure probes (per pump)

### METROPOLITAN PUMP COMPANY

division of Metropolitan Industries, Inc.

37 Forestwood Drive

Romeoville, Illinois 60446

phone: (815)886-9200 fax: (815)886-4573

Renaux Manor							
Jan. 2012	Pump #1		Pump #2		Pump #3		
Date	Hour Meter	Hours Run	Hour Meter	Hours Run	Hour Meter	Hours Run	
1	6169.9	0.0	7994.9	0.0	9294.9	0.0	
2	6169.9	3.4	7994.9	0.0	9294.9	2.6	
3	6173.3	1.4	7994.9	0.0	9297.5	1.1	
4	6174.7	1.2	7994.9	0.0	9298.6	0.9	
5	6175.9	1.4	7994.9	0.0	9299.5	1.1	
6	6177.3	0.0	7994.9	0.0	9300.6	0.0	
7	6177.3	2.5	7994.9	0.0	9300.6	1.9	
8	6179.8	0.0	7994.9	0.0	9302.5	0.0	
9	6179.8	3.3	7994.9	0.0	9302.5	2.6	
10	6183.1	1.4	7994.9	0.0	9305.1	1.1	
11	6184.5	1.1	7994.9	0.0	9306.2	0.8	
12	6185.6	1.5	7994.9	0.0	9307.0	1.2	
13	6187.1	0.0	7994.9	0.0	9308.2	0.0	
14	6187.1	2.4	7994.9	0.0	9308.2	1.9	
15	6189.5	1.4	7994.9	0.0	9310.1	1.6	
16	6190.9	0.0	7994.9	0.0	9311.7	0.0	
17	6190.9	2.2	7994.9	0.0	9311.7	3.1	
18	6193.1	1.0	7994.9	0.0	9314.8	1.3	
19	6194.1	0.9	7994.9	0.0	9316.1	0.0	
20	6195.0	0.0	7994.9	0.0	9316.1	0.0	
21	6195.0	1.8	7994.9	0.0	9316.1	3.7	
22	6196.8	1.4	7994.9	0.0	9319.8	2.0	
23	6198.2	0.0	7994.9	0.0	9321.8	0.0	
24	6198.2	2.4	7994.9	0.0	9321.8	3.3	
25	6200.6	0.8	7994.9	0.0	9325.1	1.0	
26	6201.4	1.1	7994.9	0.0	9326.1	1.6	
27	6202.5	0.0	7994.9	0.0	9327.7	0.0	
28	6202.5	2.5	7994.9	0.0	9327.7	2.0	
29	6205.0	1.9	7994.9	0.0	9329.7	1.5	
30	6206.9	0.0	7994.9	0.0	9331.2	0.0	
31	6206.9	0.0	7994.9	0.0	9331.2	0.0	
Carried Forward	6206.9		7994.9		9331.2		
Total		37.0		0.0		36.3	
Daily Avg.		1.2		0.0		1.2	
Daily Max.		3.4		0.0		3.7	

Renaux Manor							
Feb. 2012	Pump #1		Pump #2		Pump #3		
Date	Hour Meter	Hours Run	Hour Meter	Hours Run	Hour Meter	Hours Run	
1	6209.8	1.2	7994.9	0.0	9333.4	1.0	
2	6211.0	1.5	7994.9	0.0	9334.4	1.2	
3	6212.5	0.0	7994.9	0.0	9335.6	0.0	
4	6212.5	2.6	7994.9	0.0	9335.6	2.0	
5	6215.1	2.0	7994.9	0.0	9337.6	1.6	
6	6217.1	0.0	7994.9	0.0	9339.2	0.0	
7	6217.1	2.7	7994.9	0.0	9339.2	2.2	
8	6219.8	0.9	7994.9	0.0	9341.4	0.8	
9	6220.7	1.8	7994.9	0.0	9342.2	1.5	
10	6222.5	0.0	7994.9	0.0	9343.7	0.0	
11	6222.5	2.5	7994.9	0.0	9343.7	1.9	
12	6225.0	1.4	7994.9	0.0	9345.6	1.8	
13	6226.4	0.0	7994.9	0.0	9347.4	0.0	
14	6226.4	2.2	7994.9	0.0	9347.4	3.0	
15	6228.6	0.8	7994.9	0.0	9350.4	1.1	
16	6229.4	1.1	7994.9	0.0	9351.5	1.5	
17	6230.5	0.0	7994.9	0.0	9353.0	0.0	
18	6230.5	2.1	7994.9	0.0	9353.0	2.9	
19	6232.6	1.7	7994.9	0.0	9355.9	1.3	
20	6234.3	0.0	7994.9	0.0	9357.2	0.0	
21	6234.3	2.4	7994.9	0.0	9357.2	2.5	
22	6236.7	0.9	7994.9	0.0	9359.7	1.2	
23	6237.6	1.4	7994.9	0.0	9360.9	1.6	
24	6239.0	0.0	7994.9	0.0	9362.5	0.0	
25	6239.0	2.8	7994.9	0.0	9362.5	2.8	
26	6241.8	0.5	7994.9	0.0	9365.3	1.8	
27	6242.3	0.0	7994.9	0.0	9367.1	0.0	
28	6242.3	2.2	7994.9	0.0	9367.1	3.1	
29	6244.5	0.0	7994.9	0.0	9370.2	0.0	
Carried Forward	6244.5		7994.9		9370.2		
Total		34.7		0.0		36.8	
Daily Avg.		1.2		0.0		1.3	
Daily Max.		2.8		0.0		3.1	

Renaux Manor							
Mar. 2012	Pump #1		Pump #2		Pump #3		
Date	Hour Meter	Hours Run	Hour Meter	Hours Run	Hour Meter	Hours Run	
1	6245.5	0.8	7994.9	0.0	9371.5	0.7	
2	6246.3	0.0	7994.9	0.0	9372.2	0.0	
3	6246.3	1.9	7994.9	0.0	9372.2	3.0	
4	6248.2	1.4	7994.9	0.0	9375.2	1.9	
5	6249.6	0.0	7994.9	0.0	9377.1	0.0	
6	6249.6	2.2	7994.9	0.0	9377.1	3.1	
7	6251.8	0.7	7994.9	0.0	9380.2	1.0	
8	6252.5	1.2	7994.9	0.0	9381.2	1.6	
9	6253.7	0.0	7994.9	0.0	9382.8	0.0	
10	6253.7	1.8	7994.9	0.0	9382.8	2.8	
11	6255.5	1.4	7994.9	0.0	9385.6	1.6	
12	6256.9	0.0	7994.9	0.0	9387.2	0.0	
13	6256.9	2.2	7994.9	0.0	9387.2	3.0	
14	6259.1	1.1	7994.9	0.0	9390.2	1.6	
15	6260.2	0.8	7994.9	0.0	9391.8	1.2	
16	6261.0	0.0	7994.9	0.0	9393.0	0.0	
17	6261.0	2.0	7994.9	0.0	9393.0	2.7	
18	6263.0	1.3	7994.9	0.0	9395.7	1.8	
19	6264.3	0.0	7994.9	0.0	9397.5	0.0	
20	6264.3	2.0	7994.9	0.0	9397.5	2.8	
21	6266.3	1.3	7994.9	0.0	9400.3	1.7	
22	6267.6	0.8	7994.9	0.0	9402.0	1.1	
23	6268.4	0.0	7994.9	0.0	9403.1	0.0	
24	6268.4	1.8	7994.9	0.0	9403.1	2.6	
25	6270.2	1.3	7994.9	0.0	9405.7	1.8	
26	6271.5	0.0	7994.9	0.0	9407.5	0.0	
27	6271.5	1.8	7994.9	0.0	9407.5	2.5	
28	6273.3	0.9	7994.9	0.0	9410.0	1.2	
29	6274.2	1.0	7994.9	0.0	9411.2	1.4	
30	6275.2	0.0	7994.9	0.0	9412.6	0.0	
31	6275.2	0.0	7994.9	0.0	9412.6	0.0	
Carried Forward	6275.2		7994.9		9412.6		
Total		29.7		0.0		41.1	
Daily Avg.		1.0		0.0		1.3	
Daily Max.		2.2		0.0		3.1	







## **MEMORANDUM**

Date: May 7, 2012

To: Chris Tiedt P.E.

CC:

From: Greg Chismark

Subject: Corporate Reserve Sanitary Sewer Study

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This memo is a follow up to the subject study at the request of City staff. The purpose is to document the projected wastewater flow from the Corporate Reserve development (former Cardinal Property) comparing several sources. These are:

- Improvements Phasing Plan Update for Fairgrounds / West Gateway Development dated January 1996
- West Side WRF Facility Plan Update dated August 2008
- Corporate Reserve of St. Charles Sanitary Sewer Evaluation dated April 2012

The Corporate Reserve development is located on the former Cardinal Property. Generally, it is located between IL Route 64 (Main Street) and the former UPRR tracks / Great Western Trail and Remington Glen and Regency Estates / Pine Ridge Park. The entire property consists of approximately 50 acres. Find below a table comparing projected wastewater flows.

<b>Source</b>	<b>Est P.E.</b>	<b>Flow gpd</b>	<b>Land Use</b>	<b>Comments</b>
Improvements Phasing Plan Fairgrounds/West Gateway - 1996	903	90,300	Mixed	Significant residential component @ 24 P.E./ac.
West Side WRF Facility Plan Update- 2008	500	50,000		10 P.E./ac.
Corporate Reserve Sanitary Sewer Study - 2012	899	89,908	Mixed	Office/ commercial & proposed multi-unit residential

It is noted that the 2012 flows and the 1996 flows are similar in magnitude. However, the 2008 flows are significantly less. Most likely this is a result of the land use proposed (or approved) at the time the study was prepared and may be based on the assumption that a majority of the property will be an office use.



## **MEMORANDUM**

Date: May 21, 2012

To: Chris Tiedt P.E.

CC: James Bernahl P.E.

From: Greg Chismark

Subject: Corporate Reserve Sanitary Sewer Study

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This memo is in response to City staff comments regarding the sanitary sewer evaluation for the Corporate Reserve project. The goal of this supplement is to take a more refined look at the wastewater flows generated from the Corporate Reserve site. Although we took a conservative approach, City staff is concerned that the clubhouse and pool area has not been specifically accounted for in the analysis. The following documents were utilized:

- Improvements Phasing Plan Update for Fairgrounds / West Gateway Development dated January 1996
- Clubhouse Floor Plan prepared by BSB Design dated March 19, 2012
- Title 35 of the Illinois Administrative Code Part 370 – Recommended Standards for Sewage Works
- Title 15A North Carolina Administrative Code – Wastewater Design Flow Rates

Upon evaluation of the clubhouse floor plan we identified three separate uses. These uses include the pool, the social room/fitness room and the office area. We have assumed these uses would occur daily and throughout the year. This is a very conservative assumption but a good starting point. The flow generate rates were taken from both the Illinois and North Carolina Administrative Codes. The North Carolina Administrative Code was utilized to establish a flow rate for the pool and fitness areas because the Illinois Administrative Code does not address these uses. The estimated flow rate for the clubhouse facility is 2,100 gpd or 21 P.E.

We also verified the residential unit count and flows. Based on a rounding error the entire residential component could generate 72,100 (721 P.E) in comparison to the 71,250 (712.5 P.E.) originally estimated. This is an increase of 850 gpd or 8.5 P.E.

Finally, we re-evaluated the 7.5 acres of vacant commercial land use adjacent to Main Street (IL 64). The original estimate used a very conservative flow generation rate of 20 P.E./acre. This is 5 P.E./acre greater than the rate used in the original Fairgrounds / West Gateway Development Improvements Phasing Plan. It is reasonable to adjust flow rates for the commercial areas utilizing the original flow generation rates. The resultant is a reduction of 3,750 gpd or 37.5 P.E.

Taking into account all the afore-noted adjustments to total flow from the project can be reduced by 800 gpd or 8 P.E. We recommend the originally calculated flow rates and analysis remain unchanged as a conservative approach.

POOL 1000 gal/DAY  
 SOCIAL EXERCISE 1050 gal/DAY  
 OFFICE 45 gal/DAY

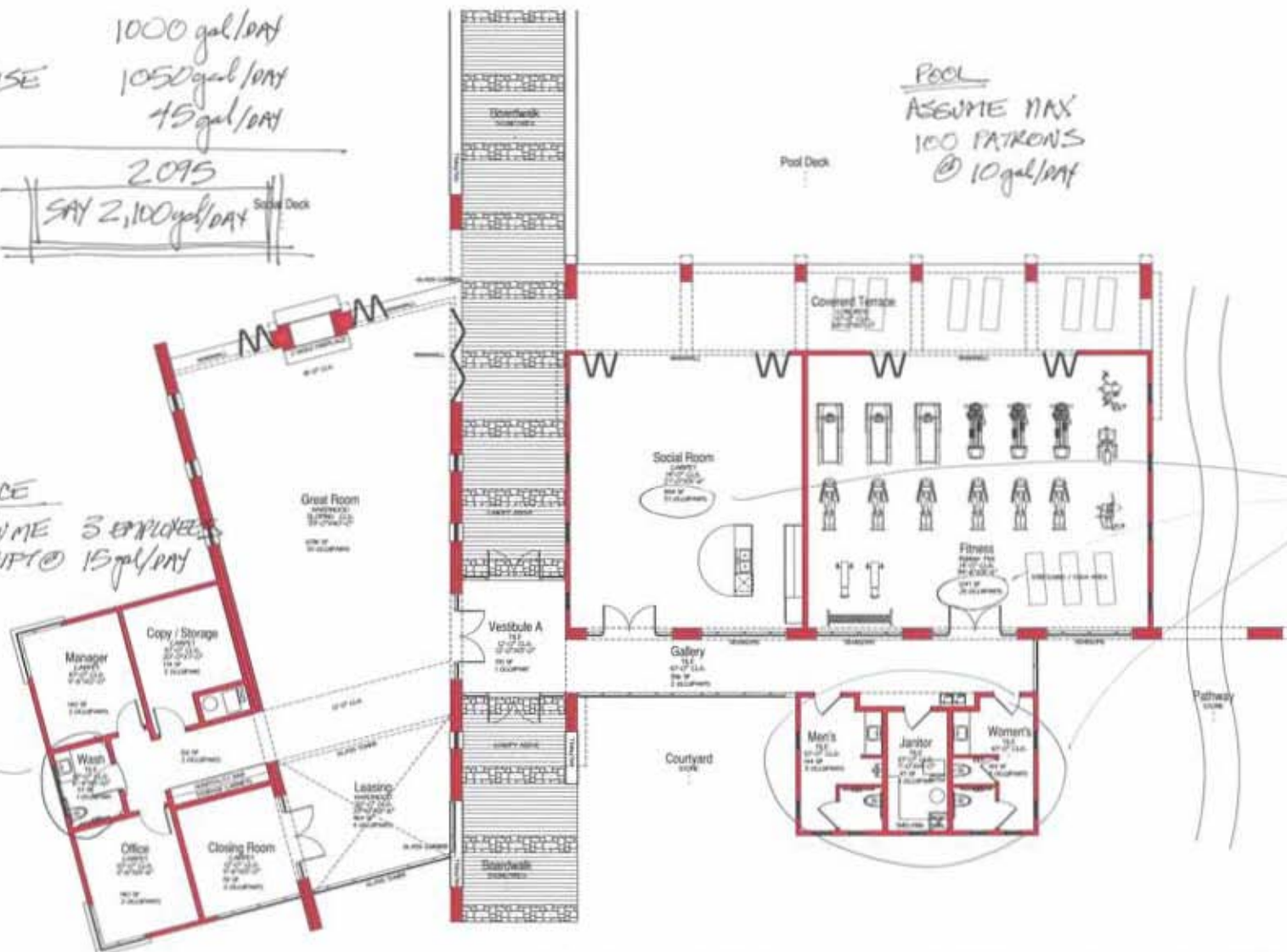
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2095  
 SAY 2,100 gal/DAY

POOL  
 ASSUME MAX  
 100 PATRONS  
 @ 10 gal/DAY

OFFICE  
 ASSUME 3 EMPLOYEES  
 1 SHIFT @ 15 gal/DAY

SOCIAL/EXERCISE  
 BASED ON  
 SQUARE FOOTAGE  
 210/SF  
 @ 50 gal/100SF



Clubhouse - 5790 GSF

The Corporate Reserve of St. Charles  
 St. Charles, Illinois



This document is for informational purposes only and does not constitute an offer of insurance. Insurance coverage is subject to underwriting and policy terms. Please consult your agent for more information.

03-19-2012  
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Tributary To Renoux Manor Lift Station: Existing Condition Residential					
Area	Manhole Location	Single Family Units	Multi Family Units	Flow Per Unit (GPD)	Total Flow (GPD)
Renoux Manor Unit 1 & Artesian Springs	7.3018	152	-	350	53,200
Renoux Manor Unit 2 <sup>1</sup>	To Lift Station	-	35	1100	42,000
Renoux Manor Unit 2 <sup>1</sup>	7.3018	-	29	1200	34,800
Renoux Manor Unit 3	7.4002	117	-	350	40,950
Remington Glen <sup>1</sup>	7.3083	-	26	-	36,050
Autumn Leaves Assisted Living <sup>1</sup>	7.3081	-	1	6000	6,000
Pine Ridge & Regency Estates <sup>1</sup>	To Lift Station	-	-	-	56,900
Assisted Living <sup>2</sup>	To Lift Station	-	1	12000	12,000
Total Daily Flow for Residential					281,900

**Notes:**

- 1) Total flow value based on information obtained from IEPA permit supplied by the City of St. Charles  
 2) Renoux Manor Unit 2: 1 Multi Family Unit = 4 3-BR units. See calculation sheet for breakdown of flow per unit (gpd)  
 3) Assisted Living: Complex located off of IL Rt 64. Estimated flow (gpd) based on two times the value of Autumn Leaves Assisted Living

Tributary To Renoux Manor Lift Station: Existing Condition Non-Residential						
Building	Manhole Location	Use	Acres	Employees or PE/acre	GPD/Employee (GPD)	Total Flow (GPD)
Walgreens <sup>1,4</sup>	7.3032	Commercial	-	73	15.00	1,095
Corporate Reserve - north <sup>1</sup>	6.3196	Office Buildings	0.4	70	15.00	1,045
Corporate Reserve - central <sup>1</sup>	6.3198	Office Buildings	0.4	70	15.00	1,045
Corporate Reserve - south <sup>1</sup>	6.3194	Office Buildings	0.6	105	15.00	1,568
Corporate Reserve - vacant west <sup>1</sup>	6.3192	Commercial	4.2	<del>30</del> 15	-	<del>8,400</del>
Corporate Reserve - vacant east <sup>1</sup>	6.3189	Commercial	3.3	<del>30</del> 15	-	<del>5,600</del>
Vacant Lot <sup>1</sup>	6.3105	Commercial	2.0	20	-	3,960
Valley Springs Auto <sup>2</sup>	7.3032	Commercial	-	-	-	3,000
Main Street Center <sup>3</sup>	7.3087	Office Buildings	-	-	-	3,200
Westgate <sup>3</sup>	7.3032	Commercial	-	-	-	2,400
The Bike Rack & Adjacent Commercial <sup>1</sup>	To Lift Station	Commercial	0.8	132	15	1,986
Fire Station <sup>1</sup>	To Lift Station	-	0.2	35	15	523
Total Daily Flows for Non-Residential						34,823

**Notes:**

- 1) Area in acres measured by planimeter. 20 PE/acre used as conservative estimate for projected future use  
 2) PE value taken from issued IEPA permits supplied by the City of St. Charles  
 3) Number of employees based on 1 person per 250 square feet  
 4) Total flow based on IEPA permit; 73 estimated employees

Tributary To Renoux Manor Lift Station: Proposed Condition Residential (Corporate Reserve of St. Charles Ph II)				
Area	Manhole Location	Single Family Units	Multi Family Units	Total Flow (GPD)
Corporate Reserve - proposed	6.4062	-	13	61,750
Corporate Reserve - proposed	6.3194	-	2	9,500
Total Daily Flow for Residential				71,250

**Notes:**

- 1) 1 Multi Family Unit = 1 studio, 11-1BR, 10-2BR units. See calculation sheet for breakdown of flow per unit (gpd)

01300  
41950  
 $\Delta = -3750 \text{ gpd/day}$   
2759E



TRACY CROSS & ASSOCIATES, INC.

***Market Support Analysis – A Summary  
--- Corporate Reserve of St. Charles Apartments ---  
St. Charles, Illinois***

**August 3, 2012**

---

**INTRODUCTION**

At the request of JCF Real Estate, Tracy Cross & Associates, Inc. evaluated the market potential for rental apartment development in St. Charles, Illinois. Specifically, this summary analysis, which focuses upon JCF Real Estate's proposed 331-unit Corporate Reserve apartment community and is suitable for submission to the City of St. Charles, establishes the following:



- ❑ Conclusions regarding the depth of the St. Charles area for rental apartment development over the next five years based upon pertinent economic, demographic, and residential market trends which define the marketplace.
- ❑ Conclusions regarding the overall marketability of 331 rental apartments to be distributed within a series of three-story residential buildings with optional garage parking available. These conclusions are based upon factors associated with the location of the property, absorption, vacancy and rent characteristics of like developments, and the near term outlook for rental housing development in St. Charles and its immediate west suburban environs, defined as the *St. Charles Market Area*.

**THE SUBJECT PROPERTY**

The Corporate Reserve Apartments property consists of 20.3 acres situated immediately north of Main Street/Route 64 at the intersection of Corporate Reserve Boulevard and Woodward Drive in the western portion of the city of St. Charles, Illinois. It is located less than three-quarters of a mile west of Randall Road, a major north-south arterial serving all of Kane County.



**GEOGRAPHIC DELINEATION:  
CORPORATE RESERVE OF ST. CHARLES APARTMENTS**



Source: JCF Real Estate and Microsoft Streets & Trips

Adjacent to the subject property to the east is the commercial component of Corporate Reserve of St. Charles, consisting of two 15,000 square foot Class A office buildings built in 2010. Future plans call for additional one- and three-story office structures north of Woodward Drive together with possible standalone restaurant, retail, and other business uses oriented to Main Street.

Directly west is Remington Glen, a townhome community developed by Remington Homes which opened in January 2005. Originally slated for 103 units, Remington Homes sold a total of 58 townhomes through the second quarter of 2010 at which time marketing efforts ceased and the development was formally closed. Units sold during this timeframe ranged from 1,645 to 2,020 square feet in size and were priced from \$255,000 to \$285,000. However, based upon recent closing activity, units resold in this community have been priced just under the \$200,000 mark.

The property's northern boundary is formed by the Great Western Trail which follows 17 miles of former railway corridor through Kane and DeKalb counties. The trail's crushed limestone bed provides access for cyclists, walkers and joggers and, in the winter, cross-country skiers. Adjacent to the Great Western Trail is the Leroy Oaks Forest Preserve, a popular St. Charles destination for passive and active recreation. The preserve includes an equestrian area together with picnic locations and shelters, prairie restorations, grassy fields, and deep forests.

***The Environs***

The Corporate Reserve property is well served by local and regional transportation systems including Main Street which provides direct linkage to downtown St. Charles and its numerous quaint boutiques, antique stores, and restaurants. Randall Road, too, offers access to numerous shopping, dining, and entertainment venues with the nearest concentrations found to the south of Main Street and into the city of Geneva. Of particular interest to prospective renters of





the Corporate Reserve community is the Geneva Commons lifestyle center located on Randall Road one mile to the south. Here, over 70 specialty retail and dining establishments have a distinctive presence including, among others, Crate & Barrel, Coach, Pottery Barn, Dick's Sporting Goods, and Williams Sonoma.

Randall Road also represents a major north-south commutation arterial joining with the four-lane U.S. 20 expressway to the north and the Ronald Reagan Memorial Tollway (I-88) to the south. Via U.S. 20 and its connection with the Elgin O'Hare Expressway, major sources of employment in and around the Itasca, Schaumburg, and O'Hare areas can be reached within a 40 to 60-minute drive time. I-88, in turn, provides linkage to heavy satellite employment concentrations in Naperville, Warrenville, Lisle, Lombard, and Oak Brook. Finally, for employed residents working in the city of Chicago, Union Pacific's West Line from Geneva offers rail transportation to the Loop reaching the central business district in approximately one hour.

Proximate to Corporate Reserve are five newer rental communities in St. Charles and Geneva which, combined, support a total of 520 apartment units. As shown in the following text table, rents in these five developments currently average \$1,360 monthly for a residence that offers 1,027 square feet of living area. This equals a value ratio of \$1.32 per square foot. At present, only 13 units are unoccupied which translates to a vacancy factor of just 2.5 percent.

**LOCALIZED COMPETITION**  
**-- ST. CHARLES AND GENEVA --**

Program/ Address	Year Built	Number of Units	Occupied		Vacant		Average Plan Size (Sq. Ft.)	Average Monthly Posted Rent	
			Number	Percent	Number	Percent		\$	\$/Sq. Ft.
<u>St. Charles</u>									
Amli at St. Charles	1999	400	391	97.8	9	2.3	995	\$1,350	\$1.36
Fox Place	2004	20	20	100.0	0	0.0	980	990	1.01
<u>Geneva</u>									
Dodson Place	2009	22	22	100.0	0	0.0	1,455	\$1,900	\$1.31
Residence at Will Creek	2009	48	44	91.7	4	8.3	1,161	1,443	1.24
The Village at Mill Creek	2006	30	30	100.0	0	0.0	956	1,210	1.26
<b>Total/Average</b>	<b>---</b>	<b>520</b>	<b>507</b>	<b>97.5</b>	<b>13</b>	<b>2.5</b>	<b>1,027</b>	<b>\$1,360</b>	<b>\$1.32</b>

Source: Tracy Cross & Associates, Inc.

Situated in St. Charles, and the largest of the five localized competitors, is AMLI at St. Charles, a 400-unit community that opened in 1999. This development offers a variety of one bedroom, one bedroom plus den, two bedroom, and two bedroom plus den units in the size band from 694 to 1,452 square feet. Rents currently range from \$1,086 monthly to \$1,946 and average \$1,350 for a 995 square foot unit.



AML at St. Charles, which reached stabilized occupancy levels in a 21-month period at a rate of 18.0 units monthly, features an extensive level of community amenities including a resort-style swimming pool and sun deck, two fitness centers, a business and conference center, and a multimedia room with surround sound. The community's clubhouse and swimming pool area are centrally located and overlook an expansive lake and walking trail. A number of units within the development are afforded lake views with attendant premiums averaging \$30 monthly. These view charges apply to approximately 20 percent of all units.

***The Proposed  
Development***

As conceptualized by JCF Real Estate, Corporate Reserve of St. Charles Apartments will consist of 331 garden-style rental apartments distributed among a series of three-story residential buildings to include attached one-car garages. Several of the buildings will feature walk-out or partial walk-out lower levels. In total, 120 garages will be provided, along with 406 internal surface parking spaces to accommodate residents and guests, equating to a parking ratio of 1.6 to 1.0. The residential buildings will feature color palettes and coordinated architectural details inspired by the surrounding conservancy.

Community amenities will include several internal parks and other green space, walking/jogging trails and detention ponds, along with appropriate landscape and hardscape. A centrally-located 5,790 square foot clubhouse will also be provided featuring a great room with fireplace, a social center, a fully-equipped fitness center with yoga area, commercial-grade kitchen, a business center proximate to main gathering areas, a small conference room, and a media room, along with landscaped boardwalks, courtyards and outdoor terraces, an outdoor pool and expansive sundeck and grilling areas. This community center will also facilitate leasing and management offices.



Design concepts envision a variety of primarily one bedroom, one bedroom plus den and two bedroom designs, along with a modicum of studios, ranging in unit size from 611 to 1,167 square feet, *exclusive* of patio or balconies. As summarized in the following table, Corporate Reserve of St. Charles Apartments will provide 315,043 net leasable square feet, with the average apartment residence offering 952 square feet of living area.







**PROPOSED PRODUCT MATRIX: CORPORATE RESERVE OF ST. CHARLES**

Plan Designation	Bedroom/ Bath Mix	Total Units	Percent of Total	Net Rentable Square Feet		Proposed Rent	
				Per Unit	Total	\$	\$/Sq. Ft.
A	0 / 1.0	16	4.8	611	9,776	\$1,008	\$1.65
B-1	1 / 1.0	49	14.8	751	36,799	1,202	1.60
B-2	1 / 1.0	66	19.9	886	58,476	1,391	1.57
C	1+Den / 1.0	44	13.3	951	41,844	1,474	1.55
D-1	2 / 2.0	70	21.1	1,033	72,310	1,591	1.54
D-2	2 / 2.0	58	17.5	1,089	63,162	1,666	1.53
D-3	2 (Dbl Mbr) / 2.0	28	8.5	1,167	32,676	1,739	1.49
<b>Total/ Wtd. Average</b>	---	<b>331</b>	<b>100.0</b>	<b>952</b>	<b>315,043</b>	<b>\$1,475</b>	<b>\$1.55</b>

Source: JCF Real Estate Pro Forma dated 6/11/2012.

Monthly lease rates, which *include* floor and unit location premiums and are weighted by plan type, are expected to average \$1,475 for a 952 square foot residence which translates to a value ratio of \$1.55 per square foot. In current 2012 dollars, average monthly rents extend from \$1,008 for studio units, \$1,202 for the one bedroom and \$1,474 for one bedroom plus den units, with two bedroom units supporting average rents extending from \$1,591 to \$1,739 monthly. An attached, hallway access one car garage will be available for an incremental \$120 per month.

All apartments will feature an enhanced level of interior appointments commensurate with higher-quality new construction apartment development found in select areas of the suburban Chicago marketplace and elsewhere in other metropolitan areas of the country such as Houston, Dallas, Denver, Austin and the like that have



witnessed a significant upturn in apartment construction activity of late. These include stainless steel kitchen appliances, granite kitchen countertops/islands, in-unit washer and dryer, walk-in closets in all master bedrooms, patios and balconies, internet and cable television access, and in-unit storage. It is expected that the resident will be responsible for all utilities.

Construction of the Corporate Reserve Apartments is expected to commence in late-2012, with leasing to begin in mid-2013 in anticipation of phased occupancies beginning in the fall of the year.



## CONCLUSION

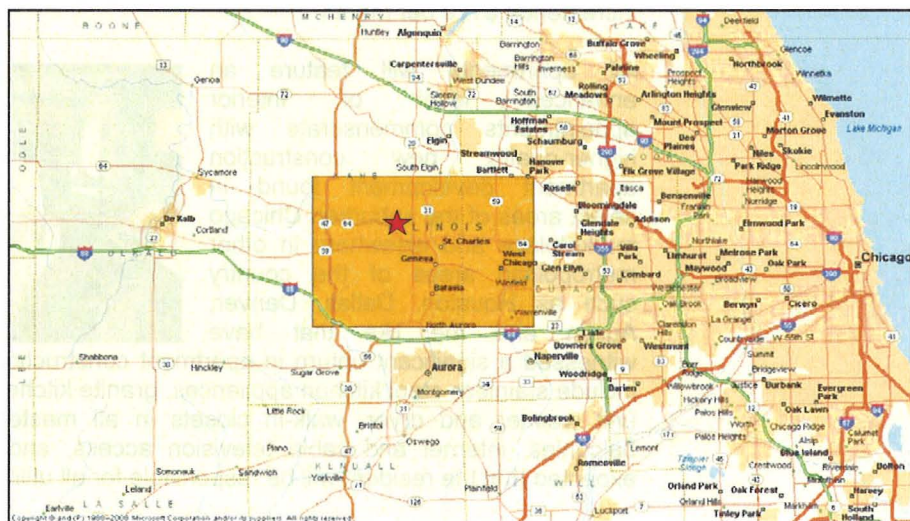
Based upon a thorough analysis of defining factors of influence, Corporate Reserve of St. Charles Apartments is viewed as a viable development opportunity. This general conclusion is based, in part, upon the property's *excellent* location in the city of St. Charles proximate to significant concentrations of shopping, dining and other daily consumer services; its contiguity to the Great Western Trail and the Leroy Oaks Forest Preserve; access to regional transportation systems and sources of employment; and, perhaps most importantly, upon tight rental market conditions found not only locally but throughout Chicago's west suburban area.

### Defining the St. Charles Market Area

Given the intended resident constituency of the Corporate Reserve apartment development, the geographic area from which demand support will emanate consists of a seven township area that includes St. Charles, Geneva, Batavia, Campton, and Blackberry in Kane County along with Wayne and Winfield in DuPage County. This area, defined as the *St. Charles Market Area*, extends *roughly* west from the city of Warrenville to Illinois Route 47 and south from West Bartlett Road to the northern village boundaries of North Aurora. This area forms a homogenous component of the Chicago region defined by its dependence upon like sources of employment, socio-economic similarities in demographic and household composition, and the alignment and location of residential developments which will serve as a source of competition, both direct and indirect.



#### GEOGRAPHIC DELINEATION: THE ST. CHARLES MARKET AREA



Source: Microsoft Streets & Trips and Tracy Cross & Associates, Inc.





***Population,  
Households,  
And Tenure***

The 2000 Census revealed that during the 1990s, the population of the St. Charles Market Area grew by 6,360 persons yearly to a 2000 base of 224,530. Market area households in turn advanced by 2,054 annually to a level of 73,874 in 2000. During the decade, St. Charles Township accounted for 13.8 percent of total population growth in the market area and 17.0 percent of all household additions.

As detailed in **Exhibit 1**, growth in both population and households slowed appreciably over the last twelve years. Estimates derived from the 2010 Census, for example, indicate that the population of the market area currently totals 262,353 representing an annual increase of 3,152 persons since 2000, or 50.4 percent *below* gains witnessed during the 1990s. Household growth, too, slowed during the 2000-2012 timeframe averaging 1,180 per year, down 42.6 percent from the pace set between 1990 and 2000. These rather steep declines can be attributed largely to the built-out nature of component market area townships in DuPage County coupled with the higher price of housing in most of Wayne Township and in the unincorporated areas of Kane County where larger lot sizes are mandated due to the lack of municipal water and sewer.

Tenure distributions in the St. Charles Market Area continue to favor ownership housing which currently accounts for 85.7 percent of all occupied units. During the 2000-2012 period, however, renter household additions accounted for 13.4 percent of total household growth in the market area compared with only 3.9 percent during the 1990s. Numerically, renter household growth in the market area moved upward at an annual pace of 158 between 2000 and 2012 to a 2012 total of 12,555 households. Of this total, 3,567 renter households are found in St. Charles Township representing 19.4 percent of all households in the township as a whole and 28.4 percent of all renter households in the seven-township market area.

***Age and Income***

Households in the St. Charles Market Area are relatively affluent evidenced by an estimated 2012 median income of \$85,611. As shown in the following table and detailed in **Exhibit 2**, in the strongest renter age categories of under 35 and from 55 to 65, incomes are also high with the younger subset supporting a 2012 median of \$74,845 and the 55 to 65 age group carrying a \$88,587 median.





**POPULATION, HOUSEHOLDS, AND INCOME**  
**-- ST. CHARLES MARKET AREA --**

Attribute/Year	St. Charles Market Area	St. Charles Township	Attribute/Year	St. Charles Market Area	St. Charles Township
<b>Population</b>			<b>Households</b>		
1990	160,931	33,247	1990	53,333	11,375
2000	224,530	42,051	2000	73,874	14,861
2012	262,353	51,951	2012	88,034	18,383
2017	275,203	55,142	2017	92,066	19,339
<b>Average Annual Change</b>			<b>Average Annual Change</b>		
1990 - 2000	6,360	880	1990 - 2000	2,054	349
2000 - 2012	3,152	825	2000 - 2012	1,180	294
2012 - 2017	2,570	638	2012 - 2017	806	191
<b>2012 Population by Race/Hispanic or Latino</b>			<b>2012 Households by Type</b>		
<b>Total Population</b>	<b>262,353</b>	<b>51,951</b>	<b>Total Households</b>	<b>88,034</b>	<b>18,383</b>
<b>Not Hispanic or Latino</b>	<b>224,722</b>	<b>46,900</b>	Married Couple with Children	32,549	6,165
White Alone Not Hispanic	182,492	41,006	Married Couple without Children	27,471	5,823
Black Alone Not Hispanic	6,443	1,132	Other Family with Children	6,512	1,191
Asian Alone Not Hispanic	16,323	2,031	Other Family without Children	3,853	963
All Other Races Not Hispanic	19,464	2,731	Nonfamily with Children	92	17
<b>Hispanic or Latino</b>	<b>37,631</b>	<b>5,051</b>	Nonfamily without Children	17,557	4,224
<b>2012 Housing Units and Tenure</b>			<b>2012 Household Income</b>		
<b>Total Housing Units</b>	<b>91,908</b>	<b>19,339</b>	<b>Total Households</b>	<b>88,034</b>	<b>18,383</b>
<b>Occupied Housing Units</b>	<b>88,034</b>	<b>18,383</b>	Under \$25,000	6,796	1,773
Owner Occupied	75,479	14,816	25,000 - 34,999	4,671	1,073
Percent	85.7	80.6	35,000 - 49,999	8,720	2,062
Renter Occupied	12,555	3,567	50,000 - 74,999	17,107	3,430
Percent	14.3	19.4	75,000 - 99,999	15,840	2,943
<b>Vacant</b>	<b>3,874</b>	<b>956</b>	100,000 - 149,999	20,505	3,780
Percent	4.2	4.9	150,000 and Over	14,395	2,894
			<b>Median</b>	<b>\$85,611</b>	<b>\$82,250</b>

Source: U.S. Department of Commerce, Bureau of the Census: Census 1990 and 2000; Nielsen Solution Center; and estimates by Tracy Cross & Associates, Inc.



**HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER - 2012**  
**-- ST. CHARLES MARKET AREA --**

Age of Householder	2012 Income												Total	Median
	Under \$25,000		\$25,000 - 34,999		\$35,000 - 49,999		\$50,000 - 74,999		\$75,000 - 99,999		\$100,000 and Over			
Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	Number of Households	Percent of Total Households	
St. Charles Market Area														
15 - 24 Years	458	0.52	268	0.30	379	0.43	458	0.52	160	0.18	138	0.16	1,861	\$30,089
25 - 34 Years	547	0.62	645	0.73	1,398	1.59	2,988	3.39	2,871	3.26	3,932	4.47	12,381	66,800
35 - 44 Years	627	0.71	439	0.50	1,364	1.55	3,880	4.41	3,764	4.28	8,221	9.34	18,295	77,437
45 - 54 Years	998	1.13	671	0.76	1,639	1.86	3,999	4.54	4,625	5.25	13,148	14.94	25,080	75,203
55 - 64 Years	1,238	1.41	994	1.13	1,661	1.89	3,162	3.59	2,989	3.40	7,315	8.31	17,359	63,951
65 - 74 Years	1,229	1.40	958	1.09	1,381	1.57	1,949	2.21	1,052	1.19	1,701	1.93	8,270	36,699
75 - 84 Years	1,190	1.35	539	0.61	688	0.78	548	0.62	304	0.35	349	0.40	3,618	24,320
85 Years & Over	509	0.58	157	0.18	210	0.24	123	0.14	75	0.09	96	0.11	1,170	22,449
Total	6,796	7.72	4,671	5.31	8,720	9.91	17,107	19.43	15,840	17.99	34,900	39.64	88,034	\$85,611
St. Charles Township														
15 - 24 Years	189	1.03	57	0.31	111	0.60	128	0.70	28	0.15	24	0.13	537	\$20,313
25 - 34 Years	102	0.55	195	1.06	356	1.94	582	3.17	605	3.29	839	4.56	2,679	61,596
35 - 44 Years	176	0.96	102	0.55	374	2.03	794	4.32	637	3.47	1,451	7.89	3,534	81,063
45 - 54 Years	315	1.71	106	0.58	320	1.74	639	3.48	809	4.40	2,630	14.31	4,819	77,805
55 - 64 Years	318	1.73	172	0.94	371	2.02	671	3.65	582	3.17	1,605	8.73	3,719	75,316
65 - 74 Years	292	1.59	283	1.54	330	1.80	437	2.38	181	0.98	375	2.04	1,898	58,291
75 - 84 Years	264	1.44	118	0.64	157	0.85	143	0.78	79	0.43	147	0.80	908	39,817
85 Years & Over	117	0.64	40	0.22	43	0.23	36	0.20	22	0.12	31	0.17	289	32,794
Total	1,773	9.64	1,073	5.84	2,062	11.22	3,430	18.66	2,943	16.01	7,102	38.63	18,383	\$82,250

Source: Nielsen Solution Center and Tracy Cross & Associates, Inc.



HOUSEHOLD INCOME BY SELECTED AGE CATEGORIES  
-- ST. CHARLES MARKET AREA --  
2012



Household Income 2012	Total Households		Householders Age Under 35		Householders Age 55 - 64	
	Number	Percent	Number	Percent	Number	Percent
Under \$15,000	3,328	3.78	488	3.43	583	3.36
15,000 - 24,999	3,468	3.94	517	3.63	655	3.77
25,000 - 34,999	4,671	5.31	913	6.41	994	5.73
35,000 - 49,999	8,720	9.91	1,777	12.48	1,661	9.57
50,000 - 74,999	17,107	19.43	3,446	24.20	3,162	18.22
75,000 - 99,999	15,840	17.99	3,031	21.28	2,989	17.22
100,000 - 124,999	12,442	14.13	2,067	14.51	2,376	13.69
125,000 - 149,999	8,063	9.16	929	6.52	1,676	9.65
150,000 - 199,999	7,068	8.03	681	4.78	1,381	7.96
200,000 and Over	7,327	8.32	393	2.76	1,882	10.84
<b>Total Households (Est.)</b>	<b>88,034</b>	<b>100.01</b>	<b>14,242</b>	<b>100.00</b>	<b>17,359</b>	<b>100.00</b>
<b>Median</b>	----- \$85,611 -----		----- \$74,845 -----		----- \$88,587 -----	
<b>Households with Income \$50,000 - \$99,999</b>	<b>32,947</b>	<b>37.43</b>	<b>6,477</b>	<b>45.48</b>	<b>6,151</b>	<b>35.43</b>

Sources: Nielsen Solution Center and Tracy Cross & Associates, Inc.

### Employment

Our favorable conclusion also reflects the fact that there are some 837,493 private sector jobs within a 45-minute drive time of St. Charles, representing roughly 27 percent of total private sector employment in the metropolitan region. The most proximate job centers to St. Charles with private sector employment levels totaling 15,000 or more in 2011 included Naperville (63,790), Elgin (39,366), Aurora (33,515), Lisle (19,362), and St. Charles proper (18,400).



**PRIVATE SECTOR EMPLOYMENT  
AREAS INCLUDING AND PROXIMATE TO ST. CHARLES  
2011**



Area	Total Private Sector Employment 2011	
	Number of Workers	Percent of Six-County Metro Area
<b>Six-County Chicago Metro Area <sup>(1)</sup></b>	<b>3,192,426</b>	<b>100.0</b>
<b>Within a 30-Minute Commute of St. Charles:</b>	<b>280,920</b>	<b>8.8</b>
Kane County	156,499	4.9
St. Charles	18,400	0.6
Remainder of Kane County	138,099	4.3
Glen Ellyn, DuPage County	9,937	0.3
Lisle, DuPage County	19,362	0.6
Naperville, DuPage County	63,790	2.0
West Chicago, DuPage County	15,951	0.5
Wheaton, DuPage County	15,381	0.5
<b>Within a 30 to 45-Minute Commute of St. Charles:</b>	<b>565,775</b>	<b>17.7</b>
Remainder of DuPage County	375,707	11.8
Arlington Heights, Cook County	44,007	1.4
Barrington, Cook/Lake Counties	10,249	0.3
Hoffman Estates, Cook County	22,881	0.7
Palatine, Cook County	24,468	0.8
Rolling Meadows, Cook County	17,556	0.5
Schaumburg, Cook County	70,907	2.2
<b>All Areas Within a 45-Minute Commute of St. Charles</b>	<b>846,695</b>	<b>26.5</b>

<sup>(1)</sup> Includes Cook, DuPage, Kane, Lake, McHenry, and Will counties in Illinois.

Source: Illinois Department of Employment Security: *Where Workers Work 2012*

One cannot, however, discount the current economic crisis which has had a profound impact not only upon employment sources supporting the Corporate Reserve development but regionally as well. Focusing first upon localized and secondary sources of employment proximate to St. Charles finds private sector job losses of some 52,400 between 2005 and 2011 with the largest declines found in the eastern and northern portions of DuPage County and throughout Kane County as a whole. In these latter areas, payrolls declined by some 39,132 during the 2005-2011 timeframe, representing 74.7 percent of all jobs lost in areas proximate to St. Charles and 19.5 percent of total employment erosion in the Chicago metropolitan region.





**TRENDS IN PRIVATE SECTOR EMPLOYMENT  
AREAS INCLUDING AND PROXIMATE TO ST. CHARLES  
2000 - 2011**

Area	Total Private Sector Employment			Average Annual Change	
	2000	2005	2011	2000 - 2005	2005 - 2011
<b>Six-County Chicago Metro Area <sup>(1)</sup></b>	<b>3,487,542</b>	<b>3,333,380</b>	<b>3,133,051</b>	<b>-30,832</b>	<b>-33,388</b>
<b>Within a 30-Minute Commute of St. Charles:</b>	<b>293,583</b>	<b>294,835</b>	<b>280,920</b>	<b>250</b>	<b>-2,319</b>
Kane County	165,760	171,148	156,499	1,078	-2,442
St. Charles	22,510	23,016	18,400	101	-769
Remainder of Kane County	143,250	148,132	138,099	977	-1,672
Glen Ellyn, DuPage County	10,448	10,884	9,937	87	-158
Lisle, DuPage County	21,275	20,644	19,362	-126	-214
Naperville, DuPage County	63,877	60,099	63,790	-756	615
West Chicago, DuPage County	13,826	14,923	15,951	219	171
Wheaton, DuPage County	18,397	17,137	15,381	-252	-293
<b>Within a 30 to 45-Minute Commute of St. Charles:</b>	<b>610,218</b>	<b>604,266</b>	<b>565,775</b>	<b>-1,190</b>	<b>-6,415</b>
Remainder of DuPage County	396,202	396,194	375,707	-2	-3,415
Arlington Heights, Cook County	53,982	46,471	44,007	-1,502	-411
Barrington, Cook/Lake Counties	10,761	11,605	10,249	169	-226
Hoffman Estates, Cook County	20,710	24,293	22,881	717	-235
Palatine, Cook County	23,687	21,969	24,468	-344	417
Rolling Meadows, Cook County	24,125	23,239	17,556	-177	-947
Schaumburg, Cook County	80,751	80,495	70,907	-51	-1,598
<b>All Areas Within a 45-Minute Commute of St. Charles</b>	<b>903,801</b>	<b>899,101</b>	<b>846,695</b>	<b>-940</b>	<b>-8,734</b>

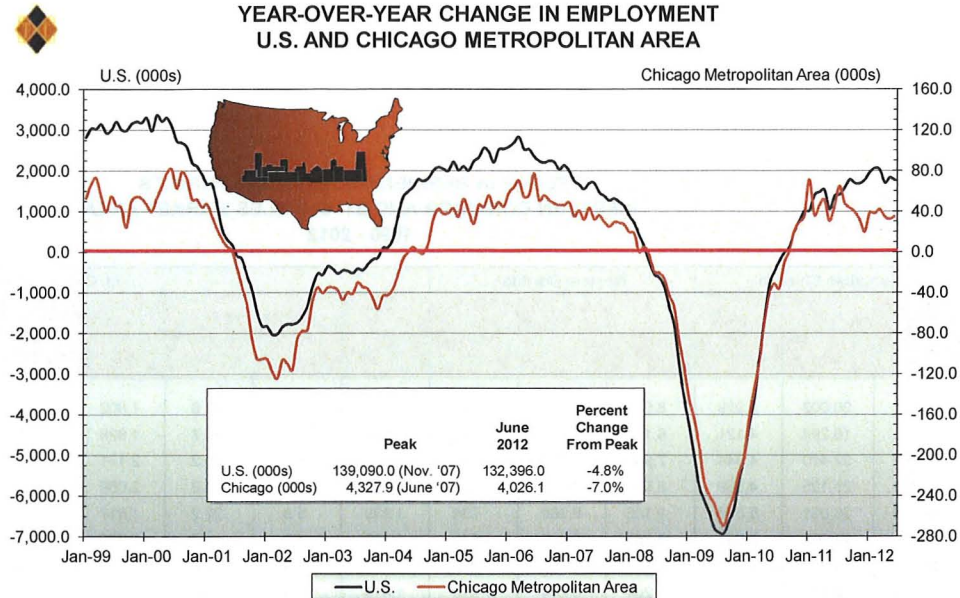
<sup>(1)</sup> Includes Cook, DuPage, Kane, Lake, McHenry, and Will counties in Illinois.

Source: Illinois Department of Employment Security: *Where Workers Work 2012*

The current recession has, in fact, taken a significant toll on employment throughout the entire Chicago region. As shown in the following graphic, the ten-county metropolitan area's nonfarm employment rosters through June of this year are down close to 302,000 from their peak in June 2007 with year-over-year job losses of 221,300 experienced in 2009 alone.







Source: U.S. Department of Labor, Bureau of Labor Statistics

The intensity of job losses in 2009 began to reverse in 2010 with job growth in the metro area turning positive in 2011. Between 2010 and 2011, for example, the ten-county region added 41,000 net workers, representing an increase of 1.0 percent year-over-year, with year-over-year job additions of 36,700 or 0.9 percent recorded through June 2012. Although these lethargic rates are hardly enough to make a dent in continued high levels of regional unemployment, they do signal that the Corporate Reserve of St. Charles Apartments will enter the market at a time of improving economic conditions which will initially create a positive influence upon the rental sector and as consumer confidence is restored over time, ultimately extend to the for sale sector.

### **Residential Building Activity**

Since 1990 and through May 2012, residential building activity in the St. Charles Market Area has averaged 1,344 units annually, distributed between 1,220 single family units (including single address townhomes and duplexes) and 124 in the multi-family sector. As shown in **Exhibit 3**, the strongest periods of new residential construction in the market area occurred during the early 1990s when volumes averaged over 2,000 units annually due in large part to intense development along the Illinois Route 59 corridor, and again during the 1999-2005 period when authorizations averaged 1,665 units yearly. Contributing to this latter robust period of activity was the exuberant single family and multi-family for sale markets fostered by relatively low interest rates, shifts in renter to ownership tenure, and, as we now know, extremely lenient and lax lending practices.





**TRENDS IN RESIDENTIAL BUILDING PERMITS  
WESTERN CORRIDOR AND ST. CHARLES MARKET AREA  
1990 - 2012**

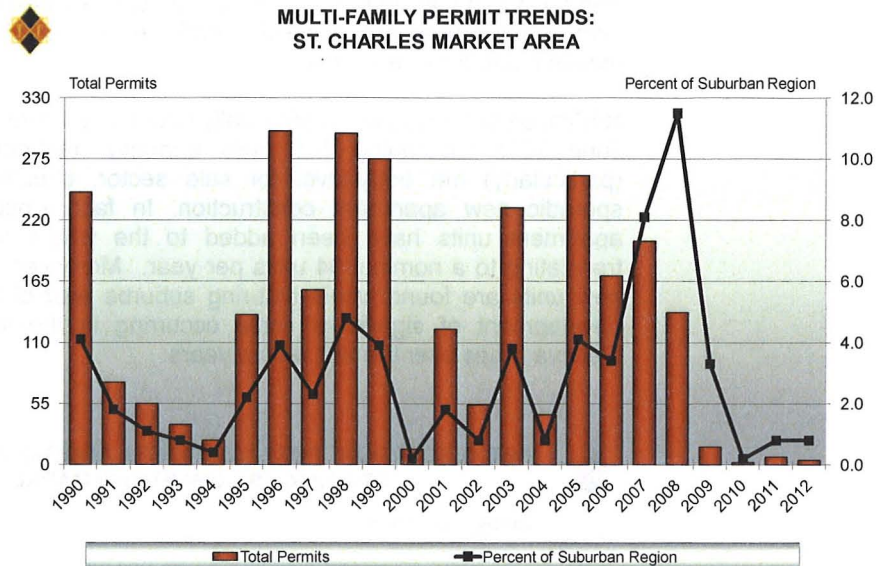
Year	Suburban Chicago			Western Corridor			St. Charles Market Area								
	Total	Single Family	Multi-Family	Total	Single Family	Multi-Family	Total	Percent of Suburban Area	Percent of Western Corridor	Single Family	Percent of Suburban Area	Percent of Western Corridor	Multi-Family	Percent of Suburban Area	Percent of Western Corridor
1990	25,931	20,002	5,929	8,615	5,982	2,633	2,047	7.9	23.8	1,802	9.0	30.1	245	4.1	9.3
1991	22,415	18,294	4,121	6,122	5,544	579	2,002	8.9	32.7	1,928	10.5	34.8	74	1.8	12.8
1992	27,354	22,410	4,944	7,902	7,015	886	2,226	8.1	28.2	2,171	9.7	30.9	55	1.1	6.2
1993	29,664	25,125	4,539	8,507	7,838	669	2,125	7.2	25.0	2,089	8.3	26.7	36	0.8	5.4
1994	31,639	26,051	5,588	9,103	8,369	734	1,839	5.8	20.2	1,817	7.0	21.7	22	0.4	3.0
1995	30,020	23,969	6,051	8,556	6,726	1,830	1,432	4.8	16.7	1,297	5.4	19.3	135	2.2	7.4
1996	32,110	24,320	7,790	9,937	6,721	3,217	1,721	5.4	17.3	1,421	5.8	21.1	300	3.9	9.3
1997	28,879	22,188	6,691	8,204	6,264	1,939	1,410	4.9	17.2	1,253	5.6	20.0	157	2.3	8.1
1998	30,813	24,668	6,145	9,516	7,096	2,420	1,811	5.9	19.0	1,513	6.1	21.3	298	4.8	12.3
1999	34,812	27,789	7,023	10,355	7,771	2,585	2,207	6.3	21.3	1,932	7.0	24.9	275	3.9	10.6
2000	32,476	26,475	6,001	9,282	7,384	1,898	1,719	5.3	18.5	1,705	6.4	23.1	14	0.2	0.7
2001	34,970	28,072	6,898	10,715	7,495	3,220	1,676	4.8	15.6	1,554	5.5	20.7	122	1.8	3.8
2002	37,252	30,469	6,783	10,182	7,571	2,611	1,597	4.3	15.7	1,543	5.1	20.4	54	0.8	2.1
2003	37,409	31,402	6,007	9,027	7,382	1,645	1,429	3.8	15.8	1,198	3.8	16.2	231	3.8	14.0
2004	36,905	31,200	5,705	8,946	7,836	1,110	1,413	3.8	15.8	1,368	4.4	17.5	45	0.8	4.1
2005	38,523	32,181	6,342	9,937	8,511	1,426	1,615	4.2	16.3	1,355	4.2	15.9	260	4.1	18.2
2006	29,149	24,216	4,933	8,929	7,016	1,913	969	3.3	10.9	799	3.3	11.4	170	3.4	8.9
2007	17,359	14,868	2,491	4,684	4,027	657	697	4.0	14.9	496	3.3	12.3	201	8.1	30.6
2008	7,301	6,113	1,188	1,857	1,610	247	411	5.6	22.1	274	4.5	17.0	137	11.5	55.5
2009	3,752	3,263	489	994	880	114	167	4.5	16.8	151	4.6	17.2	16	3.3	14.0
2010	4,223	3,169	1,054	1,222	901	321	115	2.7	9.4	113	3.6	12.5	2	0.2	0.6
2011	4,048	3,213	835	1,040	1,022	18	151	3.7	14.5	144	4.5	14.1	7	0.8	38.9
2012 <sup>(1)</sup>	4,530	4,056	474	1,358	1,322	36	130	2.9	9.6	126	3.1	9.5	4	0.8	11.1
<b>Annual Average</b>															
1990 - 2012	25,284	20,588	4,697	7,173	5,751	1,422	1,344	5.3	18.7	1,220	5.9	21.2	124	2.6	8.7
1990 - 2000	29,647	23,754	5,893	8,736	6,973	1,763	1,867	6.3	21.4	1,721	7.2	24.7	146	2.5	8.3
2001 - 2005	37,012	30,665	6,347	9,761	7,759	2,002	1,546	4.2	15.8	1,404	4.6	18.1	142	2.2	7.1
2006 - 2012	10,052	8,414	1,638	2,869	2,397	472	377	3.8	13.1	300	3.6	12.6	77	4.7	16.2

<sup>(1)</sup> Seasonally adjusted, annualized rate, YTD May.

Sources: U.S. Department of Commerce, Bureau of the Census, *C-40 Construction Reports* and Tracy Cross & Associates, Inc.



More recently, residential construction volume in the St. Charles Market Area began to slide downward in 2006 and precipitously so after 2008. During the 2009-May 2012 period, for example, residential building activity dropped to a yearly average of only 141 units, representing a decline of 91.5 percent from the 1999-2005 period. Virtually *all* of recent decline in residential building activity in the market area can be attributed to erosion in the for sale market as only four very small scale apartment communities have been introduced within its boundaries over the last eight and one-half years. The St. Charles Market Area, in fact, has accounted for less than 3.0 percent of all new multi-family family construction in the whole of suburban Chicago since 2000, with the vast majority of these newer units reflecting condominium for sale idioms concentrated in areas east of Route 59 or aligning the Fox River in the downtown districts of Batavia (Quarry Stone Pond), Geneva (Crossings at Geneva) and St. Charles (Milestone Row).



Source: U.S. Bureau of the Census: C-40 Construction Reports and Tracy Cross & Associates, Inc.

In the for sale sector, single family production sales, which averaged 845 per year during the 1999-2005 timeframe dropped to an annualized pace of only 84 over the last 18 months while townhome/condominium sales declined from the same 845 annual rate between 1999 and 2005 to an 18-month yearly pace of just 90 units during the 2011-June 2012 period.

### ***The Rental Marketplace— An Overview***

Our favorable conclusion is also predicated upon a detailed examination of the west suburban area's rental market, focusing upon newer construction (i.e., built and/or fully renovated in 1985 or later) in St. Charles itself, as well as within the component municipalities of the region's Western Corridor, an area *generally*



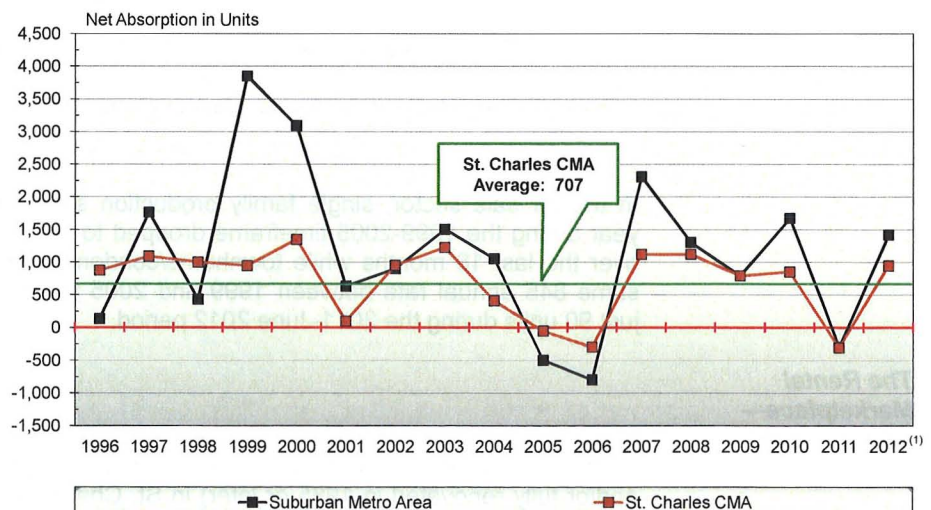
encompassing west suburban Cook, DuPage and southern Kane counties. This area is defined for purposes of this analysis as the *St. Charles Competitive Market Area (CMA)*. As of June 2012, there were 78 separate communities marketing a total of 23,355 rental units in the CMA. Roughly two-thirds of all units in this competitive area (15,640 units or 67.0 percent) are found within suburban areas west of I-355, concentrated in the Aurora/Naperville area which alone accounts for 9,582 units or 41.1 percent of the total.

In the St. Charles CMA, net absorption has averaged 707 units annually since 1995, accounting for 62.8 percent of net absorption throughout suburban Chicago. Cyclical in nature, absorption levels over the last 15.5 years peaked in 2000 at 1,348 units, reflecting strong new construction activity during the 1995-1999 period (again) concentrated in areas west of I-355. Subsequently, absorption levels began to subside, falling to the 101-unit mark in 2001, before improving modestly during the 2002-2003 timeframe. Thereafter, the strength of the regional *for sale* market had an adverse impact upon the rental marketplace, with absorption falling to a net loss of 296 units by the close of 2006 reflecting the interest rate impetus of the 2003-2005 period which stimulated unprecedented movership to for sale idioms.

Net absorption improved dramatically over the last five and one-half years (2007-June 2012) averaging 755 units annually, responding to the collapse of (particularly) the entry-level for sale sector, coupled with very limited and sporadic new apartment construction. In fact, since 2003, only 795 rental apartment units have been added to the whole of the St. Charles CMA, translating to a nominal 94 units per year. Moreover, the vast majority of these new units are found within first-ring suburbs east of I-355, with no new rental development of significant scale occurring in the immediate St. Charles or Geneva areas over the last twelve years.



**NET ABSORPTION: POST-1985 RENTAL APARTMENT DEVELOPMENTS  
-- ST. CHARLES COMPETITIVE MARKET AREA --**



<sup>(1)</sup> Annualized rate YTD June 2012.  
Source: Tracy Cross & Associates, Inc.

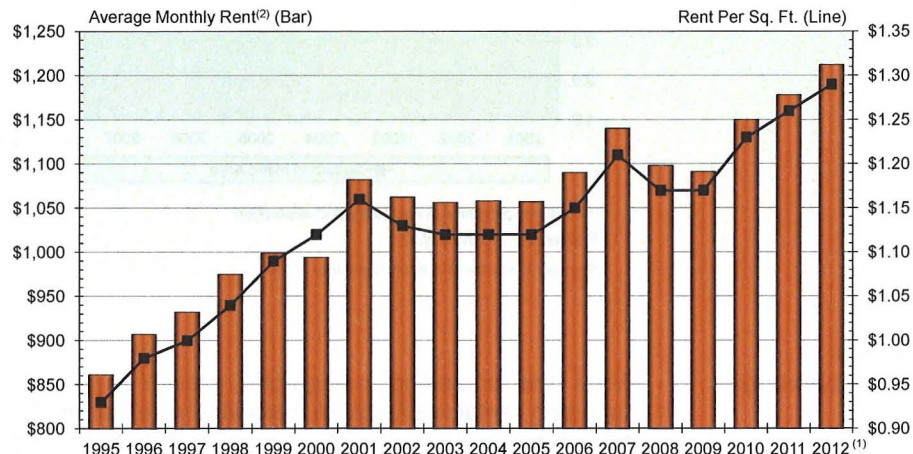




Rental rate growth among the 78 newer apartment developments in the St. Charles CMA has also been subject to market forces. Efforts to encourage lease-up during the 2003-2005 period necessitated substantial concessions and/or rent rollbacks which remained in place through most of 2005. Beginning late in the year, however, as the for-sale market began to moderate, concessions began to disappear. In 2006, rent levels advanced 2.7 percent to the \$1.15 per square foot mark, and continued to climb during 2007, reaching \$1.21 per square foot by year end, reflecting another 5.2 percent increase during the twelve-month period. Exacerbated by the effects of the national recession which resulted in staggering job losses region wide, suburban apartment developments once again began to initiate rent concessions and rollbacks in 2008 and 2009 to encourage lease-up and/or higher occupancy levels, with average rents settling at \$1.17 per square foot at the close of 2009. Most recently rents have rebounded, establishing a new peak level of \$1.29 per square foot in June 2012.



**TRENDS IN POSTED RENTS: APARTMENTS CONSTRUCTED SINCE 1985**  
**-- ST. CHARLES COMPETITIVE MARKET AREA --**



<sup>(1)</sup> As of December 31<sup>st</sup> 1995-2011; June 2012.

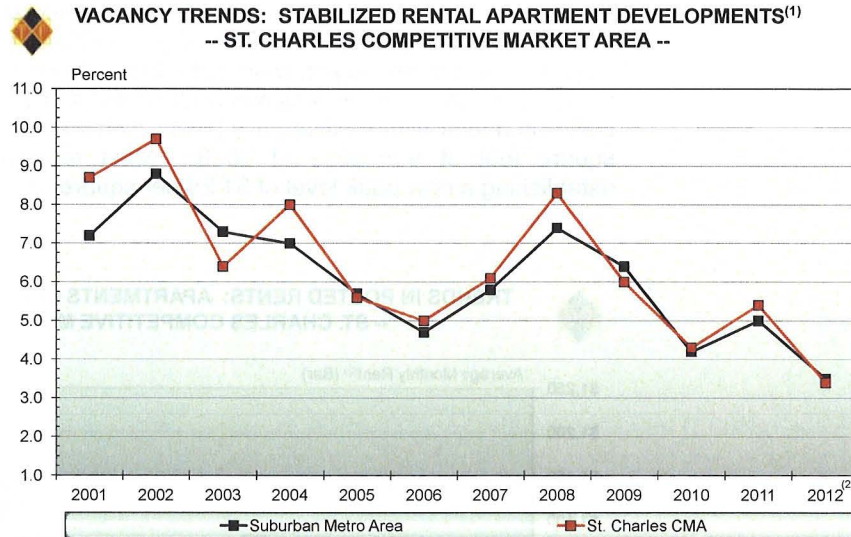
<sup>(2)</sup> Represents weighted average base posted rent (i.e. excluding floor, unit location and/or view premiums) before incentives, if applicable.

Source: Tracy Cross & Associates, Inc.

Rent concessions and/or rollbacks initiated during the 2003-2005 timeframe, coupled with the overall lack of new construction led to tighter market conditions as vacancies fell from a high of 9.7 percent in 2002 to a balanced 5.0 percent by the close of 2006. For perspective a marketplace is generally considered balanced when vacancies hover at the 5.0 to 6.0 percent level which allows for filtering or movement within the marketplace. In tandem with rising rents, vacancies among the 78 developments again began to advance in 2007, reaching the 8.3 percent mark in 2008. Notably, by the close of 2011, rent concessions and discounts, coupled with continued upheaval and uncertainty in the for sale sector, saw vacancies settle at a relatively balanced 5.4 percent.



However, over the last six months and given improving conditions in the overall economy, vacancies have again tightened as evidenced by an overall vacancy rate of 3.4 percent, reflecting the lowest level seen in the west suburban marketplace in more than a decade.



<sup>(1)</sup> Excludes programs in initial stages of absorption.

<sup>(2)</sup> Statistics YTD June 2012.

Source: Tracy Cross & Associates, Inc.

### Newer Developments

While the preceding paragraphs present a general overview of the west suburban rental marketplace, certainly not all of the 78 apartment complexes will be directly or even indirectly competitive with the proposed Corporate Reserve development, especially those which were built *before* 1995. Hence, attention is now directed to the newest construction communities, as this latter subset reflects higher levels of potential substitution relative to future offerings within the St. Charles property.

Since 1995, 35 fair market developments containing a total of 9,132 units have been introduced in the St. Charles CMA including two projects with separate phases. These developments reached stabilized occupancy levels at an average rate of 12.1 units per month. By individual development, absorption rates have ranged from a lows of 3.0 monthly at the relatively small Lincolnshire Court in far southwest suburban Yorkville to a high of 30.2 monthly at Lincoln at the Parks in Naperville which is one of the better located developments in the area relative to proximate employment.

The four newest *larger-scale* communities to open in the western suburbs include City View at The Highlands in Lombard (opened in 2003), Regency Place in Oakbrook Terrace (March 2007), The Residences at The Grove in Downers





Grove (August 2008), and Oak Park Place (November 2008). These four developments reached stabilized occupancy levels at an average rate of 8.4 monthly. Excluded from this group is the 69-unit Two Itasca Place which opened in May 2012. This development was initially introduced as a for sale condominium program in 2006; however, a stagnant marketplace undermined sales volumes, with the developer converting the second phase of the community to rental apartments in May of 2012. To date, eight units at Two Itasca Place have been leased, translating to an initial absorption pace of 4.0 monthly.

At the June 2012 audit, and consistent with the marketplace as a whole, vacancies among the 34 stabilized newer developments stood at a relatively tight 3.5 percent, reflecting a collective 317 unoccupied units. Notably, in the immediate St. Charles/Geneva area, conditions are *extremely strained* as evidenced by an overall vacancy factor of only 2.5 percent, or a mere 13 of 520 units unoccupied.

Reflecting conditions throughout the general area, *posted* asking rents among the 35 newer developments have begun to rise, currently averaging \$1,366 monthly for a typical 1,013 square foot apartment home. This translates to a value ratio of \$1.35 per square foot, a level 3.8 percent higher than the \$1.30 per square foot value noted in December 2011 and a sharp 7.1 percent higher than the \$1.26 per square foot rate noted one year ago (June 2011). Posted rents in St. Charles and Geneva advanced at a rate of 9.9 percent over the last six months to a current \$1.33 per square foot average led by the 400-unit AMLI at St. Charles where average rents advanced a substantial 14.3 percent since December 2011.

Despite these posted rate increases, it is important to note that several of the 35 comparable rental developments continue to offer discounts and lease incentives. Specifically, current discounts among the 35 equate to an overall average *effective* rent of \$1,354 monthly or \$1.34 per square foot, reflecting a net rent increase of 3.0 percent since December 2011. Throughout the marketplace, discounts vary widely from waiving of application fees and reduced parking rates to up to two months of free rent on a 12- or 13-month lease. By component sub-area, discounts and incentives are strongest among those developments in near west suburban areas east of I-355, where the average incentive equates to 4.5 percent below posted rents, *fully negating* posted rate advances since year end 2011. Among developments located in St. Charles and Geneva, posted and effective rents are the same with the immediate area's tight market condition absent the need of incentives.

**Direct  
Competition**

From a practical standpoint and considering developments of scale, plan designs, community amenities, and/or location, 24 of the 35 newer developments are viewed to represent the most direct sources of competitive substitution vis-a-vis the proposed Corporate Reserve apartments. These include five communities in St. Charles and Geneva, six programs found in intercepting locales in Downers Grove, Lombard, Villa Park, Bloomingdale, Warrenville, and Wheaton, and 13 developments in Aurora, Naperville, and Woodridge.





Weighted by unit type, posted rents among the 24 direct competitors average \$1,373 monthly or \$1.36 per square foot, ranging from a low of \$1,015 for the limited number of studio apartments to a high of \$1,845 monthly for a three bedroom plus den flat. Townhome-style apartments, in turn, carry average lease rates extending from \$1,783 monthly for a one bedroom to \$1,853 per month for a three bedroom unit. Posted lease rates are *exclusive* of utilities, premiums, other incremental fees and, for the most part, parking.

**Future  
Competition**

The competitive landscape is likely to intensify over the next few years as the overall strength of the market has not gone unnoticed. At present, for example, there are ten larger-scale rental communities in various stages of the planning pipeline in suburban areas proximate to St. Charles. Three of these developments are currently under construction and will be in their initial leasing stage in tandem with Corporate Reserve of St. Charles. These communities include *Arboretum Landmark* in Lisle (310 units), *The Oaks at Naperville Crossing* (298 units) in Naperville, and in South Elgin, *Arbor Green* (347 units). This latter development, located near the intersection of Randall and McDonald roads, five miles north of the subject property, will consist of 347 units distributed among a variety of one and two bedroom plan types. In addition, Sho-Deen Company has proposed a 400-unit rental program within the Mill Creek master-planned community in Geneva, and St. Charles is looking toward various mixed-use plans for its downtown area as well as for the Charlestown Mall. There are also a number of larger-scale projects on the drawing boards just outside the St. Charles Market Area in Aurora, Elmhurst, Lombard and farther north in Algonquin, while it is quite probable that a number of other developments abandoned as for sale product will re-emerge as rental.

**Condominium  
Rentals**

In the communities of St. Charles, Geneva, Batavia, and North Aurora, potential competition from what is commonly referred to as the “shadow market” is minimal. Listings in this market, which include previously owner-occupied units that are now available for rent, total only ten units at this time. In this townhome dominated sector, asking rents currently average \$1,479 monthly which includes an average 1,396 square foot unit. This translates to a value ratio of \$1.06 per square foot. These ownership rentals are *generally* in communities of smaller scale, and lack the level of community amenities or on-site management to be provided at Corporate Reserve. Moreover, these rentals continue to be *actively marketed for sale* based upon temporary lease expirations, fully negating their competitive influence.

**Residential  
Demand Potentials**

During the 2012-2016 forecast period, new housing construction in the St. Charles Market Area will average only 1,020 units yearly largely due to a continued depressed for sale market. This sector is expected to account for volumes ranging from only 300 units in 2012 to a high of 1,200 in 2016 as this sector transitions slowly from deep recession to a new normal which is expected to be more in line with activity witnessed during the mid-1990s. On the rental side, absorption potentials will average a sustained volume of 300 units annually reconciled as follows:



- ❑ During the 2000-2012 period, renter households in the *localized* seven-township St. Charles Market Area advanced by an estimated average of 160 annually.
- ❑ As detailed in the next section, absorption within apartment projects built since 1985 in the St. Charles Market Area and adjoining areas to the east and south averaged 707 units yearly during the 1996-June 2012 period and 755 units annually over the last five and one-half years.
- ❑ To the east, there is limited land available for larger scale apartment development resulting in increasing spillover growth pressure to the St. Charles Market Area.
- ❑ It is also evident that tenure shifts from renter to owner status evident during the 1999-2005 timeframe in the St. Charles Market Area have now fully abated given tighter lending standards, foreclosures, and a decline in home values. This will provide new stimulus to apartment potentials in the market with even some segments relinquishing their ownership status in favor of an enhanced amenity supported rental environment.
- ❑ Chicago's employment picture is slowly improving which will stimulate job finding by many college graduates who are now unemployed and living at home. These 21 to 29 year olds are the prime target for new apartment development not only in the city itself but also in the suburbs.
- ❑ Finally, the overall St. Charles Competitive Market Area currently supports no fewer than 85,000 occupied rental housing units. On average, between 18,000 and 24,000 of these current renter households will move annually, with at least 40 percent of these mobile households remaining in the rental sector. These mobile renters represent a significant additional pool of potential consumers, especially considering that the "newest" rental communities in the localized area are, in fact, now some twelve years old.

### **ABSORPTION FORECASTS**

At proposed rents, Corporate Reserve of St. Charles will reach stabilized occupancy of 94.0 percent (311 units of the 331 available) within a 22.0 month period *from the first occupancy*. Rationale supporting this forecasted absorption period is summarized as follows:

- ❑ The suggested product line is representative of rental offerings in newer Class A apartment development found in the western suburban Chicago market as well as in other parts of the region and throughout the Midwest in general. It offers a continuum of plan designs which appeal across a broad range of consumer segments and leaves a very narrow gap in rent levels between various plan sizes which will allow the community to essentially follow and remain in concert with the pattern of household incomes.
- ❑ The *inclusive* pro forma rents position Corporate Reserve in proper context to newer apartment development in the west suburban marketplace and modestly higher than *base* rents among older communities in Naperville, Wheaton, and Woodridge that are arguably better located to the





south and east. Referencing the latter, the comparative Class A developments include ten projects which were built, on average, 16 years ago and do not include the higher-end interior and community features suggested for Corporate Reserve of St. Charles.

- ☐ The Corporate Reserve development will be positioned on a value basis \$174 monthly over *base* rents of AMLI at St. Charles, the community's nearest and largest direct competitor. AMLI at St. Charles is now 13 years old and, while perhaps better located east of the Fox River, provides somewhat outdated floor plans and elevation treatments, white-on-white kitchen cabinetry and appliances, older kitchen and bath flooring, and fewer contemporary features associated with technology, security, and energy efficiency.
- ☐ At pro forma rents, Corporate Reserve will be well within affordability levels in the market. For example, based upon a typical 27.0 percent housing cost allocation, benchmark rents require annual incomes in the range of \$45,000 to \$77,000 with the average standing close to \$65,000. In the St. Charles Market Area, there are currently 32,947 households that have incomes between \$50,000 and \$100,000 including 12,628 households aged under 35 years and between 55 and 65, the principal target age groups for rental housing.
- ☐ The absorption forecast established for Corporate Reserve compares with the 15.1 monthly leasing achieved by 25 newer and larger apartment programs found in the St. Charles Competitive Market Area. It also compares with the 13.8 monthly average achieved by 24 programs in the CMA that are viewed as most comparable and the 18.0 monthly rate seen at AMLI at St. Charles when new.
- ☐ Throughout the St. Charles Competitive Market Area and in St. Charles and Geneva in particular, the apartment market is in a tight, unbalanced market condition as evidenced by an overall vacancy rate of 3.5 percent, and a localized, very low 2.5 percent vacancy rate.
- ☐ Finally, apartment demand potentials in the St. Charles Market Area will average 300 units annually during the 2012-2016 timeframe with Corporate Reserve expected to capture roughly 60 percent of this aggregate. This capture rate should be considered fair given the fact that there is very limited *localized* future competition in the planning pipeline, as the majority of new development is located in areas east of Route 59 and/or south of I-88. In addition, the expected absorption period of Corporate Reserve can be supported by turnover in the St. Charles Market Area's existing rental stock which in 2012 was represented by 12,555 households. Of these, an estimated 3,100 will move annually with approximately 40 percent, or 1,240 staying in the rental sector and representing part of Corporate Reserve's "pool" of prospective renters. From this aggregate of 1,414 new and existing base of renters, Corporate Reserve's project capture rate stands at a very pragmatic level of 12.3 percent.



We, the residents of St. Charles, Illinois, petition our elected and appointed representatives of our City Council to take heed:

- Whereas the property referred to herein is the Corporate Reserve PUD, Lot 8 – The Groves, that portion located northwest of Woodward and Corporate Reserve Drive, and
- Whereas in **2008** a zoning change was requested by, and granted to, the current developer, and
- Whereas the vision of the currently active "Comprehensive Plan" for this property is that of office and research property to develop a corporate park for professional business in the City, and as such should remain, and,
- Whereas there has been significant continuous opposition to the proposed residential development by residents of the City.

We therefore direct our elected and appointed representatives of our City Council to deny the developer's request for any change of Zoning on the above-referenced property.

I certify that, to the best of my knowledge, the names contained on this petition are residents of St. Charles, Illinois, and that each name is of one person that I did personally witness complete that entry.

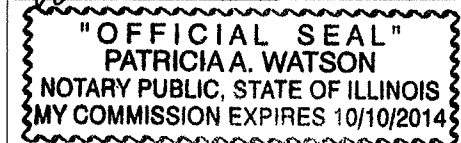
Signed:

*Sheila M. Minnick*

Date: Dec. 6, 2012

Notary:

*Patricia A. Watson*



#	Name (Printed)	Signature	Mailing Address	Phone #
1	Linda Radford	<i>Linda Radford</i>	283 Remington Dr.	630-513-1172
2	<i>[Signature]</i>	<i>[Signature]</i>	283 Remington Dr.	630-513-1172
3	Loreen Boult	<i>Loreen Boult</i>	283 Birch Ln	630 549 0133
4	Martin Cates	<i>Martin Cates</i>	270 Birch Ln	630 587 6717
5	Beverly Peters	<i>Beverly Peters</i>	270 Birch Ln	630 584 6717
6	Tom Dirmico	<i>Tom Dirmico</i>	295 Birch Ln	630 584 8251
7	JEFF SPRETH	<i>Jeff Spreth</i>	312 REMINGTON	630 444 7397
8	Antonella DiFrascio	<i>Antonella DiFrascio</i>	282 Birch Ln	630 625-2832
9	MARGARET Briggs	<i>Margaret Briggs</i>	277 Birch Ln	630 584 2284
10	Krissy Menden	<i>Krissy Menden</i>	300 Remington Dr	630-587-2412
11	LOENA COBE	<i>Loena Cobe</i>	3094 Renard Lane	630-880-8172
12	Samantha Mazzon	<i>Samantha Mazzon</i>	3086 Renard Lane	630-742-9044
13	SQUIR ROSTRANDER	<i>Squir Rostander</i>	3070 Renard Lane	630-587-9432
14	Riane Ostrander	<i>Riane Ostrander</i>	3070 Renard Ln.	630-587-9432
15	<i>[Signature]</i>	<i>[Signature]</i>	3090 Renard Ln	630 464 9381

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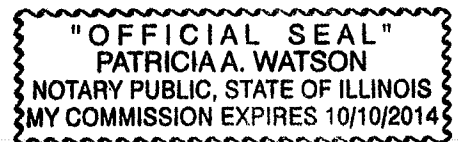
Signed:

*Sheela Minnear*

Date: Dec. 6, 2012

Notary:

*Patricia A. Watson*



#	Name (Printed)	Signature	Mailing Address	Phone #
1	Deborah McMillan	<i>Deborah McMillan</i>	3026 Renard Ln. St. Charles IL 60175	630-513-5883
2	MARTYNN Muldowney	<i>Muldowney</i>	3018 Renard Lane St. Charles	630-377-4970
3	Heather Campbell	<i>Heather Campbell</i>	3078 Renard Lane St. Charles	630-415-1707
4	Craig Campbell	<i>Craig Campbell</i>	3078 Renard Lane, St. Charles, IL	(630) 885-3843
5	Carla A. Bruce	<i>Carla A. Bruce</i>	3109 Renard Lane St. Charles	630-762-3743
6	Joseph A. Bruce	<i>Joseph A. Bruce</i>	3109 Renard Ln 60175	630-762-3743
7	JOE PATRICKO	<i>Joe Patricko</i>	3121 Renard Ln 60175	630-513-4707
8	JOEY CRO	<i>Joe Cro</i>	3121 RENARD LN 60175	630-543-4707
9	BARBARA DESTOCK	<i>Barbara Destock</i>	228 BIRCH LN. 60175	630-584-1271
10	ROBERT DESTOCK	<i>Robert Destock</i>	228 Birch Ln 60175	630-584-1271
11	DAN MANDIK	<i>Dan Mandik</i>	300 REMINGTON DR. 60175	630-587-2442
12	Mary Finn	<i>Mary Finn</i>	276 Birch Lane 60175	630-587-0321
13	NICKA VOLPE	<i>Nick Volpe</i>	271 Birch Lane 60175	630-443-1861
14	NICK VOLPE	<i>Nick Volpe</i>	271 BIRCH LN. 60175	443-1861
15	Lourdes Estrada	<i>Lourdes Estrada</i>	223 Birch Ln. 60175	630-272-9056



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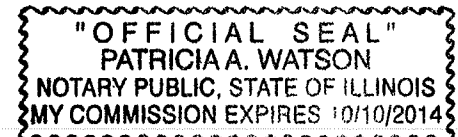
Signed:

*[Signature]*

Date: 12/10/12

Notary:

*[Signature: Patricia A. Watson]*



#	Name (Printed)	Signature	Mailing Address	Phone #
1	SHEILA M. MINNIER	<i>[Signature]</i>	188 Birch Lane	630-743-1657
2	CLAUDIA STEWART	<i>[Signature]</i>	223 Remington Lane	630-587-3371
3	Jim Baker	<i>[Signature]</i>	217 Remington Dr	630-513-5207
4	Mohammed R. Siddiqui	<i>[Signature]</i>	199 Remington Dr	630-584-4086
5	Eva Hang	<i>[Signature]</i>	193 Remington Dr	630-797-5220
6	Mike Scritella	<i>[Signature]</i>	200 Remington Dr	549-0445
7	Mary Anne Scritella	<i>[Signature]</i>	200 Remington Dr.	549-0445
8	CAROLINE MORTON	<i>[Signature]</i>	229 Remington Dr.	443-0660
9	Kathleen Rosignol	<i>[Signature]</i>	278 Remington Dr.	630-377-2173
10	Chad Eagan	<i>[Signature]</i>	260 Remington Dr.	815-275-7825
11	Alyson Eagan	<i>[Signature]</i>	260 Remington Dr	847-310-7009
12	Rob Brucato	<i>[Signature]</i>	254 REMINGTON DR.	630-881-7948
13	Kathy Talt	<i>[Signature]</i>	271 Remington Dr	630-464-4449
14	Karen Kelt	<i>[Signature]</i>	277 Remington Dr	630-444-1382
15	Susi MASSARO	<i>[Signature]</i>	266 Remington Dr.	630-913-1096

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*12/6/12*

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*Patricia A. Watson*



#	Name (Printed)	Signature	Mailing Address	Phone #
1	Kurt Raack	<i>[Signature]</i>	296 Remington Dr. St. Charles	630 397-8086
2	JANIE GILBERT	<i>[Signature]</i>	290 Remington Dr. St. Charles	630 397-8086
3	ROLF MEYER	<i>[Signature]</i>	296 REMINGTON DR ST-6012	630 513-6159
4	Steve Rossi	<i>[Signature]</i>	211 Remington Dr St. Charles	430 762-0940
5	RIC Shillingburg	<i>[Signature]</i>	272 REMINGTON DR.	630/513-0907
6	Pat Shillingburg	<i>[Signature]</i>	272 Remington Dr.	630/513-0907
7	Annice Brubaker	<i>[Signature]</i>	100 Birch Ln	574-933-4254
8	Carney Finley	<i>[Signature]</i>	106 Birch Lane	630 301 2908
9	Timothy P. Conley	<i>[Signature]</i>	118 Birch Ln	630 240 7892
10	Christiane Conley	<i>[Signature]</i>	118 Birch Ln	630 240 7892
11	MARK BERRY	<i>[Signature]</i>	117 Birch Ln	630-513-6884
12	Stacie Udelhaen	<i>[Signature]</i>	105 Birch Lane	630-777-7960
13	KEN Goddard	<i>[Signature]</i>	142 REMINGTON	630-618-8071
14	FRANK BLANK	<i>[Signature]</i>	105 Remington Drive	630-205-5803
15	Debbie Heiser	<i>[Signature]</i>	106 Remington Drive	630 797 5441

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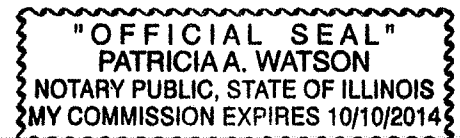
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Signed:


Date:

Notary:

*Patricia A. Watson*



#	Name (Printed)	Signature	Mailing Address	Phone #
1	JASON PEARSON	<i>Jason Pearson</i>	112 Remington Drive, St. Charles, IL 60175	615-512-7870
2	MICHAEL MAGGIONE	<i>Michael Maggione</i>	118 REMINGTON, ST. CHARLES, IL 60175	630-797-5342
3	WILLIAM CLARKE	<i>William Clarke</i>	318 REMINGTON DR. ST. CHAS 60175	630-443-7664
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	<b>AGENDA ITEM EXECUTIVE SUMMARY</b>						
	Title:	Recommendation to Endorse and Provide Future Financial Support for St. Charles Chamber of Commerce Council for Industry's Industrial Arts College Scholarship Program					
	Presenter:	Chris Aiston					
Please check appropriate box:							
	Government Operations				Government Services		
X	Planning & Development (12/10/12)				City Council		
Estimated Cost:	\$2,500		Budgeted:	YES		NO	X
If NO, please explain how item will be funded:							
<b>Executive Summary:</b>							
<p>To address the need to assist in the development of our local workforce, particularly with respect to meeting employment needs of the City's industrial sector business community, city staff has been working with the St. Charles Chamber of Commerce's Council for Industry to develop a new college scholarship program.</p> <p>The intention of this program is to award two, \$1,250 scholarships to graduating seniors, one each at St. Charles North High School and St. Charles East High School. This scholarship will serve to assist these students in meeting tuition costs towards obtaining an Associate of Applied Science Degree or Vocational Specialist Certification in various disciplines offered through the Career &amp; Technical Education Program at Elgin Community College. It is further the intention that the City will fully fund this proposed scholarship program for Academic Year 2013-2014 and thereafter, the program will be funded on a 50/50 basis between the City of St. Charles and the St. Charles Chamber of Commerce.</p>							
<b>Attachments:</b> (please list)							
Listing of Associate of Applied Science Degree Programs and Vocational Specialist Certificates offered at ECC							
<b>Recommendation / Suggested Action</b> (briefly explain):							
Recommend that the Planning & Development Committee recommend that the City Council endorse the City's future financial support of the proposed Industrial Arts Scholarship Program.							
For office use only		Agenda Item Number: 5a					



## **ELGIN COMMUNITY COLLEGE**

### **LIST OF ASSOCIATE DEGREES IN APPLIED SCIENCE CONFERED BY ECC THROUGH ITS CAREER AND TECHNICAL EDUCATION PROGRAM AND ELIGIBLE FOR INDUSTRIAL ARTS SCHOLARSHIP PROGRAM**

Automotive Service Technology  
Computer Aided Design  
Energy Management  
Industrial Manufacturing Technology  
IST/Maintenance Technology  
Renewable Energy Option  
Welding Fabrication Technology

### **LIST OF VOCATIONAL SPECIALIST CERTIFICATES CONFERED BY ECC THROUGH ITS CAREER AND TECHNICAL EDUCATION PROGRAM AND ELIGIBLE FOR INDUSTRIAL ARTS SCHOLARSHIP PROGRAM**

Automotive  
    Automotive Electronics  
    Engine Mechanical Repair  
    Transmission and Drivetrain  
Computer-Aided Design  
    Architectural Design  
    AutoCAD  
    CAD  
    Practicing Professional – ProE Specialist  
Heating Ventilation Air Conditioning and Refrigeration  
    Heating and Air Conditioning and Refrigeration  
    Sheet Metal Mechanics  
Industrial Manufacturing Technology  
    Machine Tool Operations  
    Mold Making  
    Tool and Die Making  
IST/Maintenance Technology  
    Automated Electronic Systems  
    Electrical Systems  
    Mechanical Systems  
Renewable Energy  
Truck Driving  
    Truck Driving  
    Truck Driving Owner/Operator  
Welding  
    Welding  
    Arc Welding  
    MIG Welding

 <b>ST. CHARLES</b> <small>S I N C E 1 8 3 4</small>		<b>AGENDA ITEM EXECUTIVE SUMMARY</b>												
		Title:	Presentation of East Gateway Business District Plan (Ehlers)											
		Presenter:	Michael Mertes											
<i>Please check appropriate box:</i>														
	Government Operations				Government Services									
X	Planning & Development (12/10/12)				City Council									
	Public Hearing													
<table border="1" style="width: 100%;"> <tr> <td>Estimated Cost:</td> <td>\$25,000</td> <td>Budgeted:</td> <td>YES</td> <td>X</td> <td>NO</td> <td></td> </tr> </table>								Estimated Cost:	\$25,000	Budgeted:	YES	X	NO	
Estimated Cost:	\$25,000	Budgeted:	YES	X	NO									
If NO, please explain how item will be funded:														
<b>Executive Summary:</b>														
<p>On June 18, City Council accepted the East Gateway Business Improvement District Eligibility Study presented by Ehlers, Inc. and authorized City staff to work with Ehlers to prepare the Redevelopment Plan, Phase II of the proposed East Gateway BID project. Ehlers has completed this plan to be presented for informational purposes only.</p> <p>In the following weeks, City staff and representatives from Ehlers will meet with business owners and operators to discuss the proposed Business District. Following these discussions, Staff will return to the P&amp;D Committee with a recommendation as to whether, and how, to proceed forward with this economic development initiative.</p>														
<b>Attachments:</b> <i>(please list)</i>														
Map of Proposed Business District, Business District Plan														
<b>Recommendation / Suggested Action</b> <i>(briefly explain):</i>														
For informational purposes only.														
<i>For office use only:</i>		<i>Agenda Item Number: 5b</i>												

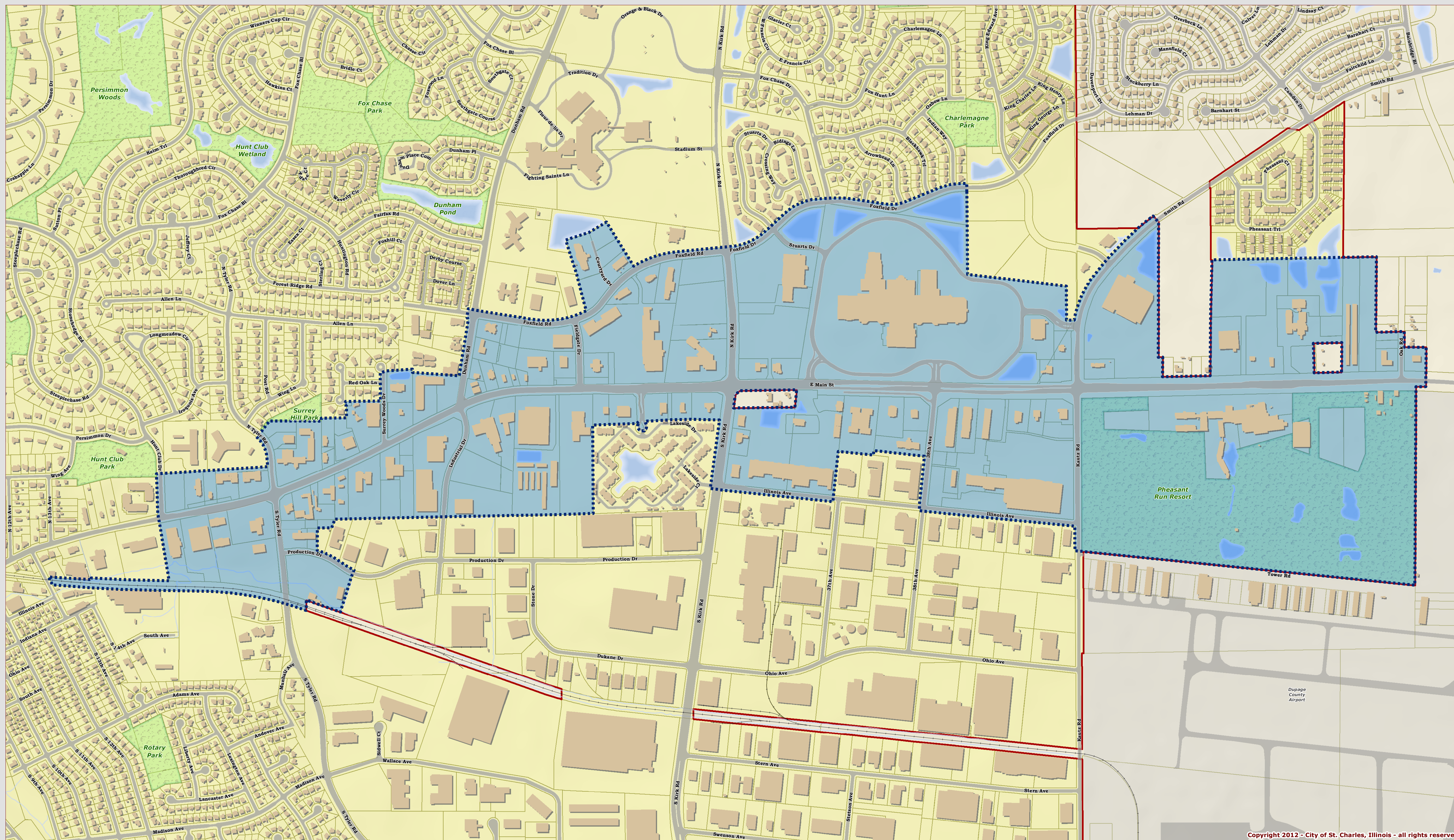




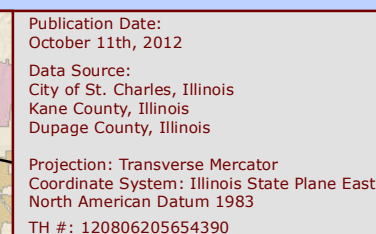
Two East Main Street St. Charles, IL 60174-1984  
Phone: 630-377-4400 Fax: 630-377-4440 - [www.stcharlesil.gov](http://www.stcharlesil.gov)

# East Gateway Business District

DONALD P. DEWITTE *Mayor*  
BRIAN TOWNSEND *City Administrator*



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 Business Development District

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# City of St. Charles, Illinois East Gateway Business District

## Business District Plan

November 2012 – **DRAFT**



Prepared by



**EHLERS**  
LEADERS IN PUBLIC FINANCE

# City of St. Charles, Illinois

## East Gateway Business District

### Business District Plan

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## I. Introduction

Municipalities are authorized to create Business Districts by the Illinois Municipal Code, specifically in 65 ILCS 5/11-74.3 *et seq.*, as amended (the “Business District Act” or the “Act”). This document, entitled *City of St. Charles, East Gateway Business District, Business District Plan* (the “Business District Plan”), is to serve as a Business District Plan for the property that is in the vicinity of East Main Street between Oak Road on the east and Hunt Club Drive on the west in St. Charles, Illinois. The City has determined that this area would benefit from designation as a Business District, as specifically provided for in the Business District Act. This area is subsequently referred to in this Business District Plan as the “East Gateway Business District” or the “Business District.”

Ehlers & Associates, Inc. (“Ehlers”) was retained to assist the City in assessing the qualifications of the East Gateway Business District for Business District designation under the Business District Act and in preparing this Business District Plan. In accordance with the Business District Act, this Business District Plan includes the following:

- A specific description of the Business District boundaries and a map illustrating the boundaries;
- A general description of each project proposed to be undertaken within the Business District, including a description of the approximate location of each project and a description of any developer, user, or tenant of any property to be located or improved within the proposed business district;
- The name of the proposed Business District;
- The estimated Business District Project Costs;
- The anticipated sources of funds to pay Business District Project Costs;
- The anticipated type and term of any obligations to be issued; and
- The rate of any tax to be imposed pursuant to the Business District Act and the period of time for which the tax shall be imposed.

The East Gateway Business District boundaries are generally described in **Sections III and IV**, depicted in a map in **Exhibit A**, and specifically described in **Exhibit B**, all of which are contained in this Business District Plan. All exhibits to this Business District Plan are incorporated herein by this reference thereto.

## A. The City of St. Charles

Incorporated in 1834, the City of St. Charles is located in Kane and DuPage Counties, Illinois on the Fox River, approximately 34 miles west of the City of Chicago. Prior to its incorporation, the Potawatomi established settlements in the St. Charles area along the Fox River. By 1836, a bridge and dam were built in St. Charles and the community grew around them. Railroad development in the 1870s and 1880s connected St. Charles to the region, ushering economic growth. Factory work drew immigrants to the area.

St. Charles continued to have steady residential and commercial growth, but as late as the 1970s the community's boundaries did not extend far from its historic downtown. In the 1980s and 1990s residential growth began to soar with new residential subdivisions on both the east and west sides of the river. Commercial development followed this trend, and in 1991, the Charlestowne Mall opened on the far east side of town.

The community maintains its historical character. In recent years, Downtown St. Charles was named in the region's "Top 10" by the *Chicago Tribune* for fine dining, arts and entertainment, recreational opportunities, unique shopping, and a lively nightlife. *Family Circle* named St. Charles the "Number One City for Families" in its Annual Survey of Best Towns and Cities for 2011.

Today, the City is served by Illinois Routes 25 and 31 (north/south) and Illinois Route 64/Main Street (east/west), all of which traverse the City. Interstates 90 and 88 are in close proximity to the community. Commuters are served by Metra's Union Pacific West line that may be accessed in Geneva, which borders the City to the south. Additionally, suburban PACE bus system offers various routes between the City and neighboring communities. Several airports in the Chicago region provide domestic and international air carrier service to St. Charles residents and businesses. O'Hare International airport is the closest of these airports, located approximately 30 miles to the east of the City. DuPage Airport, located at the City's eastern border also provides general aviation services.

According to the 2010 U.S. Census, the City of St. Charles' population is 32,974 persons with 12,526 households. The Median Household Income is \$77,324. In 2011, the U.S. Census estimates the City of St. Charles' population increased to 33,286 persons and the Median Household Income increased to \$81,604.

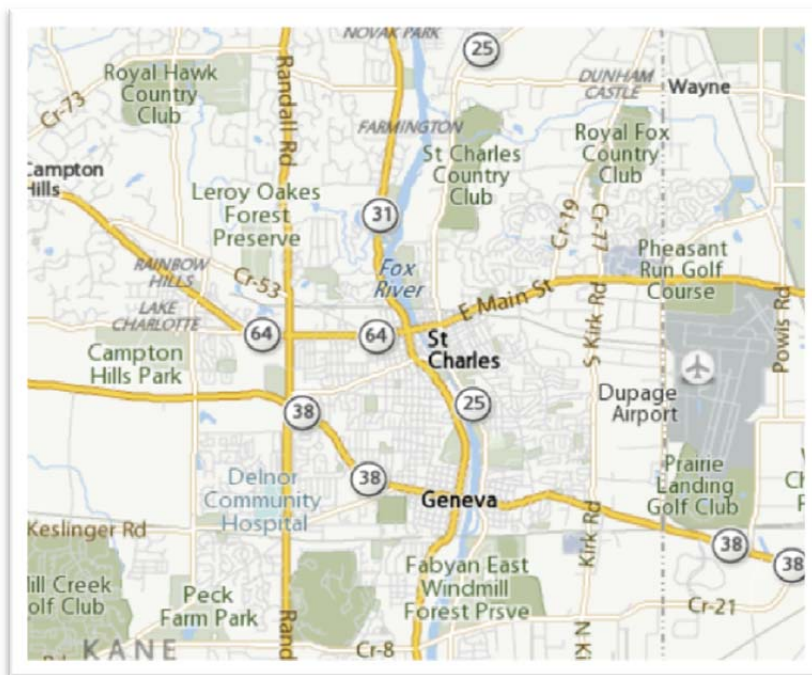
The majority of St. Charles's residents are served by Community Unit School District 303, which has twelve grade schools, 3 middle schools, and 2 high schools. Most of the City is within Elgin Community College District 509 ("ECC"). Other nearby institutions of higher learning include Northern Illinois University in DeKalb, Aurora University and Waubesa Community College in Aurora, North Central College in Naperville, and College of DuPage in Glen Ellyn.

Library services are provided by the St. Charles Public Library District.

A number of hospitals and outpatient facilities are either in or are a short distance from St. Charles, including Delnor-Community Health System. This facility is a multi-building complex with 118 beds, physicians' offices and a fitness and rehabilitation center.

St. Charles residents enjoy many recreational opportunities. The St. Charles Park District operates 62 park sites containing over 1,400 acres. The District owns and operates a nine-hole golf course, an outdoor swimming pool complex, 8.9 miles of bike paths, a boat launch, and a recreation center. In addition, the Forest Preserve District of Kane County owns and operates several preserves near St. Charles, including LeRoy Oakes and Andersen Woods Forest Preserves. The Forest Preserve also manages several regional bike trails, such as the Fox River Trail through downtown St. Charles. A former railroad right-of-way forms a border of the Business District. The City wishes to utilize this for an additional bike path.

The City of St. Charles is a home rule unit pursuant to Article VII, Section 6 of the Illinois Constitution of 1970. The City is under a Mayor-Council form of government with five wards and ten aldermen. A City Administrator oversees the day-to-day operations of the City.



*City of St. Charles*



## B. East Gateway Business District

The City of St. Charles experienced rapid residential and commercial growth, and it serves as a regional retail and employment center. However, much of the commercial growth in St. Charles is aging and has difficulty competing against newer developments on the west side of St. Charles and in other communities. Properties within the East Gateway Business District are examples of this problem. The Charlestowne Mall currently has fewer than 20 occupants, plus a few kiosk operators. The Charlestowne Mall and other commercial properties within the Business District no longer fit modern standards. Many tenant spaces are vacant, and buildings and parking areas are experiencing deterioration.

Properties in the Business District front on or are close to East Main Street. This offers a great deal of exposure to potential customer traffic. Last year, portions of East Main Street within the Business District Area were in the top 3 crash areas in the City. Improvements to East Main Street may reduce the number of collisions and improve safety. Unfortunately, roadway improvements alone may not be enough, as access to individual properties along East Main Street is limited by the lack of ingress and egress through adjoining properties and poor directional signage. This creates conditions which can endanger life and safety.

There are numerous parcels of vacant land in the Business District that have not been developed. There are building and tenant vacancies spread throughout the Business District. These vacant parcels and buildings result in a loss of taxes, employment opportunities, and commercial services to the City and its residents. For example, the total EAV of the Business District has decreased for three of the last five calendar years, resulting in a loss of property tax dollars for the entire City, as well as the other taxing bodies.

Through intense efforts by the City, significant progress has been made with respect to the redevelopment of its downtown and other areas. The successes to date in leveraging private and institutional investment are evidence that the City's 5 active tax increment financing ("TIF") districts and other economic development programs have helped to encourage new construction, building renovation, and other private investment by bridging the financial gap that existed previously for those projects. As part of its strategy to develop and redevelop the East Main Street corridor and stimulate private investment in this area, the City engaged Ehlers to investigate whether the East Gateway Business District qualifies as a Business District and a "blighted area" under the Business District Act.



*Aerial View of East Gateway Business District*

## II. Business District Act

The Business District Act is intended to be used by municipalities to invigorate economically sluggish areas by addressing problems that cause the area to qualify as a Business District and a “blighted area” under the Business District Act. Municipalities are authorized to carry out development and redevelopment projects to achieve this.

### A. Statutory Basis for a Business District

The Business District Act finds and declares:

1. It is essential to the economic and social welfare of each municipality that business districts be developed, redeveloped, improved, maintained, and revitalized, that jobs and opportunity for employment be created within the municipality, and that, if blighting conditions are present, blighting conditions be eradicated by assuring opportunities for development or redevelopment, encouraging private investment, and attracting sound and stable business and commercial growth. It is further found and determined that as a result of economic conditions unfavorable to the creation, development, improvement, maintenance, and redevelopment of certain business and commercial areas within municipalities opportunities for private investment and sound and stable commercial growth have been and will continue to be negatively impacted and business and commercial areas within many municipalities have deteriorated and will continue to deteriorate, thereby causing a serious menace to the health, safety, morals, and general welfare of the people of the entire state, unemployment, a decline in tax revenues, excessive and disproportionate expenditure of public funds, inadequate public and private investment, the unmarketability of property, and the growth of delinquencies and crime. In order to reduce threats to and to promote and protect the health, safety, morals, and welfare of the public and to provide incentives which will create employment and job opportunities, will retain commercial businesses in the state and related job opportunities and will eradicate blighting conditions if blighting conditions are present, and for the relief of unemployment and the maintenance of existing levels of employment, it is essential that plans for business districts be created and implemented and that business districts be created, developed, improved, maintained, and redeveloped.
2. The creation, development, improvement, maintenance, and redevelopment of business districts will stimulate economic activity in the state, create and maintain jobs, increase tax revenues, encourage the creation of new and lasting infrastructure, other improvements, and facilities, and cause the attraction and retention of businesses and commercial enterprises which generate economic activity and services and increase the general tax base, including, but not limited to, increased retail sales, hotel or restaurant sales, manufacturing sales, or entertainment industry sales, thereby increasing employment and economic growth.

3. It is hereby declared to be the policy of the state, in the interest of promoting the health, safety, morals, and general welfare of all the people of the state, to provide incentives which will create new job opportunities and retain existing commercial businesses within the state and related job opportunities, and it is further determined and declared that the relief of conditions of unemployment, the maintenance of existing levels of employment, the creation of new job opportunities, the retention of existing commercial businesses, the increase of industry and commerce within the state, the reduction of the evils attendant upon unemployment, and the increase and maintenance of the tax base of the state and its political subdivisions are public purposes and for the public safety, benefit, and welfare of the residents of this state.
4. The exercise of the powers provided in this Law is dedicated to the promotion of the public interest, to the enhancement of the tax base within business districts, municipalities, and the state and its political subdivisions, the creation of employment, and the eradication of blight, if present within the business district, and the use of such powers for the creation, development, improvement, maintenance, and redevelopment of business districts of a municipality is hereby declared to be for the public safety, benefit, and welfare of the residents of the state and essential to the public interest and declared to be for public purposes.

#### B. Municipal Powers Under the Business District Act

Municipal powers under the Business District Act include the following:

1. To make and enter into all contracts necessary or incidental to the implementation and furtherance of a business district plan. A contract by and between the municipality and any developer or other nongovernmental person to pay or reimburse said developer or other nongovernmental person for business district project costs incurred or to be incurred by said developer or other nongovernmental person shall not be deemed an economic incentive agreement under Section 8-11-20, notwithstanding the fact that such contract provides for the sharing, rebate, or payment of retailers' occupation taxes or service occupation taxes (including, without limitation, taxes imposed pursuant to subsection (10)) the municipality receives from the development or redevelopment of properties in the business district. Contracts entered into pursuant to this subsection shall be binding upon successor corporate authorities of the municipality and any party to such contract may seek to enforce and compel performance of the contract by civil action, mandamus, injunction, or other proceeding.



2. Within a business district, to acquire by purchase, donation, or lease, and to own, convey, lease, mortgage, or dispose of land and other real or personal property or rights or interests therein; and to grant or acquire licenses, easements, and options with respect thereto, all in the manner and at such price authorized by law. No conveyance, lease, mortgage, disposition of land or other property acquired by the municipality, or agreement relating to the development of property, shall be made or executed except pursuant to prior official action of the municipality. No conveyance, lease, mortgage, or other disposition of land owned by the municipality, and no agreement relating to the development of property, within a business district shall be made without making public disclosure of the terms and disposition of all bids and proposals submitted to the municipality in connection therewith.
3. To acquire property by eminent domain in accordance with the Eminent Domain Act.
4. To clear any area within a business district by demolition or removal of any existing buildings, structures, fixtures, utilities, or improvements, and to clear and grade land.
5. To install, repair, construct, reconstruct, or relocate public streets, public utilities, and other public site improvements within or without a business district which are essential to the preparation of a business district for use in accordance with a business district plan.
6. To renovate, rehabilitate, reconstruct, relocate, repair, or remodel any existing buildings, structures, works, utilities, or fixtures within any business district.
7. To construct public improvements, including but not limited to buildings, structures, works, utilities, or fixtures within any business district.
8. To fix, charge, and collect fees, rents, and charges for the use of any building, facility, or property or any portion thereof owned or leased by the municipality within a business district.
9. To pay or cause to be paid business district project costs. Any payments to be made by the municipality to developers or other nongovernmental persons for business district project costs incurred by such developer or other nongovernmental person shall be made only pursuant to the prior official action of the municipality evidencing an intent to pay or cause to be paid such business district project costs. A municipality is not required to obtain any right, title, or interest in any real or personal property in order to pay business district project costs associated with such property. The municipality shall adopt such accounting procedures as shall be necessary to determine that such business district project costs are properly paid.

10. To apply for and accept grants, guarantees, donations of property or labor or any other thing of value for use in connection with a business district project.
11. If the municipality has by ordinance found and determined that the business district is a “blighted area” under this Law, to impose a retailers' occupation tax and a service occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for business district project costs as set forth in the business district plan approved by the municipality.
12. If the municipality has by ordinance found and determined that the business district is a “blighted area” under this Law, to impose a hotel operators' occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for the business district project costs as set forth in the business district plan approved by the municipality.

The Business District Act specifies that a municipality may impose a retailers' occupation and a service occupation tax (collectively the “Business District Sales Tax” or “Business District Sales Taxes”) and a hotel operators' occupation tax (the “Business District Hotel/Motel Tax” or “Business District Hotel/Motel Taxes”) applying revenues toward development and redevelopment within the Business District.

The Business District Sales Taxes may be imposed at a rate not to exceed one percent (1%) of the gross receipts from sales of tangible personal property within the Business District, and must be imposed in quarter percent (0.25%) increments. The Business District Sales Taxes may not be imposed on "tangible personal property titled or registered with an agency of this state's government or food for human consumption that is to be consumed off the premises where it is sold (other than alcoholic beverages, soft drinks, and food that has been prepared for immediate consumption), prescription and nonprescription medicines, drugs, medical appliances, modifications to a motor vehicle for the purposes of rendering it usable by a disabled person, and insulin, urine testing materials, syringes, and needles used by diabetics, for human use," and may not be imposed for more than twenty-three (23) years. These Business District Sales Taxes, if imposed, shall be collected by the Illinois Department of Revenue and then disbursed to the City.

The Business District Hotel/Motel Tax may be imposed at a rate of not to exceed one percent (1%) of the gross rental receipts from the rental leasing or letting of hotel rooms within the Business District (excluding, however, gross rental receipts from the rental leasing or letting of a hotel to permanent residents, as defined in the Hotel Operators' Occupation Tax Act), must be imposed in quarter percent (0.25%) increments, may not be imposed for more than twenty-three (23) years and, if imposed, must be collected by the City.

### III. Business District Eligibility Analysis

#### A. Qualifications for a Business District

Pursuant to 65 ILCS 5/11-74.3-5, a business district is defined as “a contiguous area which includes only parcels of real property directly and substantially benefited by the proposed business district plan.” The Business District Act further states that a business district may, but need not be, a “blighted area”, but no municipality shall be authorized to impose Business District Sales Taxes or Business District Hotel/Motel Taxes unless it is determined by ordinance to be a blighted area under the Business District Act.

A “blighted area” is defined by the Business District Act as “an area that is a blighted area which, by reason of the predominance of defective, non-existent, or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire or other causes, or any combination of those factors, retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.”

#### B. Business District Boundaries

The Business District consists of over 180 parcels and adjacent rights-of-way and approximately 100 structures. It encompasses approximately 673 acres.

A general description of the boundaries of the East Gateway Business District is the area located along East Main Street from about Oak Road on the east to Hunt Club Drive on the west. Starting at the intersection of Hunt Club Drive and East Main Street, the boundary goes north along Hunt Club Drive and then turns east along the north lot lines of parcels that front on East Main Street to Tyler Road. At Tyler Road, the boundary turns north along Tyler Road to Surrey Hill Park, where it then turns east along the south lot line of Surrey Hill Park. The boundary continues easterly to Surrey Woods Drive, where it turns north. Just north of Red Oak Lane, the boundary turns east to include two parcels that front on the east side of Surrey Woods Drive. The boundary then continues east along the north lot lines of parcels that front on East Main Street to Dunham Road. At Dunham Road, the boundary turns north to Foxfield Road. At Foxfield Road, the boundaries turn east to generally follow Foxfield Road, past Kirk Road, to just east of Indian Way. Also included in the boundary are the properties that front on Courtyard Drive, north of Foxfield Road. Just east of Indian Way, the boundary then turns south and then east to include the Charlestowne Mall development. At Smith Road, the boundary turns north and east to follow Smith Road. The boundary then turns south to follow the City’s current municipal boundary to East Main Street. The boundary generally goes east then north following the City’s current municipal boundary. The boundary then turns east to follow the south lots lines of parcels fronting on Pheasant Trail. The boundary continues east to a lot fronting on Oak Road. The boundary then turns south along the west property lines of parcels fronting on Oak Road. The boundary turns east to include four parcels fronting on Oak Road near the intersection of Oak Road and East Main Street. The boundary continues south, across East Main Street, to

Tower Road. At Tower Road, the boundary then turns west to Kautz Road. At Kautz Road, the boundary then turns north to Illinois Avenue. The boundary then turns west along Illinois Avenue to Kirk Road. The boundaries exclude the three parcels fronting on the north side of Illinois Avenue between 37<sup>th</sup> Avenue and 38<sup>th</sup> Avenue. At Kirk Road, the boundary turns north to the southern property lines of parcels fronting on East Main Street. The boundary then turns westerly along the southern property lines of parcels fronting on East Main Street. The boundary continues westerly past Industrial Drive to Tyler Road. The boundary turns southerly to include developments on the east side of Tyler Road, past Production Drive, to former railroad right-of-way. The boundaries then turn west to include the former railroad right-of-way parcel from just east of Tyler Road to 13<sup>th</sup> Avenue. The boundary turns north at about Hunt Club Drive to East Main Street. The boundaries include adjoining rights-of-way. Parcels that are not annexed in the City of St. Charles are excluded from the Business District.

The boundaries of the East Gateway Business District have been drawn to carefully include only real property directly and substantially benefited by the proposed project to be undertaken as part of the Business District Plan. **Exhibit A** is the Map of the East Gateway Business District. It illustrates that all parcels in the Business District are contiguous. **Exhibit B** is the legal description of the East Gateway Business District, specifically describing the East Gateway Business District boundaries.

Parcels by property identification number (“PIN”) within the Business District are listed in **Exhibit C**. Addresses of parcels within the Business District are listed in **Exhibit D**.

### C. Eligibility Analysis Methodology

In determining whether or not the proposed Business District meets the eligibility requirements of the Business District Act, at the City’s direction, Ehlers conducted research and field surveys.

Every parcel was visually examined during the survey. The survey and analysis of existing conditions within the Business District area were completed in by Ehlers in April and May 2012, and again in August 2012 to document the extent to which each “blighted area” factor is present within the Business District. Various types of research and field surveys were undertaken including:

1. Exterior survey of the condition and use of properties and buildings.
2. Field survey of environmental conditions covering street, sidewalks, lighting, traffic, parking facilities, landscaping, fences and walls, and general property maintenance.
3. Analysis of tax maps to ascertain platting.
4. Review of previously prepared plats, plans, and studies.
5. Review of County and Township Records.
6. Contacts with City officials and private parties knowledgeable of area conditions, history, age of buildings and site improvements, real estate matters and related items, as well as examination of existing information related to the Business District.



## D. Business District Eligibility Findings

The Business District is a “blighted area” as defined in the Business District Act due to the following factors:

- Predominance of defective, non-existent, or inadequate street layout.
- Unsanitary or unsafe conditions.
- Deterioration of site improvements.
- Improper subdivision or obsolete platting.
- Existence of conditions which endanger life or property by fire or other causes, or any combination of those factors.
- Retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.

These factors constitute an economic liability and an economic underutilization of the area within the Business District in its present condition and use. Based on the presence of these factors described in more detail below, the Business District is a “blighted area” as defined by the Business District Act.

### **Predominance of defective, non-existent, or inadequate street layout**

Over 40 properties in the Business District (or about 20%) suffer from the predominance of defective, non-existent, or inadequate street layout. This is demonstrated to a minor extent in the public rights-of-way adjacent to property in the Business District. These issues on private property are more extensive and will likely be more challenging to resolve.

In examining the condition of public roadways, Ehlers reviewed automobile accident data for 2011. This information indicates that there are traffic issues in the Business District. The intersections of East Main Street and Dunham Road and East Main Street and Kirk Road each had seven crashes in 2011. The 1600 and 3700 blocks of East Main Street each had 10 crashes in 2011. While these numbers seem relatively small as compared to the total number of crashes within the City limits in 2011, the area of East Main Street between Tyler and Kirk Roads ranks within the top three crash areas in the City<sup>1</sup>. With the improvements to East Main Street currently under construction, including a bi-directional turn lane, certain types of collisions may be reduced and safety improved.

At the same time, however, it should be noted that current improvements in the East Main Street right-of-way alone may not significantly reduce the number of accidents in this Business District. As additional development and redevelopment occurs, especially in the area of East Main Street between Tyler and Kirk Roads, reducing the number of

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<sup>1</sup> Source: City of St. Charles Police Department.

curb cuts and encouraging cross access between properties may help keep traffic off East Main Street by directing it to side streets and other intersections. These are typically safer movements and can help reduce traffic accidents. Additionally, the City of St. Charles Police Department's 2011 Annual Report notes that it will focus efforts in 2012 to reduce the number and severity of traffic accidents in this area.

Defective and inadequate street layouts were also observed on roadways, access drives, and drive aisles on private property. Currently, the majority of individual parcels with direct access to East Main Street have their own individual curb cuts. In the western portion of the Business District, especially those parcels west of Dunham Road and Industrial Drive, there is little or no cross access between properties. As a result, access to and circulation within properties in the Business District is limited and creates hazardous and conflicting pedestrian and vehicular circulation. Based on discussions with City Public Works staff, the number of curb cuts will not be reduced as a result of the East Main Street reconstruction now ongoing.

In some situations, the locations of access drives were ineffective. Some had poor visibility because of grade issues, others were too close to an intersection or other access drives. An example of this is the access drive to Pheasant Run resort from Kautz Road. This access point is too close to the East Main Street/Kautz Road intersection. Ehlers observed vehicles stacking into the intersection, while other vehicles waited to turn left into the Pheasant Run property. Other parcels are entirely covered with building and pavement with little buffer between uses, and access drives for these parcels are located immediately next to each other, causing conflicts.

Internal movement on individual properties within the Business District is difficult. On some parcels there are a lack of defined travel lanes, and conflict points are present between customer vehicles, delivery vehicles, and pedestrians. Deteriorated conditions in paved areas aggravate these situations.

Street and vehicle areas are essential to the growth of commercial areas. The costs of building and rehabilitating streets, sidewalks, delivery areas, and cross access are an extraordinary expense for which public assistance may be necessary if these projects are to be addressed.

**Exhibit E** identifies parcels with this condition.

### **Unsanitary or unsafe conditions**

During our research and field surveys, Ehlers did not find or witness conditions that were unsanitary in the Business District.

Unsafe conditions were evidenced by the number of traffic accidents, as well as the number and location of curb cuts. This was also evidenced by internal movements through and between developments in the Business District. As a result of these conditions, access to and circulation within the Business District are limited, creating hazardous and conflicting pedestrian and vehicular circulation.

Access could be improved through the use of well-defined internal drives and ingress and egress access between properties, as well as improvements in rights-of-way. Dedication of additional rights-of-way for appropriate turn and deceleration lanes may be required, as well as the construction and rehabilitation of streets, drive lanes, parking and loading areas, and sidewalks. This will result in sizeable additional costs for private development and redevelopment.

It should also be noted that during storm events, some properties in the Business District experience flooding conditions, particularly parcels located south of East Main Street between Hunt Club and properties on either side of Tyler Road. Ongoing improvements to East Main Street may improve drainage problems. Additionally, dollars are available in the Business District Project Costs to address drainage and flooding issues.

**Exhibit E** identifies parcels with this condition.

### **Deterioration of site improvements**

Field surveys were conducted to identify the physical condition of buildings, parking lots, service and loading areas, curbing, and sidewalks. Over 25% of the properties in the Business District exhibit deterioration of site improvements.

While the majority of the buildings and structures are in good condition, several exhibit deterioration, as evidenced by damage to exterior stucco and bricks, loose or missing siding and roofing materials, rusted metal and HVAC systems, dented or missing fascias, and broken and missing windows. The most serious building deterioration was identified on vacant buildings. Ehlers observed broken and missing windows, damaged overhead doors, and damaged signs and exterior walls.

Parking areas, curbing, and sidewalks throughout the Business District were found to have deteriorated conditions in the form of cracked pavement, potholes, loose paving materials, and weeds protruding through paved surfaces.

Fences, retaining walls, and freestanding sign structures were also found to be deteriorated and in need of repair. St. Charles has varying topography, especially in the western portion of the Business District. Because most properties were developed individually and not on a coordinated basis, elevations between properties vary. This

worsens the deterioration of site surfaces and fences, weed growth, and accumulation of litter.

Utilities and adjoining public roadway conditions are also typically reviewed and considered part of a property's "site improvements." Ehlers conducted field surveys in April and early May 2012, and again in August 2012. Conditions at those times indicated that East Main Street suffers from major deterioration issues. It should be noted that these conditions have not been incorporated into Ehlers' study results, as the Illinois Department of Transportation (IDOT) and the City of St. Charles are in the midst of major reconstruction of East Main Street, including new pavement, roadway improvements, and sidewalk, streetlight, watermain, and stormsewer replacement. The deterioration conditions in the East Main Street right-of-way should be remedied as a result of the reconstruction.

Substantial investment beyond the public improvements currently undertaken by IDOT and the City will be necessary to repair or demolish and reconstruct buildings and paved areas, as well as upgrade utilities, stormwater management facilities, and pedestrian areas.

**Exhibit E** identifies parcels with this condition.

#### **Improper subdivision or obsolete platting**

About 50 of the parcels (or about 30%) suffer from improper subdivision or obsolete platting. This consists of both improved and vacant parcels.

Much of the development in the Business District occurred on a piecemeal basis through separate subdivisions. This, along with topographic and other physical conditions, such as railroad right-of-way, has resulted in parcels with configurations of irregular shape and size and limited access between parcels. Several small, oddly shaped parcels have been created where properties were either divided through right-of-way dedication or newly established from vacating right-of-way. Some of these oddly shaped parcels are tax parcels and have been created for tax purposes (as an example, a property owner may create multiple tax parcels for a single development so that the tax burden of a parcel with parking or detention is less than that of a parcel with a building).

Without any development plan for the assembly of properties that have been improperly subdivided or suffer from obsolete platting, parcels are likely to remain undeveloped or in their current state due to their undesirable shape or size. Assembly of vacant parcels will be difficult because of the involvement of multiple property owners. City participation will be necessary to facilitate property assembly.

**Exhibit E** identifies parcels with this condition.

### **Existence of conditions which endanger life or property by fire or other causes**

As previously outlined in “Predominance of Defective, Non-Existent, or Inadequate Street Layout” and “Unsanitary or Unsafe Conditions,” current traffic conditions endanger life or property within the Business District. In summary, there are a significant number of traffic accidents in the Business District. Internal movement through and between properties is difficult. There are many conflict points and in many instances, little separation between pedestrians, customer and tenant vehicles, and delivery vehicles.

**Exhibit E** identifies parcels with this condition.

### **Retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare**

All of the factors noted above together constitute an economic liability in their present condition and use. To summarize, traffic conditions endanger life or property within the Business District. There are a number of traffic accidents that occur in the Business District. Internal movement through and between properties is poor. There are many conflict points and in many instances little separation between pedestrians, customer and tenant vehicles, and delivery vehicles. Buildings and paved areas suffer from deteriorated conditions, including missing and broken windows, damaged exterior finishes, cracked pavement, potholes, and weeds protruding through paved surfaces. Parcels suffer from improper subdivision or obsolete platting. Some parcels are of irregular shape and size, buildings occupy multiple lots, and some parcels do not have enough lot area to accommodate modern standards.

Further proof of the economic liability and economic underutilization of the area is reflected in the Business District's Equalized Assessed Value (“EAV”). EAV is an indicator of the economic viability of an area. Although not specifically outlined in the Business District Act, the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11/-74.4-1 *et seq.*, as supplemented and amended (the “TIF Act”)) outlines three standards to measure EAV:

- If an area has decreased for three of the last five calendar years prior to the year in which the area is designated;
- If an area is increasing at an annual rate that is less than the balance of the municipality for three of the last five calendar years for which information is available; or
- If an area is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency (CPI) for three of the last five calendar years prior to the year in which the area is designated.



The EAV of the Business District meets all three of these measurement standards, as shown in **Table 1**. The total EAV of the Business District has decreased for three of the last five calendar years. Also, the Business District has grown at an annual rate that is less than the balance of the City for four of the past five years. Further, the EAV of the Business District has increased at an annual rate that is less than the CPI for three of the past five years. This data indicates that the Business District is an economic liability.

**Table 1: EAV History of Business District**

GROWTH RATES OF EQUALIZED ASSESSED VALUATION						
Tax Year	Study Area EAV	City EAV	Balance of City EAV	Business District Area %	Balance of City %	CPI %
2006	\$99,568,947	\$1,474,649,747	\$1,375,080,800			
2007	\$106,714,323	\$1,596,902,805	\$1,490,188,482	7.18%	8.37%	2.8%
2008	\$113,474,551	\$1,671,118,140	\$1,557,643,589	6.33%	4.53%	3.8%
2009	\$111,942,390	\$1,661,903,809	\$1,549,961,419	-1.35%	-0.49%	-0.4%
2010	\$104,133,789	\$1,568,915,730	\$1,464,781,941	-6.98%	-5.50%	1.6%
2011	\$97,605,442	\$1,478,384,386	\$1,380,778,944	-6.27%	-5.73%	3.2%

Sources: DuPage County, Kane County, St. Charles Township, and Wayne Township.

A significant contributor to economic liability of the Business District is the Charlestowne Mall, which is almost 80% vacant as measured by the number of actual tenant spaces. While there are still four anchor tenants present (Carsons, Classic Cinemas Charlestowne 18, Kohls, and Von Maur), most of the smaller tenant and restaurant spaces are vacant. The vacancy rate has resulted in the loss of sales taxes, employment opportunities, and retail/commercial services to the City. The EAV of the Charlestowne Mall itself has declined, as shown in **Table 2**. In Tax Year 2006, the total EAV of the four Charlestowne Mall parcels<sup>2</sup> was \$8.6 million. In Tax Year 2011, the total EAV of these parcels dropped to \$5.5 million – a 36% drop in five years. In comparison, the EAV for the balance of the City of St. Charles increased by 0.5% during the same time period.

<sup>2</sup> Von Maur, Kohls', detention, and balance of mall building and parking areas.

**Table 2: EAV History of Charlestowne Mall Parcels**

GROWTH RATES OF EQUALIZED ASSESSED VALUATION						
Tax Year	Mall Area EAV	City EAV	Balance of City EAV	Mall Area %	Balance of City %	CPI %
2006	\$8,681,913	\$1,474,649,747	\$1,465,967,834			
2007	\$9,707,638	\$1,596,902,805	\$1,587,195,167	11.81%	8.27%	2.8%
2008	\$10,502,611	\$1,671,118,140	\$1,660,615,529	8.19%	4.63%	3.8%
2009	\$8,033,026	\$1,661,903,809	\$1,653,870,783	-23.51%	-0.41%	-0.4%
2010	\$6,038,143	\$1,568,915,730	\$1,562,877,587	-24.83%	-5.50%	1.6%
2011	\$5,553,296	\$1,478,384,386	\$1,472,831,090	-8.03%	-5.76%	3.2%

Sources: DuPage County, Kane County, St. Charles Township, and Wayne Township.

The Business District shows signs of an economic underutilization of the area. The City's current Future Land Use Map, as shown in **Exhibit G** attached herein, identifies that most of the Business District is for commercial and business uses, including retail and service, manufacturing, office and research. There are numerous parcels of vacant land that have not been developed. There are building and tenant vacancies spread throughout the Business District. These conditions demonstrate an economic underutilization of the area.

#### **E. Summary Business District Eligibility Findings**

In summary, this Business District Plan concludes that the Business District in its present condition and use is eligible for Business District designation under the Business District Act as a "blighted area", according to the definitions in the Business District Act. The costs associated with the development and redevelopment of the properties in the Business District (including land preparation, utilities and infrastructure) constitute an impediment to private investment. Due to the extensive initial investment in development incentive payments, rehabilitation, and public infrastructure that is required in order to allow development and redevelopment to occur, development and redevelopment of the area is not likely to not occur solely as a result of private investment.

The East Gateway Business District, on the whole, has not been subject to growth or development by private enterprises and would not reasonably be anticipated to be developed or redeveloped without the establishment of the Business District and the adoption of this Business District Plan.

## IV. Business District Development Plan

### A. Objectives and Policies

General objectives for the East Gateway Business District include:

- Enhancing the environment within the East Gateway Business District to contribute more positively to the health, safety and general welfare of the City and surrounding communities;
- Strengthening the economic well-being of the East Gateway Business District and the City by increasing business activity and improving the tax base of the City and other local governments having jurisdiction overlapping the Business District;
- Stimulating private investment in new construction and redevelopment;
- Creating new job opportunities and retaining existing jobs for residents and non-residents of the City;
- Maintaining, improving, and constructing infrastructure and facilities to encourage and support private investment, including both public and private, water and sewer mains, stormwater management, and opportunities for pedestrians and bicyclists;
- Creating additional recreational opportunities and gathering spaces that coordinate with and build on business activities in the East Gateway Business District;
- Improving the visual attractiveness of the East Gateway Business District and the City through attractive and high-quality design, site improvements, landscaping, and public areas; and
- Reducing or eliminating the factors that qualified the East Gateway Business District as a “blighted area”.

The City of St. Charles proposes to undertake this Business District Plan, which consists of planned economic development and redevelopment activities, sound fiscal policies, marketable land uses, and other private and public activities. Appropriate policies have been or will be developed as required, assuring the completion of this Business District and the activities specified. The City may employ the use of financial incentives for private investment within the Business District.

The City also maintains the flexibility to undertake additional activities, improvements and projects authorized under the Business District Act and other applicable laws, if the needs change over time, especially as market demands change and development and redevelopment occurs in the East Gateway Business District.

## B. Business District Boundaries and Map

The Business District consists of over 180 parcels and adjacent rights-of-way and approximately 100 structures. It encompasses approximately 673 acres.

A general description of the boundaries of the East Gateway Business District is the area located along East Main Street from about Oak Road on the east to Hunt Club Drive on the west. Starting at the intersection of Hunt Club Drive and East Main Street, the boundary goes north along Hunt Club Drive and then turns east along the north lot lines of parcels that front on East Main Street to Tyler Road. At Tyler Road, the boundary turns north along Tyler Road to Surrey Hill Park, where it then turns east along the south lot line of Surrey Hill Park. The boundary continues easterly to Surrey Woods Drive, where it turns north. Just north of Red Oak Lane, the boundary turns east to include two parcels that front on the east side of Surrey Woods Drive. The boundary then continues east along the north lot lines of parcels that front on East Main Street to Dunham Road. At Dunham Road, the boundary turns north to Foxfield Road. At Foxfield Road, the boundaries turn east to generally follow Foxfield Road, past Kirk Road, to just east of Indian Way. Also included in the boundary are the properties that front on Courtyard Drive, north of Foxfield Road. Just east of Indian Way, the boundary then turns south and then east to include the Charlestowne Mall development. At Smith Road, the boundary turns north and east to follow Smith Road. The boundary then turns south to follow the City's current municipal boundary to East Main Street. The boundary generally goes east then north following the City's current municipal boundary. The boundary then turns east to follow the south lots lines of parcels fronting on Pheasant Trail. The boundary continues east to a lot fronting on Oak Road. The boundary then turns south along the west property lines of parcels fronting on Oak Road. The boundary turns east to include four parcels fronting on Oak Road near the intersection of Oak Road and East Main Street. The boundary continues south, across East Main Street, to Tower Road. At Tower Road, the boundary then turns west to Kautz Road. At Kautz Road, the boundary then turns north to Illinois Avenue. The boundary then turns west along Illinois Avenue to Kirk Road. The boundaries exclude the three parcels fronting on the north side of Illinois Avenue between 37<sup>th</sup> Avenue and 38<sup>th</sup> Avenue. At Kirk Road, the boundary turns north to the southern property lines of parcels fronting on East Main Street. The boundary then turns westerly along the southern property lines of parcels fronting on East Main Street. The boundary continues westerly past Industrial Drive to Tyler Road. The boundary turns southerly to include developments on the east side of Tyler Road, past Production Drive, to former railroad right-of-way. The boundaries then turn west to include the former railroad right-of-way parcel from just east of Tyler Road to 13<sup>th</sup> Avenue. The boundary turns north at about Hunt Club Drive to East Main Street. The boundaries include adjoining rights-of-way. Parcels that are not annexed in the City of St. Charles are excluded from the Business District.

The boundaries of the East Gateway Business District have been drawn to carefully include only real property directly and substantially benefited by the Business District Plan. **Exhibit A** is the Map of the East Gateway Business District. It illustrates that all parcels in the Business District are contiguous. **Exhibit B** is the legal description of the East Gateway Business District, specifically describing the East Gateway Business District boundaries.

Parcels by property identification number (“PIN”) within the Business District are listed in **Exhibit C**. Addresses of parcels within the Business District are listed in **Exhibit D**.

### C. Project Description

The City proposes to achieve its objectives for the East Gateway Business District through the use of public financing techniques authorized under the Business District Act to undertake the activities, improvements, and projects described below. The City also maintains the flexibility to undertake additional activities, improvements, and projects authorized under the Business District Act and other applicable laws, if the need for activities, improvements, and project as development and redevelopment occurs in the East Gateway Business District, including:

1. Construct buildings and facilities;
2. Revitalize and upgrade buildings through site planning, façade improvements, and construction methods that provide cohesive design features, provide focus to the streetscape and buildings in the Business District, and that use quality building materials;
3. Assemble land into parcels of sufficient shape and size for disposition, development, and redevelopment in accordance with this Business District Plan and contemporary development needs and standards;
4. Market sites within the Business District to private investors;
5. Improve streetscape design, pedestrian access, distinctive lighting, signage and landscaping, and other appropriate site amenities;
6. Redesign sites to improve layout and access, which may require the demolition and replacement of buildings and other facilities;
7. Provide and upgrade infrastructure to serve developments, including the construction of and improvements to utility and stormwater management infrastructure;
8. Create and improve on existing roadways and circulation patterns to improve traffic flow and safety;



9. Make access improvements to provide safe, convenient, efficient, and effective access to and circulation within and around the East Gateway Business District for automobiles, trucks and delivery vehicles, public transportation, bicycles, and pedestrians, as appropriate; and
10. Provide financial assistance, as permitted by the Act, to encourage private investment and private activities as outlined in this Business District Plan.

The projects, improvements, and activities presented in this Business District Plan generally conform to the land-use development policies and standards for the City as set forth in the existing Comprehensive Plan.

#### D. Business District Name

The name of the Business District shall be the “East Gateway Business District.”

#### E. Business District Project Costs

A range of development and redevelopment projects, activities and improvements will be required to implement this Business District Plan. In undertaking these activities and improvements, the City may incur and expend funds related to the projects described in this Business District Plan and in compliance with the Business District Act. The activities and improvements and their estimated costs are set forth in **Table 3**.

Estimated Business District Project Costs described in **Table 3** are intended to provide an upper estimate of expenditures and represent present value. Within the Development Project Costs, adjustments increasing or decreasing line items may be made without amending this Business District Plan. The costs represent estimated amounts and do not represent actual City commitments or expenditures.

Estimated Business District Project Costs exclude any additional financing costs, including any interest expense, reasonably required reserves, issuing costs, capitalized interest and costs associated with optional redemptions. These financing costs may be substantial, are subject to prevailing market conditions and are in addition to Estimated Business District Project Costs.

**Table 3: Estimated Business District Project Costs**

<b><u>Item Description</u></b>	<b><u>Estimated Costs</u></b>
Costs of studies, surveys, development of plans and specifications, implementation and administration of the Business District Plan, and personnel and professional service costs including architectural, engineering, legal, marketing, financial, planning, or other professional services, provided that no charges for professional services may be based on a percentage of tax revenues received by the municipality.	\$1,000,000
Property assembly costs, including but not limited to, acquisition of land and other real or personal property or rights or interests therein, and specifically including payments to developers or other nongovernmental persons as reimbursement for property assembly costs incurred by that developer or other nongovernmental person.	\$3,000,000
Site preparation costs, including but not limited to clearance, demolition or removal of any existing buildings, structures, fixtures, utilities, and improvements and clearing and grading of land.	\$5,000,000
Costs of installation, repair, construction, reconstruction, extension, or relocation of public streets, public utilities, and other public site improvements within or without the business district which are essential to the preparation of the Business District for use in accordance with the Business District Plan, and specifically including payments to developers or other nongovernmental persons as reimbursement for site preparation costs incurred by the developer or nongovernmental person.	\$4,000,000
Costs of renovation, rehabilitation, reconstruction, relocation, repair, or remodeling of any existing buildings, improvements, and fixtures within the Business District, and specifically including payments to developers or other nongovernmental persons as reimbursement for costs incurred by those developers or nongovernmental persons.	\$10,000,000
Costs of installation or construction within the Business District of buildings, structures, works, streets, improvements, equipment, utilities, or fixtures, and specifically including payments to developers or other nongovernmental persons as reimbursements for such costs incurred by such developer or nongovernmental person.	\$5,000,000
Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations, payment of any interest on any obligations issued under the Act that accrues during the estimated period of construction of any development or redevelopment project for which those obligations are issued and for not exceeding 36 months thereafter, and any reasonable reserves related to the issuance of those obligations.	\$5,000,000
Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law.	\$2,000,000
<b>Total Estimated Business District Project Costs</b>	<b>\$35,000,000</b>

Table 3 Notes:

1. All estimates are based on 2012 dollars.
2. The City reserves the right to exceed budgeted costs in particular estimated development project cost categories so long as the Total Estimated Business District Project Cost is not exceeded over the 23 year life of the Business District, unless otherwise amended.
3. Certain infrastructure work in connection with and appurtenant to the Business District can be undertaken under the Business District Act.

## F. Anticipated Sources of Funds to Pay Business District Project Costs

Upon designation of the East Gateway Business District by City Ordinance, as provided for by the Business District Act, within the East Gateway Business District the City intends to impose: i.) a retailers' occupation tax and service occupation tax (collectively the "Business District Sales Tax" or "Business District Sales Taxes"); and ii.) the hotel operators' occupation tax (the "Business District Hotel/Motel Tax" or "Business District Hotel/Motel Taxes"). The Business District Sales Taxes and the Business District Hotel/Motel Taxes will be imposed for the term of the Business District (not to exceed twenty-three (23) years from the date of adoption of this Business District Plan) to pay for Business District Project Costs within the East Gateway Business District and obligations issued to pay those costs.

Business District Sales Taxes and Business District Hotel/Motel Taxes will be the primary source of funds to pay for Business District Project Costs and secure obligations issued for such costs. In addition, other sources of funds which may be used to pay for Business District Project Costs or to secure municipal obligations are federal and state grants, investment income, private financing and other legally permissible funds the City may deem appropriate.

An ordinance shall be adopted by the City Council to create a separate fund entitled the "East Gateway Business District Tax Allocation Fund." Pursuant to the Business District Act, the proceeds of the taxes received from the Business District Sales Taxes and Business District Hotel/Motel Taxes shall be deposited into this special fund for the purpose of paying or reimbursing Business District Project Costs and obligations incurred in the payment of those costs.

#### G. Anticipated Type and Source of Any Obligations to be Issued

The City may issue obligations pursuant to the Business District Act and other authorities to provide for the payment or reimbursement of Business District Project Costs. The obligations may be secured by the “East Gateway Business District Tax Allocation Fund” established for the Business District pursuant to the Business District Act and this Business District Plan, as well as other revenue sources as allowed by federal and state statutes.

One or more series of obligations may be issued from time to time in order to implement this Business District Plan. All obligations issued by the City pursuant to this Business District Plan, the Business District Act, and other applicable federal and state statutes, shall be retired within twenty-three (23) years from the date of adoption of the ordinance approving this Business District Plan. However, the final maturity date of any obligations issued may not be more than twenty (20) years from their respective date of issuance.

All forms of debt may be issued on either a taxable or tax-exempt basis, with either fixed or variable interest rates; with or without capitalized interest; with or without deferred principal retirement; with or without interest rate limits except as limited by law; with or without redemption provisions, and such other terms, as the City may determine and deem appropriate, pursuant to federal and state statutes.

#### H. The Rate and Period of Business District Taxes to be Imposed

A rate of up to, but not to exceed one percent (1%) shall be imposed as a retailers’ occupation tax and service occupation tax within the East Gateway Business District. Such tax shall be imposed for up to, but no more than, twenty-three (23) years pursuant to the provisions of the Business District Act.

A rate of up to, but not to exceed one percent (1%) shall be imposed as a hotel operators’ occupation tax within the East Gateway Business District. Such tax shall be imposed for up to, but no more than, twenty-three (23) years pursuant to the provisions of the Business District Act

The City of St. Charles may amend the above tax rates in accordance with the Business District Act.

## V. Comparison of Business District Plan to Comprehensive Plan

The projects, improvements, and activities presented in this Business District Plan generally conform to the land use development policies and standards for the City as set forth in the existing Comprehensive Plan, entitled *City of St. Charles, Illinois Comprehensive Plan* and adopted by the City in May 1996. The City's Future Land Use Map was updated in 2010.

The City's current Future Land Use Map, as shown in **Exhibit G** attached herein, identifies that most of the Business District is for commercial and business uses, including retail and service, manufacturing, office and research. The following goals in the City's current Comprehensive Plan generally reflect objectives and policies in this Business District Plan:

### **PART 1 CITY FRAMEWORK**

#### **CHAPTER 1: COMMUNITY PROFILE**

- A. Through wise land use practices, maintain and enhance the economic well being of St. Charles.

#### **CHAPTER 3: COMMUNITY IMAGE**

- C. Protect and enhance the natural aesthetic qualities of the community.
- D. Provide for future growth and appropriate land use while maintaining and enhancing the Home Town atmosphere of St. Charles.
- E. Preserve and enhance a consistent identifiable physical community image.

#### **CHAPTER 4B: COMMUNITY FACILITIES**

- B. Protect the lives and property of the population living and working within the City against fire and related hazards, in the most effective and efficient manner possible.

### **PART 2 NATURAL DEVELOPMENT FACTORS**

#### **CHAPTER 5: GEOLOGICAL CONDITIONS**

- A. Preserve the natural setting and environmental balance of the St. Charles region.
- B. Insure that development designs and land uses are appropriate for the given soil characteristics.



## **CHAPTER 6: HYDROLOGICAL CONDITIONS**

- A. To restore, protect and enhance the groundwaters of the St. Charles region, as a natural and public resource.
- B. Minimize the social and physical impact of flooding.
- C. Manage storm water runoff and maintain natural runoff conveyance networks to minimize the need for storm sewer construction and drainageway modification.
- D. Control water pollution and maintain storm and flood water capacity by wetland preservation.

## **CHAPTER 7: OPEN SPACE AND RECREATION**

- A. Maximize the recreational opportunities for all citizens in St. Charles.
- B. Protect the integrity of remnant natural areas within new and existing developments.
- D. Develop an open space linkage network throughout the community.
- E. Preserve, protect and enhance natural areas.
- F. Establish and work toward a community-wide goal of 16 percent open space within St. Charles.
- G. Create an identifiable, physical community form for St. Charles, based on open space.

## **PART 3 MAN-MADE DEVELOPMENT FACTORS**

### **CHAPTER 8: HOUSING**

- A. Protect and enhance the housing stock and mix of St. Charles.
- B. Insure a balanced community by providing for a variety of housing types and sizes.
- C. Promote high quality residential environments in well-defined neighborhoods.
- D. Promote the physical harmony of neighborhoods.

### **CHAPTER 9: COMMERCE**

- B. Enhance the functional and visual quality of the Main Street Corridor.
- C. Maintain the overall character and aesthetics of the community in the East and West Gateway areas.
- D. Maintain a strong commercial base within St. Charles.

## **CHAPTER 10: UTILITIES**

- A. To provide a safe and reliable water supply which meets the future needs of St. Charles residents, industry and business for consumption and fire protection.
- B. To provide an adequate sewage system, capable of meeting the present and future needs of the City's population, industry, and businesses.
- C. To provide the residents of St. Charles an effective, economical and environmentally sound storm water and flood plain management network.

## **CHAPTER 11: TRANSPORTATION**

- B. Minimize the impact of truck traffic through St. Charles.
- C. Further develop and reinforce the street network of St. Charles.
- D. Minimize the traffic congestion from special events and tourism.
- F. Develop a comprehensive pedestrian/bicycle system throughout St. Charles.

## **PART 4 DEVELOPMENT APPROACH**

### **CHAPTER 12: DEVELOPMENT FACTORS COMPOSITE**

- B. Develop a harmonious relationship between natural and man-made development factors.

### **CHAPTER 13: LAND USE**

- A. Preserve and strengthen the integrity of residential, commercial and industrial neighborhoods.
- B. Provide a balanced land use mix insuring the economic vitality and preservation of the Home Town character of St. Charles.

In addition, the City is currently in the process of updating its Comprehensive Plan. When adopted, the City will ensure that the new Comprehensive Plan conforms to this Business District Plan.

## VI. Establishment and Term of the Business District

The establishment of the East Gateway Business District shall become effective upon adoption of an ordinance by the City Council adopting this Business District Plan and designating the East Gateway Business District. Redevelopment Agreements between the City and any developers or other private parties shall be consistent with the provisions of the Business District Act and this Business District Plan.

The East Gateway Business District Sales Taxes and East Gateway Business District Hotel Operators' Occupation Taxes described in **Section IV** of this Business District Plan may not be imposed for more than twenty-three (23) years pursuant to the provisions of the Business District Act.

Upon payment of all Business District Project Costs and the retirement of all Business District obligations, but in no event more than twenty-three (23) years after the date of the City Council's adoption of the ordinance approving this Business District Plan, the City shall adopt an ordinance immediately rescinding the Business District Taxes imposed pursuant to the Business District Act. Any surplus funds then remaining in the Business District Tax Allocation Fund shall then be distributed to the municipal treasurer for deposit into the general corporate fund of the municipality.

## VII. Formal Findings

Based upon the information described in this Business District Plan, the City Council of the City of St. Charles makes the following formal findings and determinations:

1. The East Gateway Business District is a contiguous area and includes only parcels of real property directly and substantially benefitted by the Business District Plan;
2. The Business District, in its entirety, is located within the City limits of St. Charles, Illinois;
3. The East Gateway Business District is a “blighted area” as defined in the Business District Act due to the following factors:
  - Predominance of defective, non-existent, or inadequate street layout;
  - Unsanitary or unsafe conditions;
  - Deterioration of site improvements;
  - Improper subdivision or obsolete platting;
  - Existence of conditions which endanger life or property by fire or other causes, or any combination of those factors; and
  - Retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.
4. The East Gateway Business District Plan conforms to the City’s Comprehensive Plan for the development of the municipality as a whole; and
5. The East Gateway Business District, on the whole, has not been subject to growth or development by private enterprises and would not reasonably be anticipated to be developed or redeveloped without the establishment of the Business District and the adoption of this Business District Plan.

## VIII. Provisions for Amending the Business District

The City of St. Charles may amend this Business District Plan in accordance with the Business District Act.



# *Exhibits*

## Exhibit A: Business District Map



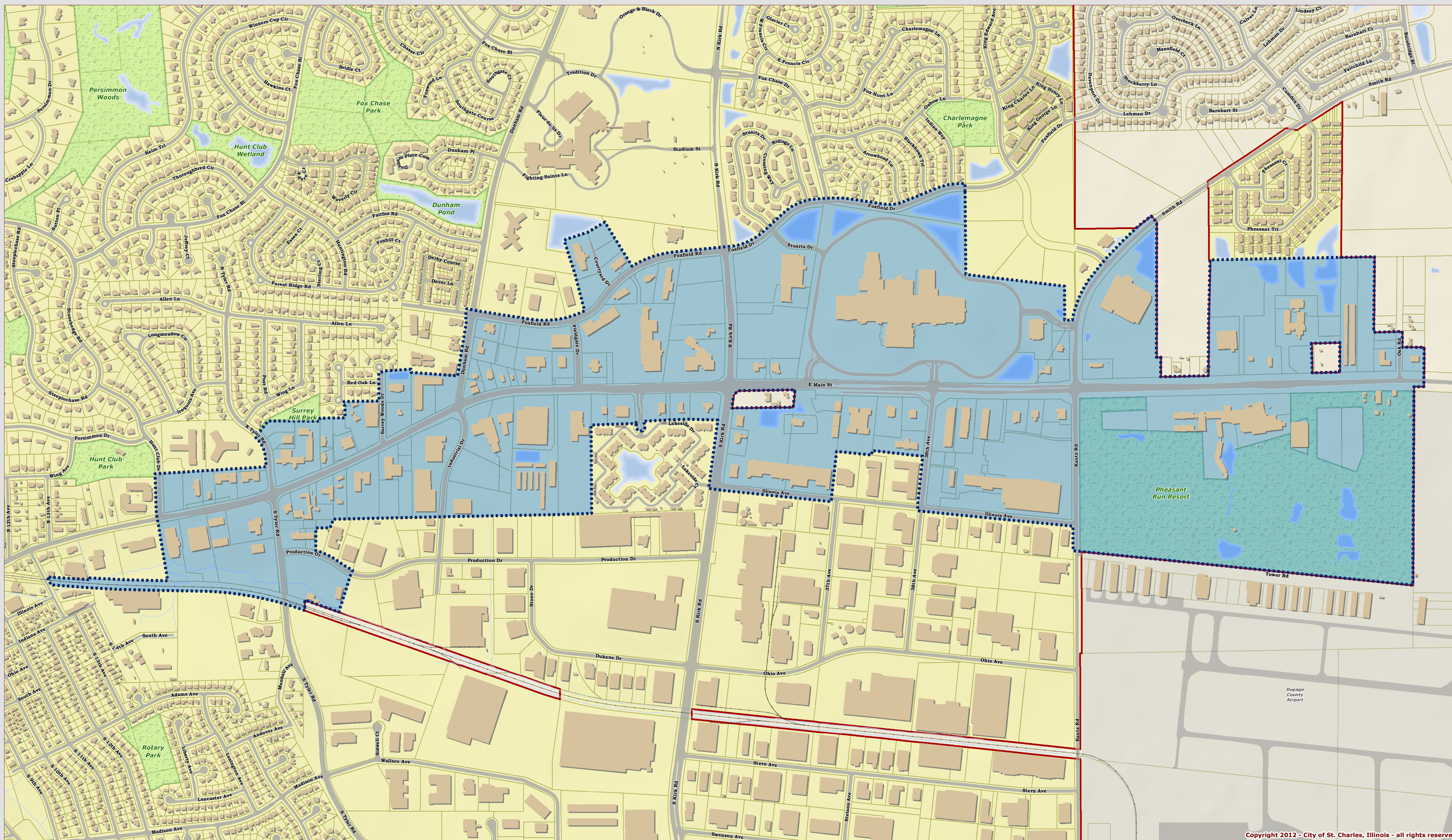


Two East Main Street St. Charles, IL 60174-1984  
Phone: 630-377-4400 Fax: 630-377-4440 - [www.stcharlesil.gov](http://www.stcharlesil.gov)

# East Gateway Business District

DONALD P. DEWITTE *Mayor*

**BRIAN TOWNSEND**     *City Administrator*



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Business Development District

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## Exhibit B: Business District Legal Description

(to be inserted)

## Exhibit C: Business District Parcel List

BUSINESS DISTRICT PARCELS - Tax Year 2011						
0130101019	0925100026	0925276002	0925426011	0926276027	0926377005	0926402005
0130101020	0925100028	0925276003	0925426019	0926276028	0926377006	0926402015
0130102024	0925103002	0925276005	0925426020	0926276029	0926401002	0926402016
0130102025	0925103003	0925276006	0925426021	0926276030	0926401004	0926402017
0130102027	0925103004	0925276009	0925426022	0926276031	0926401008	0926402018
0130102029	0925103005	0925276010	0925426026	0926276032	0926401010	0926402019
0130102030	0925103006	0925301012	0925426036	0926276033	0926401013	0926402024
0130102031	0925128001	0925301020	0925426037	0926276034	0926401016	0926402026
0130102032	0925151001	0925301021	0925426038	0926276035	0926401017	0926402028
0130102033	0925151002	0925301022	0925426039	0926276036	0926401018	0926402030
0130201001	0925152003	0925301024	0925426040	0926326015	0926401019	0926402031
0130201002	0925152005	0925301027	0925426041	0926326016	0926401020	0926402032
0130201006	0925152006	0925301028	0925426042	0926326017	0926401021	0926402033
0130201007	0925152007	0925301029	0926252036	0926326018	0926401022	0926402036
0130201008	0925178001	0925301030	0926252058	0926326019	0926401023	0926402037
0130202006	0925178002	0925327001	0926252060	0926326020	0926401024	0926426003
0130300015	0925178003	0925327004	0926252061	0926326021	0926401026	0926426011
0130300016	0925178004	0925327006	0926252062	0926326024	0926401027	0926426012
0130300017	0925178005	0925327007	0926252063	0926327007	0926401029	0926426016
0130300018	0925200016	0925327008	0926276002	0926327008	0926401031	0926426017
0130300019	0925200017	0925327009	0926276010	0926327009	0926401032	0926426018
0130300020	0925200021	0925401012	0926276011	0926327010	0926401034	0926426019
0130400005	0925200030	0925402001	0926276015	0926328002	0926401035	0926451006
0925100012	0925205001	0925402002	0926276016	0926328007	0926401036	0926451007
0925100020	0925206001	0925402003	0926276017	0926328008	0926402002	0926502001
0925100022	0925252001	0925426010	0926276026	0926328010	0926402004	



## Exhibit D: Business District Address List

Address	Dir	Street	Type	Suite/ Unit	Business Name
155		38th	Ave		Country Inn & Suites
600		Courtyard	Dr		Chesterbrook Academy
700		Courtyard	Dr		Courtyard by Marriott St. Charles
740		Courtyard	Dr		Vacant Lot
510		Dunham	Rd		Taco Bell #16605
520		Dunham	Rd		Chase Bank
530		Dunham	Rd		St. Charles Veterinary Clinic
151		Fieldgate	Dr		Vacant Building
2705		Foxfield	Rd		Performance Car Wash & Detail
2825		Foxfield	Rd		STC Capital Bank
2875		Foxfield	Rd		Hampton Inn
105		Industrial	Dr		Coca Cola Bottling Company
205		Industrial	Dr		Coca Cola Bottling Company
306		Industrial	Dr		Car Uses
310		Industrial	Dr		
312		Industrial	Dr		
110	S	Kirk	Rd		Panda Express
116	S	Kirk	Rd		
124	S	Kirk	Rd		Verizon
150	S	Kirk	Rd		Bank of America
202	S	Kirk	Rd		Bonds Dental
208	S	Kirk	Rd		Sensible Threads
210	S	Kirk	Rd		
216	S	Kirk	Rd		Embroider Me
224	S	Kirk	Rd		Vacant tenant
502	N	Kirk	Rd		Vacant tenant space
518	N	Kirk	Rd		Silver Lake Restaurant
526	N	Kirk	Rd		Hair Cuttery #2746
540	N	Kirk	Rd		AAA Chicago Motor Club
550	N	Kirk	Rd		SRIF Inc / Rosati's Pizza - East
582	N	Kirk	Rd		Kumon
590	N	Kirk	Rd		Anytime Fitness

Address	Dir	Street	Type	Suite/ Unit	Business Name
652	N	Kirk	Rd		Jewel Food Stores
652	N	Kirk	Rd		Osco Drug Store #3260
652	N	Kirk	Rd		
652	N	Kirk	Rd		Redbox Autmated Retail LLC
1501	E	Main	St		Vacant Building
1510	E	Main	St		Vacant Building
1519	E	Main	St		Tooling Around Inc
1520	E	Main	St		Super 8 Motel
1534	E	Main	St		Arby's
1544	E	Main	St		Cleaners
1548	E	Main	St		Vacant
1550	E	Main	St		Vacant
1552	E	Main	St		Vacant
1554	E	Main	St		Vacant
1556	E	Main	St		Tobacco and Gifts
1558	E	Main	St		Budget Truck Rental
1560	E	Main	St		Vacant
1564	E	Main	St		Vacant
1566	E	Main	St		Corporate America Family Credit Union
1574	E	Main	St		WTFN INC. / Minuteman Press
1578	E	Main	St		Curves for Women
1590	E	Main	St		The Original Gino's East of Chicago
1600	E	Main	St		5/3 Bank
1600	E	Main	St		Holiday Inn
1601	E	Main	St		
1607	E	Main	St		
1611	E	Main	St		Vacant Building
1625	E	Main	St		Colonial Café
1635	E	Main	St		Best Western
1639	E	Main	St		Mr. Suds Car Wash
1645	E	Main	St		Firestone Complete Auto Care
1650	E	Main	St		
1652	E	Main	St	Suite 220	American Office Products Distributor
1702	E	Main	St		vacant land
1745	E	Main	St		BP

Address	Dir	Street	Type	Suite/ Unit	Business Name
1845	E	Main	St		Aamco Transmissions
1845	E	Main	St		Vacant Car Dealership
1845	E	Main	St		U-Haul
2010	E	Main	St		Heinz Brothers Greenhouse and Garden Center
2015	E	Main	St		Don McCue Chevrolet
2020	E	Main	St		Vacant Building
2400	E	Main	St	116	7-11 #33895
2400	E	Main	St	115	Chicago Pizza and Pasta
2400	E	Main	St	114	Cleaners
2400	E	Main	St	113	The Perfect Pup, Inc.
2400	E	Main	St	112	East Side Pub & Grill
2400	E	Main	St	110	Vacant
2400	E	Main	St	109	Eddie Caruso Hair and Day Spa
2400	E	Main	St	107C	L.A. Tan
2400	E	Main	St	107B	Beth Fowler School of Dance
2400	E	Main	St	107A	Sushi Yama
2400	E	Main	St	106	Hertz
2400	E	Main	St	106	Medfitness Program
2400	E	Main	St	104	JC Licht Co #1216 / Benjamin Moore Paints
2400	E	Main	St	103	Label USA Inc. / UPS Store
2400	E	Main	St	103-267	Millwork Direct Inc
2400	E	Main	St	102	Lin's Garden Restaurant
2400	E	Main	St	101	Oh! Nails
2400	E	Main	St	109	American Mattress
2500	E	Main	St		Circle K #6715
2520	E	Main	St		Corfu Restaurant
2525	E	Main	St		Zimmerman Ford
2526	E	Main	St		Wendy's Old Fashion Hamburgers #810752
2535	E	Main	St		Nissan of St. Charles
2536	E	Main	St		Bosa Donut House
2540	E	Main	St		Jersey Mike's
2550	E	Main	St		St. Charles Place Restaurant
2568	E	Main	St		Vacant
2580	E	Main	St		Savway Liquors
2600	E	Main	St		PNC Bank

Address	Dir	Street	Type	Suite/ Unit	Business Name
2601	E	Main	St		Warwick Publishing Co
2601	E	Main	St		The Reynolds Publishing CO
2601	E	Main	St		OTB, Inc.
2625	E	Main	St		Hometown Storage
2650	E	Main	St		DG Hardware
2651	E	Main	St		St. Charles Toyota
2660	E	Main	St		Super Cuts
2664	E	Main	St		Canine Cuts
2668	E	Main	St		Avis Rent A Car System LLC
2672	E	Main	St		Jenny Craig Weight Loss Center #244
2682	E	Main	St		Dollar Tree #4719
2690	E	Main	St		Coldwell Banker
2700	E	Main	St		Vacant
2701	E	Main	St		Qdoba
2701	E	Main	St		Tmobile
2704	E	Main	St		DeGeo's
2708	E	Main	St		A - Papa John's
2712	E	Main	St		Sears Authorized Hometown Stores LLC
2716	E	Main	St		Subway
2728	E	Main	St		La Vance Hair Salon
2732	E	Main	St		Butera Finer Foods #5
2732	E	Main	St		Charter One Bank
2732	E	Main	St		Clovers Garden Center, LLC
2734	E	Main	St		Vacant
2736	E	Main	St		Valley Nails
2740	E	Main	St		Photo House Inc (dba Alpha Graphics)
2740	E	Main	St		Avid of Illinois, Inc.
2750	E	Main	St		Goodwill
2751	E	Main	St		Walgreens Drug Store #7292
2751	E	Main	St		Redbox Autmated Retail LLC
2754	E	Main	St		Excel Driving School
2762	E	Main	St		Sushi House of Tokyo
2770	E	Main	St		Gina's Pizza and Subs
2774	E	Main	St		St. Charles Parcel Plus
2778	E	Main	St		Cleaners

Address	Dir	Street	Type	Suite/ Unit	Business Name
2801	E	Main	St		Sweet Tomatoes
2801	E	Main	St		
2867	E	Main	St		Vacant
2871	E	Main	St		Chicago Bread LLC / Panera Bread
2901	E	Main	St		First American Bank
3000	E	Main	St		West Suburban Bank
3050	E	Main	St		On the Border #124
3539	E	Main	St		Vacant tenant
3543	E	Main	St		Vacant tenant
3547	E	Main	St		Vacant tenant
3551	E	Main	St		Vacant tenant
3555	E	Main	St		Cost Plus World Market
3601	E	Main	St		Vacant tenant space
3615	E	Main	St		Bulldog Ale House
3619	E	Main	St		Stein Mart #224
3623	E	Main	St		Vacant tenant
3627	E	Main	St		Vacant tenant
3635	E	Main	St		Office Depot #2100
3641	E	Main	St		Giordano's Restaurant & Pizzeria
3657	E	Main	St		Dahn Yoga Center
3665	E	Main	St		Delux Nails
3673	E	Main	St		Vacant tenant
3677	E	Main	St		Poblano's Pepper Grill
3681	E	Main	St		LACE INC / Great Clips
3685	E	Main	St		Vacant tenant
3689	E	Main	St		Vacant tenant
3691	E	Main	St		Jared The Galleria of Jewelry #464
3700	E	Main	St		Sears Roebuck #6690
3740	E	Main	St		Classic Cinemas Charleston 18 Theater
3755	E	Main	St		Odeyssa 2, Inc
3755	E	Main	St	165	LSI Lowery Systems Inc
3785	E	Main	St		Olive Garden #1457
3795	E	Main	St		Chili's Bar and Grill
3800	E	Main	St		Charlestowne Mall - List here
3800	E	Main	St		General Nutrition Store #3637



Address	Dir	Street	Type	Suite/ Unit	Business Name
3800	E	Main	St		Cherry Hill Photo Enterprises Inc
3800	E	Main	St		Payless Shoe Source #3850
3800	E	Main	St		Christopher & Banks
3800	E	Main	St		CJ Banks
3800	E	Main	St		American Eagle Outfitters #272
3800	E	Main	St	B206	Tween Brands Store Planning Inc
3800	E	Main	St		Cell Vision Inc
3800	E	Main	St	C110	Pretzel Twister
3800	E	Main	St	G111	Zumiez #95
3800	E	Main	St		Chinese Gourmet
3800	E	Main	St		Victoria's Secret Stores #469
3800	E	Main	St		Limited Stores LLC
3800	E	Main	St		Tmobile
3800	E	Main	St	Suite D203 & D205	Luxottica Retail North America Inc.
3800	E	Main	St		Famous Footwear #1060
3800	E	Main	St		The Mens Warehouse & Tux #4760
3800	E	Main	St		Aeropostale #255
3800	E	Main	St		Charlotte Russe #134
3800	E	Main	St		Dollar Premium
3800	E	Main	St		Gymboree #520
3800	E	Main	St		Great Steak
3800	E	Main	St		Universal Accessories
3800	E	Main	St	Suite 205A	The Big Choice
3810	E	Main	St		Von Maur Inc
3821	E	Main	St		Chipotle Mexican Grill #454
3823	E	Main	St		Back to Bed & Mattress Giant
3825	E	Main	St		Vino Thai
3827	E	Main	St		Nail Service
3829	E	Main	St		Vacant
3831	E	Main	St		
3833	E	Main	St		Sears Optical #1813
3835	E	Main	St		Cold Stone Creamery
3837	E	Main	St		State Farm - Christie Poulin
3839	E	Main	St		Game Stop #2543
3840	E	Main	St		Kohl's #078

Address	Dir	Street	Type	Suite/ Unit	Business Name
3841	E	Main	St		Jimmy Johns
3843	E	Main	St		Vacant tenant
3845	E	Main	St		National Tire and Battery NTB #769
3847	E	Main	St		Vacant
3849	E	Main	St		
3850	E	Main	St		Carson Pirie Scott & Co.
3851	E	Main	St		Heartland Blood Center
3853	E	Main	St		Petco #1969
3859	E	Main	St		Factory Card Outlet of America, LTD (DBA Party Cit
3861	E	Main	St		Suzanne Denee Salon & Day Spa
3865	E	Main	St		Vacant
3869	E	Main	St		
3873	E	Main	St		Vacant
3875	E	Main	St		TGI Fridays #0354
3879	E	Main	St		Vacant Building
3880	E	Main	St		Savers
3885	E	Main	St		Target T-1323
3885	E	Main	St		Target Optical Shop #4321
3890	E	Main	St		Harris Bank - BMO
3895	E	Main	St		Portillo's Hot Dogs, Inc.
3900	E	Main	St		Windy City Enterprises / McDonalds
4050	E	Main	St		DuPage Expo
4051	E	Main	St		Hilton Garden Inn
4051	E	Main	St		Awana Clubs INTL
4051	E	Main	St		Pheasant Run Resort
4051	E	Main	St		Ben & Jerry's
4051	E	Main	St		Fox Valley Theater at Pheasant Run Resort
4051	E	Main	St		Georgette's Designs, etc.
4051	E	Main	St		Harvest Restaurant
4051	E	Main	St		Jambalaya
4051	E	Main	St		Noble Fool Performing Arts Academy
4051	E	Main	St		Mario Tricocci Salon & Spa at Pheasant Run
4051	E	Main	St		Tesoros Boutique
4051	E	Main	St		Thieve's Market Gift Shop
4051	E	Main	St		Zanies Comedy Club

Address	Dir	Street	Type	Suite/ Unit	Business Name
4051	E	Main	St		Whittco Glass
4052	E	Main	St		
4072	E	Main	St		
4100	E	Main	St		U-Store It/Public Storage
4190	E	Main	St		
4200	E	Main	St		Vacant
4210	E	Main	St		RJ Motors
1750	E	Main	St		Glesener Chiropractic Center PC
1750	E	Main	St	140	1st Place Chiropractic
125		Smith	Rd		IHOP #5409
150		Smith	Rd		Walmart #1898
406		Surrey Woods	Dr		Dietary Managers Assoc
100	S	Tyler	Rd		
200	N	Tyler	Rd		
410	S	Tyler	Rd		

Sources: City of St. Charles, DuPage and Kane Counties, Illinois Department of Revenue, and Ehlers' field survey.

## Exhibit E: Survey of Parcels

The table below shows the results of field survey and other research conducted by Ehlers' in April and May 2012, and updated in August 2012.

PIN	Defective or Inadequate Street Layout	Unsanitary or Unsafe Conditions	Deterioration of Site Improvements	Improper Subdivision Or Incomplete Platting	Existence of Conditions which Endanger Life or Property by Fire or Other Causes	Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use
0130101019						X
0130101020						X
0130102024						X
0130102025						X
0130102027						X
0130102029						X
0130102030						X
0130102031						X
0130102032						X
0130102033						X
0130201001						X
0130201002			X			X
0130201006						X
0130201007						X
0130201008			X			X
0130202006			X			X
0130300015						X
0130300016						X
0130300017						X
0130300018						X
0130300019						X
0130300020						X
0130400005						X
0925100012						X
0925100020						X
0925100022						X
0925100026	X	X			X	X
0925100028						X

<b>PIN</b>	<b>Defective or Inadequate Street Layout</b>	<b>Unsanitary or Unsafe Conditions</b>	<b>Deterioration of Site Improvements</b>	<b>Improper Subdivision Or Incomplete Platting</b>	<b>Existence of Conditions which Endanger Life or Property by Fire or Other Causes</b>	<b>Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use</b>
0925103002						X
0925103003						X
0925103004						X
0925103005						X
0925103006						X
0925128001			X			X
0925151001				X		X
0925151002				X		X
0925152003			X			X
0925152005	X	X	X		X	X
0925152006						X
0925152007						X
0925178001						X
0925178002				X		X
0925178003			X	X		X
0925178004	X	X	X		X	X
0925178005						X
0925200016				X		X
0925200017				X		X
0925200021				X		X
0925200030	X	X	X	X	X	X
0925205001						X
0925206001						X
0925252001						X
0925276002				X		X
0925276003				X		X
0925276005			X			X
0925276006				X		X
0925276009						X
0925276010						X
0925301012						X
0925301020				X		X
0925301021				X		X
0925301022						X



<b>PIN</b>	<b>Defective or Inadequate Street Layout</b>	<b>Unsanitary or Unsafe Conditions</b>	<b>Deterioration of Site Improvements</b>	<b>Improper Subdivision Or Incomplete Platting</b>	<b>Existence of Conditions which Endanger Life or Property by Fire or Other Causes</b>	<b>Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use</b>
0925301024	X	X			X	X
0925301027						X
0925301028						X
0925301029						X
0925301030						X
0925327001						X
0925327004	X	X			X	X
0925327006				X		X
0925327007				X		X
0925327008			X			X
0925327009			X			X
0925401012	X	X			X	X
0925402001	X	X			X	X
0925402002	X	X			X	X
0925402003						X
0925426010	X	X			X	X
0925426011	X	X			X	X
0925426019						X
0925426020			X			X
0925426021						X
0925426022						X
0925426026						X
0925426036						X
0925426037						X
0925426038						X
0925426039						X
0925426040			X			X
0925426041			X			X
0925426042			X			X
0926252036	X	X	X		X	X
0926252058				X		X
0926252060	X	X	X		X	X
0926252060						X
0926252061	X	X	X	X	X	X

<b>PIN</b>	<b>Defective or Inadequate Street Layout</b>	<b>Unsanitary or Unsafe Conditions</b>	<b>Deterioration of Site Improvements</b>	<b>Improper Subdivision Or Incomplete Platting</b>	<b>Existence of Conditions which Endanger Life or Property by Fire or Other Causes</b>	<b>Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use</b>
0926252062	X	X	X		X	X
0926252063				X		X
0926276002	X	X			X	X
0926276010						X
0926276011	X	X	X		X	X
0926276015	X	X	X		X	X
0926276016			X			X
0926276017	X	X	X		X	X
0926276026			X			X
0926276027			X			X
0926276028						X
0926276029						X
0926276030			X	X		X
0926276031	X	X		X	X	X
0926276032				X		X
0926276033			X	X		X
0926276034			X	X		X
0926276035			X	X		X
0926276036				X		X
0926326015	X	X	X		X	X
0926326016	X	X	X		X	X
0926326017				X		X
0926326018				X		X
0926326019				X		X
0926326020	X	X	X		X	X
0926326021	X	X	X		X	X
0926326024	X	X	X		X	X
0926327007	X	X			X	X
0926327008						X
0926327009						X
0926327010						X
0926328002	X	X			X	X
0926328007			X			X
0926328008			X			X

<b>PIN</b>	<b>Defective or Inadequate Street Layout</b>	<b>Unsanitary or Unsafe Conditions</b>	<b>Deterioration of Site Improvements</b>	<b>Improper Subdivision Or Incomplete Platting</b>	<b>Existence of Conditions which Endanger Life or Property by Fire or Other Causes</b>	<b>Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use</b>
0926328010						X
0926377005				X		X
0926377006				X		X
0926401002	X	X		X	X	X
0926401004	X	X		X	X	X
0926401008			X			X
0926401010	X	X		X	X	X
0926401013	X	X		X	X	X
0926401016	X	X		X	X	X
0926401017						X
0926401018						X
0926401019						X
0926401020						X
0926401021						X
0926401022						X
0926401023						X
0926401024						X
0926401026						X
0926401027						X
0926401029						X
0926401031						X
0926401032						X
0926401034						X
0926401035						X
0926401036						X
0926402002	X	X			X	X
0926402004	X	X	X		X	X
0926402005	X	X	X		X	X
0926402015	X	X			X	X
0926402016				X		X
0926402017			X	X		X
0926402018			X	X		X
0926402019				X		X
0926402024				X		X

<b>PIN</b>	<b>Defective or Inadequate Street Layout</b>	<b>Unsanitary or Unsafe Conditions</b>	<b>Deterioration of Site Improvements</b>	<b>Improper Subdivision Or Incomplete Platting</b>	<b>Existence of Conditions which Endanger Life or Property by Fire or Other Causes</b>	<b>Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use</b>
0926402026				X		X
0926402028			X	X		X
0926402030				X		X
0926402031				X		X
0926402032	X	X		X	X	X
0926402033	X	X			X	X
0926402036	X	X			X	X
0926402037						X
0926426003			X			X
0926426011			X	X		X
0926426012				X		X
0926426016			X	X		X
0926426017			X	X		X
0926426018	X	X			X	X
0926426019						X
0926451006				X		X
0926451007						X
0926502001				X		X

*Exhibit E Note: A key factor in the economic underutilization of the parcels in the Business District is lagging EAV. Lagging EAV is measured by the EAV for the Business District as a whole rather than by parcel. Bolded items indicate parcels that suffer from economic liability for reasons beyond lagging EAV.*

## Exhibit F: Representative Photographs of Conditions in the Business District

The photographs on the following pages are representative samples of the conditions found in the Business District and demonstrate the “blighted area” factors present at the time of this Business District Plan.



*Demonstrates deterioration and underutilization*



*Demonstrates deterioration and unsafe conditions*





*Demonstrates underutilization*



*Demonstrates underutilization*



*Demonstrates inadequate street layout and improper subdivision*



*Demonstrates deterioration and underutilization*



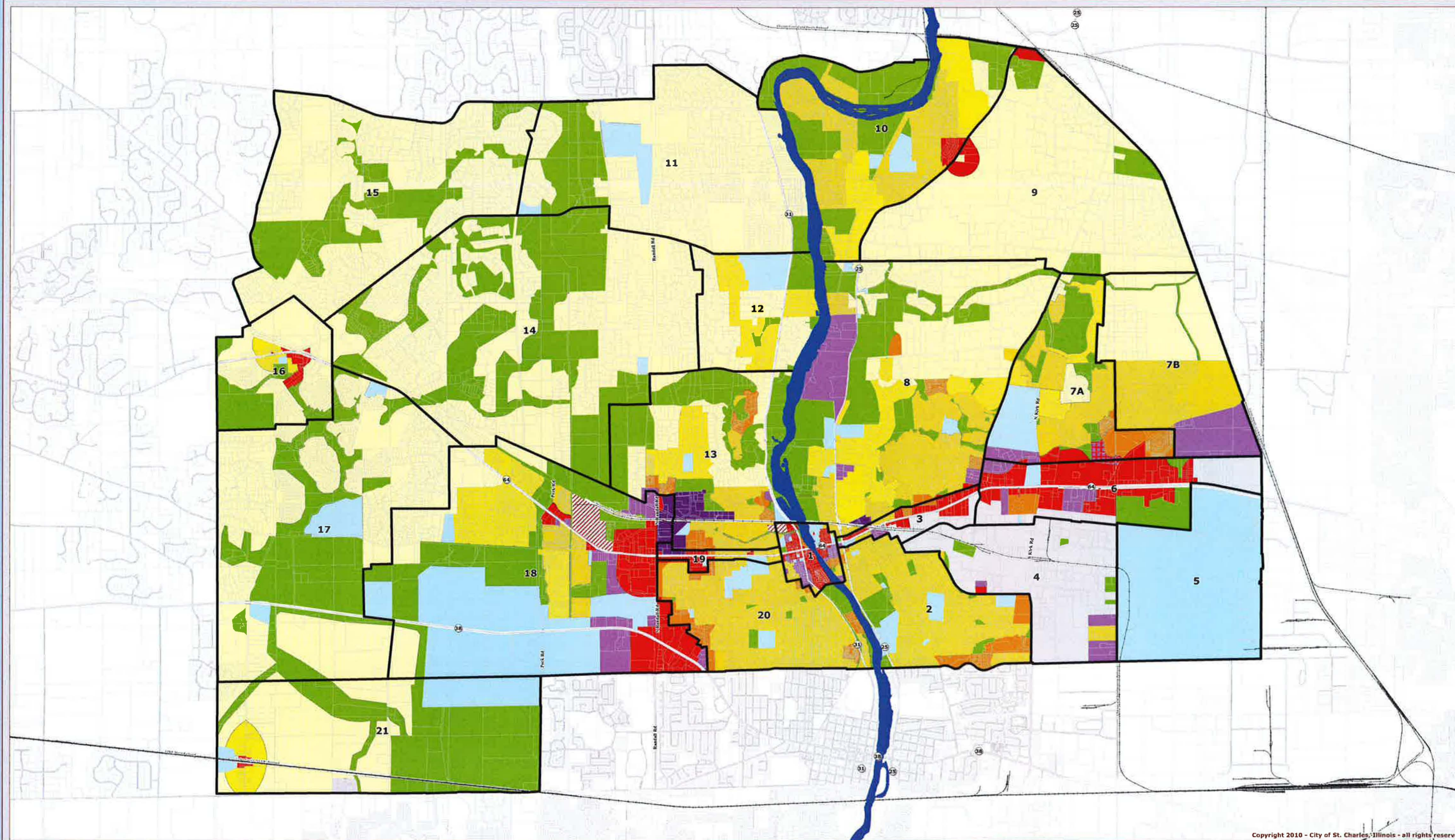
*Demonstrates underutilization*



*Demonstrates underutilization*

## Exhibit G: Future Land Use Map





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Publication Date:  
September 3, 2010  
Data Source:  
City of St. Charles, Illinois  
Kane County, Illinois  
Projection: Transverse Mercator  
Coordinate System: Illinois State Plane East  
North American Datum 1983  
File # 1251073



0 0.25 0.5 1 Miles

Rural Residential  
Low Residential  
Medium Residential

Urban Residential  
Retail and Service  
Manufacturing


Special Manufacturing  
Office and Research  
Open Space

Public and Semi-Public  
Business Enterprise  
Retail & Service/Office Research

Planning Components

This work was created for planning purposes only and is provided as a reference. No warranty of any kind, either expressed or implied, is made by the City of St. Charles, Illinois, for the use of this information. The information contained herein is the property of the City of St. Charles, Illinois. No part of this document may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from the City of St. Charles, Illinois. For more information, please contact the City of St. Charles, Illinois, at Two East Main Street, St. Charles, IL 60174.



	<b>AGENDA ITEM EXECUTIVE SUMMARY</b>						
	Title:	Recommendation to approve TIF Redevelopment Agreement (RDA) between St. Charles – 333 North Sixth Street, LLC (Lexington Club redevelopment) and the City of St. Charles.					
	Presenter:	Chris Aiston					
Please check appropriate box:							
	Government Operations				Government Services		
X	Planning & Development (12/10/12)				City Council		
Estimated Cost:			Budgeted:	YES	NA	NO	
If NO, please explain how item will be funded:							
<b>Executive Summary:</b>							
<p>Lexington Club is requesting the City of St. Charles establish a Tax Increment Financing District in support of a residential development proposed for the former Applied Composites industrial property, generally located between 6<sup>th</sup> and 12<sup>th</sup> Avenues and between State Street and the Union Pacific Rail Road ROW.</p> <p>At the November 12<sup>th</sup> meeting of the Planning &amp; Development Committee, staff made a recommendation to approve a TIF Redevelopment Agreement (RDA) between St. Charles – 333 North Sixth Street, LLC (Lexington Club redevelopment) and the City of St. Charles. After discussion, the matter was continued in order to allow city staff to reconvene the Joint Review Board (JRB) for the purpose of reviewing the TIF and to give members of the general public the opportunity to address the topic with the members of the JRB.</p> <p>The JRB meeting is scheduled for December 5<sup>th</sup>. Pending the outcome of the meeting, the City will be poised to give final approval to the TIF and the proposed Redevelopment Agreement.</p>							
<b>Attachments:</b> <i>(please list)</i>							
Agenda item from November 12, 2012 P&D Committee meeting - List of Pertinent Agreement Terms; Ordinance Authorizing the Mayor and City Clerk to execute the RDA on behalf of the City; Lexington Club Redevelopment Agreement							
<b>Recommendation / Suggested Action</b> <i>(briefly explain):</i>							
Recommend that the Planning & Development Committee recommend that the City Council approve the an Ordinance authorizing the Mayor and City Clerk to execute the Agreement with St. Charles – 333 North Sixth Street, LLC.							
For office use only		Agenda Item Number: 5c					

## **General Terms for Lexington Club Proposed Tax Increment Financing Redevelopment Agreement (RDA)**

### **A. LEXINGTON CLUB OBLIGATIONS**

1. Demolish existing structures on subject property, remediate environmental hazards, level subject property to create development-ready site, and construct the Lexington Club project (up to 102, but no less than, 100 2-Story Townhomes and up to 28, but no less than, 27 Single Family Detached Homes).
2. Submit a complete application for Final Subdivision and PUD Plat Approval, as to commence redevelopment of subject property within sixty (60) days of City Council approval of Preliminary PUD.
3. Successfully enroll property in Illinois Environmental Protection Agency's Site Remediation Program within 240 days of receiving City Council approval of Final Subdivision and PUD Plat.
4. Remediate Recognized Environmental Concerns and take all necessary actions to obtain Final No Further Remediation (NFR) letter or letters from the Illinois Environmental Protection Agency.
5. Make the following off-site required public improvements:
  - a. Install 10-inch water main generally along Mark Street from 6<sup>th</sup> to 9<sup>th</sup> Streets, along 9<sup>th</sup> Street south to State Street, continuing to water main near Dean St., looping the site per City code.
  - b. Construct full improvement of 9<sup>th</sup> Street from State Street north into subject property, per City standards.
  - c. Construct 5-foot sidewalk on north side of State Street, between 7<sup>th</sup> and 9<sup>th</sup> Streets.
  - d. Construct missing sidewalk segments on 7<sup>th</sup> Street, north of State Street.
6. Substantially complete all on-site public improvements for project (e.g., water, electric, storm and sanitary sewer utilities, roads) by October 15, 2016.
7. Per the approved PUD, Lexington will convey to the St. Charles Park District a .09-acre parcel fronting on 9th Street shown. The remainder of the Park and School contribution shall be provided as cash in lieu of land contribution in accordance with the provisions of Title 16 of the St. Charles Municipal Code. If the bedroom count used to calculate the initial cash contribution changes, the amount of the contribution shall be adjusted at the time of building permit.
8. Prior to the 65<sup>th</sup> occupancy permit, Lexington shall deposit with the City a cash contribution of \$200,000 to be used for off-site street or intersection improvements, at the sole discretion of the City Council.
9. Lexington shall complete the Project no later than December 31, 2021.

### **B. CITY OBLIGATIONS**

1. City shall deposit all Tax Increment revenues into a specially designated TIF Fund, per statute.
2. City shall issue a "Placeholder Note" upon execution of the Agreement to evidence the City's commitment to providing TIF support for the project
3. When the developer has submitted, and City has approved, Certificates of Cost and proof of payment of same, the City will issue Notes to document the obligation to reimburse the developer from TIF proceeds that are deposited in the TIF Fund. .
  - a. Notes shall payable solely from the monies deposited in the aforementioned TIF fund.
  - b. Notes do not constitute a general obligation of the City, nor shall they be secured by the full faith and credit of the City.
4. Notes shall be redeemed only as TIF funds are available.
5. Once Tax Increment is deposited into TIF fund, City shall disburse such monies as follows:

- a. First to pay, or allocate amounts sufficient to satisfy state set-aside for school and library districts.
  - b. Next, to pay or allocate amounts sufficient to satisfy reasonable/necessary City costs (professional consulting, legal, financial, administrative, etc.)
  - c. Next, to pay interest and mandatory redemption payments on Note(s).
  - d. To reimburse developer's costs
6. Total of reimbursement, not including interest, shall not exceed \$6,000,000 or actual costs, whichever is the less.
7. Reimburse developer in an amount not to exceed \$97,300 for off-site extension and installation of approximately 800 feet of 10-inch water main along west side of 9<sup>th</sup> Street and the north side of State Street.

**City of St. Charles, Illinois**  
**Ordinance No. \_\_\_\_\_**

**An Ordinance Authorizing the Mayor and City Clerk to enter into a Certain  
Lexington Club Development Agreement Regarding the City of St. Charles  
Lexington Club Redevelopment Project Area**

**Presented & Passed by the  
City Council on \_\_\_\_\_**

WHEREAS, the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois (the "City") has heretofore determined that it is necessary and advisable for the public health, safety, welfare and convenience of residents of the City that the City undertake a redevelopment project and have heretofore approved a redevelopment plan (the "Plan") and designated a redevelopment project area (the "Project Area") for that portion of the City known as the City of St. Charles Lexington Club Redevelopment Project Area, all as authorized by the Tax Increment Allocation Redevelopment Act, as amended; and,

WHEREAS, it is desirable and in the best interest of the residents of the City for the City to enter into a development agreement (the "Agreement") with St. Charles – 333 North Sixth Street, LLC (the "Developer") regarding a portion of said Project Area, in furtherance of the Plan; and

WHEREAS, the Agreement is on file with the City Clerk of the City and available for public inspection.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of St. Charles, Kane and Du Page Counties, Illinois, as follows:

Section 1. That the Mayor and City Clerk be and the same are hereby authorized to execute the Agreement between the City and the Developer, in substantially the form attached hereto as Exhibit "A", and, by this reference, incorporated herein.

(ASSIGNMENT)

FOR VALUE RECEIVED, the undersigned sells, assigns and transfers unto  
ASSINGEE of NOTE \_\_\_\_\_

the within Note and does hereby irrevocably constitute and appoint attorney to transfer the said  
Note on the books kept for registration thereof with full power of substitution in the premises.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Registered Owner

NOTICE: The signature to this assignment must correspond with the name of the Registered  
Owner as it appears upon the face of the Note in every particular, without alteration or  
enlargement or any change whatever.

Consented to as of: \_\_\_\_\_

City of St. Charles, Illinois

By: \_\_\_\_\_

Title: \_\_\_\_\_

Finance Director



## **LEXINGTON CLUB REDEVELOPMENT AGREEMENT**

This Lexington Club Redevelopment Agreement (hereinafter referred to as the “Agreement”) is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2012, by and between the City of St. Charles, a municipal corporation, organized and incorporated under the laws of the State of Illinois and St. Charles – 333 North Sixth Street, LLC, an Illinois limited liability company.

### **RECITALS**

A. Pursuant to the terms of a Redevelopment Plan entitled “Lexington Club Redevelopment Project Area Redevelopment Plan and Project”, dated January 10, 2012 (as amended from time to time, hereinafter referred to as the “Redevelopment Plan”), the City designated a certain area within its municipal limits for redevelopment and revitalization. Part of the Lexington Club Redevelopment Project Area which is the subject matter of this Agreement (the “Site”) in said Redevelopment Plan is outlined on Exhibit “A” and legally described on Exhibit “B”, which Exhibits are attached hereto and made a part hereof.

B. The Redevelopment Plan recites that the Lexington Club Redevelopment Project Area is characterized by conditions which warrant the designation of portions of the area as a “conservation area” and the remaining portions of the area as a “blighted area”, as such terms are defined in the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1, *et seq.*, as amended (the “Act”). The Redevelopment Plan further recites that City is desirous of having the Site redeveloped and revitalized as a vibrant residential district in order to strengthen the City’s economic base and enhance the quality of life of the City as a whole.

C. The Developer, in accordance with the Redevelopment Plan, will construct a residential development consisting of up to 102, but not less than 100, two-story townhomes, and up

to 28, but not less than 27, single family detached homes and install certain Required Public Improvements, all as more fully described on Exhibit “C” attached hereto and made a part hereof (the “Project”).

D. The City has the authority to promote the health, safety and welfare of its inhabitants, to prevent the onset of blight while instituting conservation measures, and to encourage private development in order to enhance the local tax base, and to enter into contractual agreements with third parties for the purpose of achieving the aforesaid purposes.

E. The City is authorized under the provisions of the Act to finance eligible redevelopment project costs in accordance with the conditions and requirements set forth in the Act.

F. To stimulate the redevelopment of the Area, and pursuant to the Act, the corporate authorities of the City passed the following Ordinances: (1) Ordinance No. \_\_\_\_\_, “An Ordinance Of The City Of St. Charles, Kane And Du Page Counties, Illinois, Approving A Tax Increment Redevelopment Plan And Redevelopment Project For The Lexington Club Redevelopment Project Area”; (2) Ordinance No. \_\_\_\_\_, “An Ordinance Of The City Of St. Charles, Kane And Du Page Counties, Illinois, Designating The Lexington Club Redevelopment Project Area A Redevelopment Project Area Pursuant To The Tax Increment Allocation Redevelopment Act”; (3) Ordinance No. \_\_\_\_\_, “An Ordinance Of The City Of St. Charles, Kane And Du Page Counties, Illinois, Adopting Tax Increment Allocation Financing For The Lexington Club Redevelopment Project Area” (the Ordinances together with the exhibits appended thereto are sometimes hereinafter collectively referred to as the “Ordinances”).

G. The City Council of the City has determined that the construction of the Project would be, in all respects, consistent with and in furtherance of the Redevelopment Plan.

H. The City Council has further determined that a deviation from the requirements under Chapter 17.18 of the City's Zoning Ordinance pertaining to affordable dwelling units and the payment or reimbursement of a portion of the Redevelopment Costs, as hereinafter more fully defined, would promote the development of the Project consistent with the purposes of the Act, the Redevelopment Plan, the Ordinances, and this Agreement.

In consideration of the foregoing recitals and the covenants and conditions hereinafter set forth, and for other good and valuable consideration, the adequacy and sufficiency of which the Parties hereby stipulate, the Parties hereby agree as follows:

**Section 1. Incorporation of Recitals.** The foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1, and this Agreement shall be construed in accordance therewith.

**Section 2. Definitions.** For purposes of this Agreement, the capitalized terms not otherwise defined in this Agreement shall have the following meanings:

“Applicable Laws” – means any and all applicable Federal, State and local laws, statutes, ordinances, rules, regulations and executive orders applicable to the Project as the same may, from time to time, be in force and effect, including, but not limited to, the Americans with Disabilities Act, 42 U.S.C. 12101 *et seq.* the Environmental Barriers Act, 410 ILCS 25/1 *et seq.*, and the Fair Housing Act, 42 U.S.C. 3601, *et seq.* and all amendments thereto.

“Area” - means the Lexington Club Redevelopment Project Area, as designated in Ordinance No. \_\_\_\_\_ of the City.

“Budget” - means the Developer's estimate of the costs of the Project, as more fully described in Section 6 hereof.

“Certificate of Completion” – means a certificate issued by the City in a recordable form upon completion of construction in compliance with the terms and conditions of this Agreement that certifies the Developer has fulfilled its obligation to complete the Project in compliance with the terms and conditions of this Agreement.

"Certificate of Redevelopment Costs" - means the certificate provided by the Developer to the City in accordance with this Agreement and evidencing Redevelopment Costs incurred by the Developer, as more fully described in Section 9(b) hereof.

“Charges” – means all generally applicable Federal, State and local governmental (or any instrumentality, division, agency, body or department thereof) taxes, levies, assessments, charges, fees, liens, claims or encumbrances or non-governmental claims or liens upon and/or relating to the Site, the Project, Developer’s business, Developer’s income and/or gross receipts and insurance premiums due on any policy or policies of insurance required pursuant to Section 12 hereof.

“City” - means the City of St. Charles, a municipal corporation organized and incorporated under the laws of the State of Illinois.

“Control Documents” – means all of the terms and conditions of this Agreement, the Ordinances, the Applicable Laws, the Zoning Approval Ordinance and each and every exhibit attached to and incorporated in any of the foregoing documents, the Plans and Specifications, and any required permits issued by City or other governmental body, as any of the same may from time to time be duly and lawfully amended.

“Cure Period” – means the period of forty five (45) days after an Event of Default within which the defaulting Party may remedy the default as further described in Section 10(g).

“Developer” - means St. Charles – 333 North Sixth Street, LLC, it successors and assigns, and any trustee under any title-holding trust which shall, during the term of this Agreement, hold

legal title to any portion or all of the Site, but not including any subsequent owners of individual residential units.

“Fund” - means the City of St. Charles Lexington Club Redevelopment Project Area Special Tax Allocation Fund.

“Net TIF Proceeds” - means tax funds deposited into the Fund attributable to the parcel identification numbers (P.I.N.s) of the Site, minus those funds paid or set aside pursuant to Section 9(d)(i) and (ii) hereof.

“Party” or “Parties” - means the City and/or the Developer.

“Project” - means the redevelopment project described in Exhibit “C” hereto and the Required Public Improvements.

“Redevelopment Costs” - means eligible “redevelopment project costs” as defined in the Act, and as identified in Exhibit “D” attached hereto and incorporated herein.

“Required Public Improvements” - means the public land improvements, both on-site and off-site, described in the Improvement Agreement and the final engineering plans.

“Tax Increment” - means real estate revenues generated from time to time within the Site, if any, which are attributable to the increase in the current equalized assessed valuation of each taxable lot, block, tract or parcel of real property in the Area over and above the initial equalized assessed value of each property in the Site, as certified by the Kane County Clerk.

“Zoning Approval Ordinance” – means the ordinance passed by the City granting the rezoning and special use approval necessary to proceed with construction of the Project, as may be amended from time to time.

**Section 3. Developer’s Covenants, Representations and Warranties.** The Developer covenants, represents and warrants to the City as follows:



(a) *Charges.* Developer shall pay promptly when due all proper and lawful Charges arising or incurred from and after the date hereof with respect to the Site and the Project.

(b) *Organization and Authority.* The Developer is a duly organized and existing limited liability company organized and existing in good standing under the laws of the State of Illinois, and has the authority to enter into, execute, deliver and perform this Agreement.

(c) *Progress Reports.* Until construction of the Project is complete, the Developer shall make quarterly progress reports to the City regarding the Project by the first day of January, April, July and October of each year. Said reports shall include an updated construction schedule and shall be in the form attached hereto and incorporated herein as Exhibit "E".

(d) *Right of Inspection.* The Developer hereby agrees to permit the City's authorized agents and employees to, during the normal business hours, inspect the Project as it is being constructed. If the City desires to inspect an occupied unit once a certificate of occupancy has been issued for said unit, it may only do so upon the agreement of the unit owner or occupant, or as otherwise permitted by law.

(e) *No Discrimination.* The Developer, in connection with the construction of the Project, shall comply with the fair employment/affirmative action provisions set forth in the Redevelopment Plan and as required by the Act and Applicable Laws (as hereinafter defined).

(f) *Miscellaneous Developer Covenants.* (i) The Developer is now solvent and able to pay its debts as they mature; (ii) Developer, upon due inquiry, is unaware of any actions at law, in equity or similar proceedings which are pending or threatened against the Developer, which are reasonably likely to be adversely determined and result in any material and adverse change to the Developer's financial condition, or materially affect the Developer's assets as of

the date of this Agreement; (iii) the Developer has or will obtain all required government permits, certificates, consents (including, without limitation, appropriate environmental clearances and approvals) necessary to permit Developer to construct, occupy and operate the Project; (iv) no default has been declared with respect to any indenture, loan agreement, mortgage, deed or other similar agreement relating to the borrowing of moneys to which the Developer is a Party or by which it is bound which has not been cured or which is reasonably likely to result in a material and adverse change to the Developer; and (v) there has been no material and/or adverse change in the assets, liabilities or financial condition of the Developer other than as a result of the ordinary and customary conduct of its business; (vi) the execution and delivery of this Agreement by the Developer, and the performance of this Agreement by Developer, have been duly authorized by Developer, and this Agreement is binding on Developer and enforceable against Developer in accordance with its terms; (vii) no consent of any creditor, investor, judicial or administrative body, governmental authority or other Party to such execution, delivery and performance is required; (viii) neither the execution of this Agreement nor the consummation of the transactions contemplated hereby will (a) result in a breach of, default under, or acceleration of, any agreement to which Developer is a Party or by which Developer is bound; or (b) violate any restriction, court order or agreement to which Developer is subject.

**Section 4. City's Covenants.** The City covenants, represents and warrants to the Developer as follows: (a) the City has authority pursuant to the Act to execute and deliver and perform the terms and obligations of this Agreement; (b) the execution and delivery of this Agreement by the City, and the performance of this Agreement by the City, have been duly authorized by the corporate authorities of the City, and this Agreement is binding on the City and

enforceable against the City in accordance with its terms; (c) no consent of any creditor, investor, judicial or administrative body, governmental authority or other Party to such execution, delivery and performance is required; (d) neither the execution of this Agreement nor the consummation of the transactions contemplated hereby will (i) result in a breach of, default under, or acceleration of, any agreement to which the City is a Party or by which the City is bound; or (ii) violate any restriction, court order or agreement to which the City is subject.

**Section 5. Remedies Upon Failure To Complete.** If the Developer fails to timely comply with the Enrollment Completion Date, or thereafter, the Required Public Improvement Completion Date or the Project Completion Date, as those terms are defined in Section 7(g), in compliance with the terms of this Agreement, then the City will have, but will not be limited to, the right to terminate this Agreement upon written notice to the Developer and cease all reimbursement of Redevelopment Costs not yet reimbursed under this Agreement.

**Section 6. Budget; Evidence of Financing.** Attached hereto and incorporated herein as Exhibit “F” is the Budget setting forth the Developer’s best estimate of the costs of the Project and indicating Redevelopment Costs.

Prior to commencing construction on the Project, the Developer shall submit documentation in a form satisfactory to the City evidencing the Developer's equity contribution to the Project and a commitment from a bank or other financial institution to finance the remaining costs of the Project.

**Section 7. Approval and Construction of the Project.**

(a) *Zoning.* Construction of the Project is contingent upon the passage of the Zoning Approval Ordinance, a copy of which is attached hereto as Exhibit “G”. All provisions of the Zoning Approval Ordinance, as from time to time duly and lawfully amended, are hereby

incorporated into and made a part of this Agreement as though they were fully set forth herein. Minor changes and authorized administrative changes, as those terms are defined in the City's Zoning Ordinance, may be made regarding the Project without amendment to this Agreement if the City determines, in its sole discretion, that such changes are not inconsistent with this Agreement. Major changes, as defined in the City's Zoning Ordinance, shall not be made without amendment of this Agreement.

(b) *Submission of Final Plat Approval Application; Plans and Specifications; Permit Applications.* Developer shall submit a complete application for Final Subdivision and PUD Plat approval within sixty (60) days following the date the City Council passes the Zoning Approval Ordinance.

Prior to the issuance of the initial building permit for the Project, the Developer shall submit complete building plans, engineering plans and construction documents containing working drawings and specifications to the City for review and approval in such form as the City customarily requires (the "Plans and Specifications") prepared in accordance with the other Control Documents.

The Developer shall also file all required applications and supporting documentation as may be necessary to secure any permit required to be issued by any other unit of government whose approval is a necessary precondition to Developer's right to construct the Project.

(c) *Environmental Remediation.* The Developer shall take all necessary actions to obtain a "Final No Further Remediation" letter or letters from the Illinois Environmental Protection Agency ("IEPA") for the entire Site. Following the issuance of "Draft No Further Remediation" letter(s) for the Site, as described elsewhere, the Developer shall, on a quarterly basis as part of the progress reports required by Section 3(c) hereof, keep the City apprised of activities it has undertaken in order to obtain the "Final No Further Remediation" letter(s) for the Site.

No building permits shall be issued by the City until (i) the demolition phase of the Project has been completed, (ii) a “Draft No Further Remediation” letter has been issued by the IEPA for the portion of the Project for which permits are requested, and (iii) the Developer’s environmental consultant, Huff & Huff, has submitted a certification to the City that the required pre-construction remedial work for such portion has been satisfactorily completed.

(d) *Construction of Project in Conformance with Control Documents.* Developer shall construct the Project in conformance with, and, in connection therewith, shall be governed by, adhere to and obey, the Control Documents.

To the extent required by law, the Developer shall comply with, and shall require its contractor to comply with, the Illinois Prevailing Wage Act, 820 ILCS 130/.01 *et seq.* (the “PWA”). The Developer hereby agrees to indemnify and hold the City harmless from all liability, loss, cost, fine, penalty, interest or other expense, including court costs and attorneys' fees relating to any such judgments, awards, litigation, suits, demands or proceedings that may result from any failure by the Developer or its contractors or subcontractors to comply with the PWA.

(d) *Competitive Proposals for Construction of Project.* The Developer shall cause its General Contractor to obtain competitive proposals from at least three (3) qualified firms for contracts regarding work comprising the Redevelopment Costs, and shall prepare a written memorandum documenting its reasons for selecting the successful firm.

(e) *Diligence.* Developer shall, after obtaining all required approvals, construct the Project with due diligence. At the time of application for Final Subdivision and PUD Plat approval, as referenced in (b) above, the Developer shall submit its anticipated construction schedule.



(f) *Covenant to Construct all Required Public Improvements.* The Developer shall cause the Required Public Improvements to be constructed by the Required Public Improvement Completion Date, as defined in subsection (g) below. Prior to the issuance of the first building permit for the Project, the Developer shall submit an executed copy of the City's standard Developer's Undertaking/Improvement Agreement (the "Improvement Agreement") and submit the financial guarantee/performance security required therein.

In addition to the on-site Required Public Improvements, the Developer shall construct the following off-site Required Public Improvements:

- (i) Installation of a 10 inch water main generally along Mark Street from 6<sup>th</sup> Street to 9<sup>th</sup> Street, along 9<sup>th</sup> Street south to State Street, continuing to the existing 10" water main near Dean Street, to complete a 10" water main loop through the Site.
- (ii) Full improvement of 9<sup>th</sup> Street from State Street north into the Site, improved to the same standards as the streets within the development, including curb and gutter, storm sewer, sidewalks, street trees, and street lighting.
- (iii) Installation of a 5 ft. wide sidewalk on the north side of State Street, between 9<sup>th</sup> and 7<sup>th</sup> Streets, connecting to existing sidewalks at both intersections.
- (iv) Installation of missing sidewalk segments on 7<sup>th</sup> Street north of State Street.

With respect to the Developer's offsite extension and installation of the approximately 800 feet of ten inch (10") water main along the west side of 9<sup>th</sup> Street and the north side of State Street, as identified on the preliminary engineering plans approved as part of the Zoning Approval Ordinance, the City shall reimburse the Developer for the actual cost to install the portion of the water main located offsite, subject to the limitations, terms and conditions of the Zoning Approval Ordinance.

Upon completion of any Required Public Improvement and, further, upon (i) receipt and approval of record drawings by the City, and (ii) the submission to the City of a certificate from the engineering firm employed by Developer stating that the said Required Public Improvement has been completed in conformance with the Plans and Specifications, the City shall, within thirty (30)

days after the City receives the aforesaid certification from the Developer's engineer, either (i) finally accept said Required Public Improvement, or (ii) designate in writing to Developer all corrections or alterations which shall be required to obtain a recommendation of final acceptance of said Required Public Improvement, specifically citing sections of the Plans and Specifications relied upon by the City.

Should the City reject any Required Public Improvement, or any portion or segment thereof, for a recommendation of final acceptance, the Developer shall cause to be made to such Required Public Improvement such corrections or modifications. The Developer shall cause the Required Public Improvements to be submitted and resubmitted as herein provided until the City shall finally accept same. No Required Public Improvement shall be deemed to be finally accepted until the City shall finally accept same.

In addition to all other requirements of this subsection, for those on-site Required Public Improvements that the Developer is required to convey to the City pursuant to an Improvement Agreement, the City shall not take title until such time as (i) a "Draft No Further Remediation" letter by the IEPA has been issued for the area surrounding such improvement, and (ii) the Developer's environmental consultant, Huff & Huff, has submitted a certification to the City that the required remedial work for such area has been satisfactorily completed.

(g) *Time for Completion.* The Developer shall complete the following components of the Project no later than the dates hereinafter provided:

- (i) Site Remediation Program Enrollment: The Developer shall perform all things necessary and appropriate to cause the Project to be enrolled with the IEPA in a Site Remediation Program within 240 days following the date the City records the Final Plat of Subdivision ("Enrollment Completion Date").
- (ii) Required Public Improvements: The Developer shall substantially complete all Required Public Improvements by October 15, 2016. For purposes of this subsection, "substantially complete" means that the construction of all Required

Public Improvements is complete other than: sidewalks, final lift of asphalt, parkway landscaping and punch list items (“Required Public Improvement Completion Date”).

(iii) Project Completion: The Developer shall complete construction of the Project no later than December 31, 2021 (“Project Completion Date”).

Upon completion of construction of the Project, and at the request by the Developer, the City shall issue a Certificate of Completion in a recordable form indicating that the Developer has completed its obligations under this Agreement. Notwithstanding the foregoing, the Developer shall not be entitled to the Certificate of Completion until such time as a “Final No Further Remediation” letter or letters has or have been issued by the IEPA for the entire Site.

**Section 8. Fees.** Developer shall pay, in connection with the development of the Project and the construction of the Required Public Improvements, such demolition, building or excavation permit fees, engineering, connection or tap-on fees, charges and inspection fees, any cash in lieu of property donation requirements for school and park purposes or any other permit or license (hereinafter the “Fees”) that are assessed on a uniform basis throughout the City and are of general applicability to other property within the City or this Agreement, except to the extent otherwise provided in the Zoning Approval Ordinance.

**Section 9. Financing of Project Costs.**

(a) *Developer’s Cost.* Subject to payment or reimbursement of certain Redevelopment Costs by the City as hereinafter provided, the Developer shall be responsible for the entire cost of constructing the Project. Should the actual cost or expense of construction of any item constituting a Redevelopment Cost be greater than the amount set forth in Exhibit D, the Developer shall be required to pay such excess cost. Notwithstanding the foregoing, if actual costs for a particular line item shown in Exhibit D exceed the line item amount, the City shall reimburse Developer for such excess cost so long as the total amount reimbursed to the Developer does not exceed \$6,000,000.

The City reserves the right to examine all records relating to all costs paid by the Developer and to obtain from such consultants or experts as the City determines to be appropriate, such other information as is necessary for the City to evaluate compliance by the Developer with the terms hereof.

(b) *Reimbursement for Redevelopment Costs; Placeholder Note.* Subject to the terms and conditions of this Agreement and the Act, the City hereby pledges Net TIF Proceeds to reimburse Developer for Redevelopment Costs up to a maximum principal amount of \$6,000,000. The City shall evidence its obligation to reimburse Developer for such Redevelopment Costs by the execution and delivery of a “Placeholder Note” substantially in the form set forth in Exhibit "H" attached hereto and incorporated herein. The Placeholder Note shall be issued upon execution by both Parties of this Agreement; however, it shall only accrue interest on the outstanding principal balance as evidenced by an approved Certificate of Redevelopment Costs verifying that the requested reimbursement is solely for Redevelopment Costs incurred.

The Certificate of Redevelopment Costs shall include the following information:

- (i) a copy of the executed contract(s), agreement(s) for services or purchase order(s) underlying the payment of funds for which the Developer is requesting reimbursement;
- (ii) signed sworn statement and a contractor's affidavit listing the subcontractor(s) and material supplier(s) with the total contract price, the amount previously paid, the amount of the requested payment and the balance due;
- (iii) certified payroll records;
- (iv) partial lien waivers for the amount of the requested reimbursement; and
- (v) such other information requested by the City in order to verify that the requested reimbursement is solely for Redevelopment Costs.

The City shall have thirty (30) days from the date of a complete request for issuance to approve said request or to request the Developer to supplement or revise the information submitted.

The Placeholder Note shall bear interest on the outstanding principal amount, as evidenced by approved Certificates of Redevelopment Costs, at the rate of the lesser of (i) the BAA 20-Year G.O. Bond Index as published by Reuters Municipal Market Data on the date of issuance of the Placeholder Note plus 150 basis points or (ii) 6.75% (computed on the basis of a 360-day year of twelve 30-day months). The rate shall be set upon the date immediately prior to the date of execution of this Agreement by the last Party to execute it and shall be fixed for the full maturity of the Note (the “Fixed Interest Rate”). Interest shall not compound.

If there are Certificates of Redevelopment Costs approved in an initial amount of less than \$6,000,000 and the Developer subsequently incurs additional Redevelopment Costs, the principal balance of the Placeholder Note shall be increased upon the submission and approval of an additional Certificate of Redevelopment Costs pursuant to the procedure outlined above. Interest shall accrue on the additional principal amount commencing on the date of approval of the additional Certificate of Redevelopment Costs.

The Parties agree that no payments shall be due under the Placeholder Note and that the purpose of its issuance is simply to evidence the City’s obligation to reimburse certain Redevelopment Costs to the Developer pursuant to the provisions of this Agreement.

(c) *Retirement of Placeholder Note; Issuance of Note(s).* Upon substantial completion of the Required Public Improvements, as described in Section 7(g)(ii), the Developer shall return the Placeholder Note to the City. The City shall retire the Placeholder Note and issue a note or notes (each a “Note”), substantially in the form attached hereto and incorporated herein as Exhibit “I”, to the Developer in the same aggregate principal amount and bearing the same interest rate as the Placeholder Note and subject to the other terms and provisions of this Agreement.



If the principal amount of the Note(s) issued to replace the Placeholder Note is less than \$6,000,000, and additional Redevelopment Costs are incurred by the Developer, the Developer may submit a request for additional Note(s) upon the same procedures set forth in subsection (b).

The Note(s) shall be payable solely from and secured by a lien on the Net TIF Proceeds.

The Developer acknowledges that no opinion regarding exemption of interest on the Note(s) from federal income taxation will be provided by the City.

The Note(s) shall not constitute a general obligation of the City, nor shall it be secured by the full faith and credit of the City. Interest shall not compound. The Note(s) shall mature twenty (20) years following its date of issuance or December 31, 2036, whichever shall first occur. The Note(s) shall be subject to mandatory redemption, without premium, in whole or in part, on any Scheduled Payment Date (as defined below) to the extent there are Net TIF Proceeds available for such payment. Each Note shall be subject to redemption at the option of the City without premium, as a whole or in part, at any time from and after three (3) years from its date of issuance but only to the extent that there are Net TIF Proceeds available.

The City shall have no obligation to make any payment on any Scheduled Payment Date if the Developer is in default under this Agreement and such payment will be suspended until such default has been remedied. No interest shall accrue during any such period of default.

Each Note shall be dated as of its date of issuance. Interest on each Note shall be payable on February 15<sup>th</sup> of each year that a Note is outstanding, except that the final payment shall be no later than December 31, 2036 (each hereinafter referred to as a "Scheduled Payment Date"). The Note(s) shall bear interest as follows: (a) any Note(s) issued in exchange for the Placeholder Note, shall bear interest from the date and at the rate indicated in the Placeholder Note, and (b) any other Note, if any, shall bear interest from its dated date at the Fixed Interest Rate.

Net TIF Proceeds shall be applied first to the payment of interest on the Note and then to the mandatory redemption of the Note as provided above. If more than one (1) Note is issued, such payments shall be made on a pro rata basis.

A Note may be (i) assigned or pledged as collateral by the Developer to any senior lender or project financing source, or (ii) upon the City's approval, not to be unreasonably withheld, sold or assigned to a Qualified Investor. Qualified Investor shall mean an Accredited Investor as defined under rule 501(D) of the Securities Act of 1933.

Additionally, and without restriction, the Developer may transfer the Note to (i) any entity controlling, controlled by or under common control with Developer or (ii) any entity in which the majority equity interest is owned by the parties that have a majority equity interest in the Developer.

In all such cases, the City shall be provided with an opinion of counsel or a certificate of the transferor, in a form satisfactory to the City, that such transfer is exempt from registration and prospectus delivery requirements of federal and applicable state securities laws.

Transfer of the ownership of a Note to a person other than one permitted by this subsection shall relieve the City of all of its obligations under the Note.

Provided that the Developer is not in default hereunder, the City's obligation to repay each Note shall continue until each Note, including accrued interest, is paid in full, or until the expiration of the term of this Agreement, whichever is earlier. If the Agreement is terminated pursuant to the terms hereof, the City's obligation to repay the Note(s) shall also terminate.

(d) *Utilization of Tax Increment.* The City shall deposit all Tax Increment, as it is received, into the Fund, and shall disburse the same as follows:

- (i) First, the City shall pay, or allocate amounts sufficient to satisfy any payments to school districts (currently limited to a maximum of twenty-five percent (25%) of the Tax Increment) and library districts required pursuant to Section 3(q)(7.5) and (7.7) of the Act.

- (ii) Next, the City pay, or allocate amounts sufficient to pay amounts sufficient to satisfy:
  - (a) all reasonable or necessary costs incurred by the City (including costs of studies, surveys, the development of plans and specifications, and professional service costs for engineering, legal, financial planning and other similar services) in establishing the Area and in preparing, implementing and administering the Redevelopment Plan and this Agreement, to the extent not otherwise reimbursed; (b) all reasonable or necessary costs incurred by the City in complying with all state and county requirements concerning initial and annual filings and submissions for, and qualifications of, the Area; and (c) all reasonable or necessary costs incurred by the City in maintaining and auditing the Fund as part of the City's annual audit; provided, however, that such amounts paid or allocated shall not exceed \$15,000 in each fiscal year.
- (iii) Next, the City shall pay, or allocate amounts sufficient to pay, interest on the Note(s) and the mandatory redemption payments on the Note(s).
- (iv) Next, the City shall, at its option, pay or allocate amounts sufficient to pay any other costs permitted under the Act, including, but not limited to, optional redemption payments on the Note(s), to the extent permitted by applicable law.
- (v) The balance, if any, after the Notes have been fully amortized, shall be paid to the Kane County Collector for distribution to the City and the affected taxing districts for deposit in their appropriate accounts, in accordance with the surplus distribution provisions of the Act.

#### **Section 10. Performance.**

- (a) *Time of the Essence.* Time is of the essence of this Agreement.
- (b) *Unavoidable Delay.* Performance by either Party hereunder shall not be deemed to be in default as a result of unavoidable delays or defaults due to war, insurrection, strikes, lockouts, riots, floods, earth-quakes, fires, casualties, acts of God, acts of a public enemy, epidemics, quarantine restrictions, freight embargoes, lack of transportation, acts of the other Party, the act or the failure to act of any public or governmental agency or entity (except that the acts or failure to act of the City shall not excuse performance by the City) or any other like event or condition beyond the reasonable control of the Party affected thereby which in fact interferes with the ability of such Party to discharge their respective obligations hereunder (collectively, "Force Majeure Events"); provided, however, that unavoidable delays shall not include (i) economic hardship or

impracticability of performance, (ii) commercial or economic frustration of purpose, or (iii) a failure of performance by a contractor (unless caused by Force Majeure Events).

In addition, neither the City nor the Developer shall be considered in breach of, or default in its obligations under this Agreement in the event of any delay resulting from the conduct of any judicial, administrative or legislative proceeding or caused by litigation or proceedings challenging the authority or right of the City to act under the Ordinances, or perform under this Agreement. The City shall diligently contest any such proceedings and any appeals therefrom. The City may settle a contested proceeding at any point, so long as the settlement results in the City's ability to perform pursuant to this Agreement and so long as any such settlement does not impose additional obligations on Developer or reduce the Developer's rights or increase its obligations under this Agreement.

The Party seeking the benefit of the provisions of this subsection shall, within ten (10) days after the beginning of any such unavoidable delay, notify the other Party in writing of the cause or causes thereof, and request an extension for the period of the forced delay. Such notice may be given to a mortgagee in possession or seeking to obtain possession or any mortgagee, successor or assign becoming an assignee by foreclosure or deed in lieu of foreclosure.

(c) *No Waiver by Delay.* Unless otherwise provided herein, any delay by a Party in instituting or prosecuting any actions or proceedings or in otherwise exercising its rights hereunder against the other Party shall not operate as a waiver of any such Party's rights or to deprive it of or limit such rights in any way. No waiver in fact made by the City with respect to any specific default by Developer shall be considered or treated as a waiver of the rights of the City with respect to any other defaults by Developer or with respect to the particular default except to the extent specifically waived in writing. No waiver in fact made by the Developer with respect to any specific default by

the City shall be considered or treated as a waiver of the rights of the Developer with respect to any other defaults by the City or with respect to the particular default except to the extent specifically waived in writing.

(d) *Forum and Remedies.* Upon the breach of this Agreement, any of the Parties hereto may, exclusively in the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois, by action or proceeding at law or in equity, secure the specific performance of the covenants and agreements herein contained or recover damages for the failure of performance or any of the above.

In the event either Party shall institute legal action because of breach of any agreement or obligation contained in this Agreement, on the part of either Party to be kept or performed, the prevailing Party shall be entitled to recover all actual damages (except consequential damages), costs and expenses, including reasonable attorney's fees incurred therefore. The rights and remedies of the Parties are cumulative, and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise of it, at the same time or different times, of any rights or remedies for the same default or for any other default by the other Party, as provided herein.

(e) *Default.* Subject to the Unavoidable Delays provisions set forth above hereof and to provisions for notice as provided herein, failure or delay by either Party to perform any term or provision of this Agreement shall constitute an Event of Default under this Agreement. Furthermore, each of the following acts or omissions of Developer shall also constitute an Event of Default under this Agreement:

- (i) Developer transfers (except to subsequent individual residential owners), or suffers any involuntary transfer of the Site or any part thereof, in violation of this Agreement;
- (ii) The filing, execution or occurrence of a voluntary or involuntary petition filed seeking any debtor relief, or the making of an assignment for the benefit of creditors by Developer, or Developer's execution of any instrument for the purpose of



effecting a composition of creditors or the adjudication of Developer as bankrupt or insolvent; and

- (iii) Developer is in default under any reimbursement of fees agreement between the Developer, or related entity, and the City.

(f) *Notice of Default.* A Party claiming an Event of Default under this Agreement shall give written notice of the alleged Default to the Party alleged to be in Default, specifying the Default(s) complained of by the injured Party.

(g) *Cure Period.* The Party alleged to be in Default shall cure, correct or remedy such alleged Event of Default within forty five (45) days (“Cure Period”). The injured Party may not institute proceedings against the Party in default until the end of the Cure Period. If such Default is cured within such Cure Period, the Default shall be deemed cured. If the Default is one which cannot be reasonably cured within the Cure Period, and if the defaulting Party shall commence curing the same within such Cure Period, the Cure Period shall be extended for such time as is reasonably necessary for the curing of the same, so long as the defaulting Party diligently proceeds therewith; if such Default is cured within such extended period, the Default shall be deemed cured.

(h) *Notification to Mortgagees.* Whenever the City shall deliver any notice of Default to Developer with respect to any alleged Event of Default by Developer hereunder, the City shall at the same time deliver to each holder of record of any mortgage, or grantee under any other conveyance for financing, a copy of such notice or demand, provided City has been advised in writing of the name and address of any such holder. Each such holder or other entity shall have the right to cure or remedy or commence to cure or remedy any such Default after the expiration of the Cure Period subject to the same conditions as are applicable to the Developer pursuant to subsection (g) hereof.

In the event the Developer’s Default is not one curable by a mortgagee or holder of other interests under a conveyance by the Developer for purposes of financing acquisition of the Site and

construction of the Project (i.e., insolvency or bankruptcy of the Developer), such holder may request and the City may agree to enter into an assumption agreement with such holder upon such terms as the parties may then agree. Any such assumption agreement shall minimally incorporate this Agreement and all Exhibits attached hereto, together with such other reasonable terms as the parties may agree to secure the City in the prompt completion of the Project and the Required Public Improvements.

(i) *City Right to Cure Defaults.* In the event the Developer defaults in the construction or completion of construction of the improvements contemplated by the Agreement, and such default is also a default under any mortgage, deed of trust, other security instrument or lease-back or obligation to the grantee under any other conveyance for financing the acquisition or financing of the construction, and the holder, lessor or grantee, as the case may be, elects not to exercise its option to cure such default, the City may, after expiration of the notice and Cure Period set forth in subsection (g) above, cure such default, or cause the same to be cured, prior to completion of any foreclosure, termination of lease or other remedial proceeding as a result of such default. In such event, the City, or its nominee, shall be entitled to reimbursement from the Developer, or such other entity, of all reasonable costs and expenses incurred by the City in curing the default (including reasonable attorney's fees).

**Section 11. Indemnification.** The Developer and the City hereby agree to indemnify, defend and hold harmless the other Party and its officers, agents and employees from and against any losses, costs, damages (except consequential damages), liabilities, claims, suits, actions, causes of action and expenses (including without limitation, attorney's fees and court costs) suffered or incurred by such Party arising from or in connection with the failure of the indemnifying Party to perform its obligations under this Agreement. In addition, the Developer

hereby agrees to indemnify, defend and hold harmless the City and its officers, agents and employees from and against any losses, costs, damages, liabilities, claims, suits, actions, causes of action and expenses (including without limitation, attorney's fees and court costs) for the failure of Developer or any contractor to pay contractors, subcontractors or materialmen in connection with the Project.

**Section 12. Insurance and Destruction of Project.** Prior to the Developer's commencement of construction of the Project, the Developer shall provide the City with all policies of insurance which the City may reasonably require in forms and coverages, issued by companies and in amounts reasonably satisfactory to the City, including without limitation, comprehensive public liability, workmen's compensation and builder's risk insurance coverage naming the City as an additional insured on said policies.

The Developer shall furnish or cause to be furnished to the City duplicate originals, if requested, or appropriate certificates of insurance evidencing that there shall be in effect on a per project limit basis, comprehensive public liability insurance (covering bodily injury and property damage) in the amount of at least Five Million and no/100ths Dollars (\$5,000,000.00) as combined single limits, per occurrence and shall include the City, its officers, agents and employees as additional insureds in all such policies.

All such policies shall also provide for at least ten (10) days prior notice to the City of the cancellation or termination of such policies. The City shall have the right but not the obligation to pay any delinquent insurance premiums hereunder and Developer shall reimburse City for any such payments. Any liability of the City, its officers, agents and employees, for the construction of the Required Public Improvements shall be fully insured under these policies for the limits set forth above. Such insurance shall be maintained in force by Developer until construction of the Required

Public Improvements is completed and accepted by the City at which time the insurance requirements shall pass to the City.

Prior to the completion of the Project, Developer shall cause same to be insured in an amount equal to the full replacement value thereof, such that should any portion thereof be damaged or destroyed by fire or other insurable casualty, sufficient funds shall be available to permit the reconstruction thereof; provided, however, that once the City has accepted the Required Public Improvements, it shall be the City's responsibility to insure the Required Public Improvements. Should the Project be damaged or destroyed prior to completion, the Developer shall either rebuild the Project or repay to the City all moneys paid by the City under the provisions of this Agreement. In the event that the amount of insurance proceeds is in excess of all amounts due to any lender holding a mortgage on the Site, such excess shall be applied toward any amounts due to the City, if any, under the preceding sentence.

**Section 13. Developer's Books and Records.** Developer agrees that until such time as the Certificate of Completion is issued, the City shall have the right and authority to review and audit, from time to time at the Developer's offices, the Developer's books and records relating to the Project (including, but not limited to, Developer's loan statements, general contractor's sworn statements, general contracts, subcontracts purchase orders, waivers of lien, paid receipts and invoices).

**Section 14. Transfers.** Prior to the issuance of a Certificate of Completion for the Project and the acceptance of the Required Public Improvements, and other than (a) the transfer of the property or the beneficial interests in the property to an entity owned or controlled by substantially the same persons as Developer, or (b) sales and mortgaging of the sale of individual residential units, the Developer shall not make, create or suffer to be made any sale, transfer,

assignment or conveyance, except regarding financing of the Project, with respect to this Agreement or the Site or the Project, or any part thereof, including without limitation, any transfer or assignment of the beneficial interest in title holding trust or any part thereof, or contract or agree to do any of the same, without the prior written approval of the City, which approval shall not be unreasonably withheld or delayed.

Any proposed transferee within the forgoing period shall have the qualifications and financial responsibility necessary and adequate, as may be reasonably determined by the City, to fulfill the obligations undertaken in this Agreement by the Developer. Any such proposed transferee, by instrument in writing reasonably satisfactory to the City and in recordable form, for itself and its successors and assigns, and for the benefit of the City, shall expressly assume all of the obligations of the Developer under this Agreement, shall agree to be subject to all the conditions and restrictions to which the Developer is subject and upon acceptance in writing by the City of such transferee the Developer shall be released from any obligation or responsibility under this Agreement. In the absence of the specific written agreement by the City no such transfer, assignment or approval by the City shall be deemed to relieve the Developer or any other Party from any obligations as to the Site under this Agreement.

#### **Section 15. Miscellaneous Provisions.**

(a) *Real Estate Taxes.* Neither the Developer, nor any agent, representative, lessee, tenant, assignee or transferee of, or successor in interest to the Developer, shall, while this Agreement is in effect, directly or indirectly initiate, apply for or seek to reduce the equalized assessed value of any portion of the Site below an amount based upon the purchase price for said portion of the Site.



Neither the Developer nor any agent, representative, lessee, tenant, assignee or transferee of, or successor in interest to, the Developer shall object to or in any way seek to prevent, on procedural or any other grounds, the filing of any underassessment complaint for any year that this Agreement is in effect, provided that the complaint relates to a parcel that is being assessed below an amount based upon the purchase price of said parcel.

The foregoing covenants in this subsection shall be construed and interpreted as an express agreement by the Developer with the City that a major incentive inducing the City to enter into the arrangements and transaction described in this Agreement is to increase the assessed valuation of and the general real estate taxes payable with respect to the Area. This Agreement may be used by the City, in the City's discretion, as admissions against Developer's interest in any tax assessment or related proceeding.

The provisions of this subsection shall not be applicable to the individual owners of any residential units ultimately constructed on the Site.

(b) *Mutual Assistance.* The City and the Developer agree to execute all documents, including permit applications, and to take all appropriate or necessary measures as required by this Agreement, by the Act, by the Ordinances, the statutes of the State of Illinois or of any other governmental agencies as may be applicable thereto in order to properly effectuate the implementation, purpose, intent and spirit of this Agreement and the completion of the Project in accordance with the Control Documents.

(c) *Disclaimer.* Nothing contained in this Agreement, nor any act of the City, shall be deemed or construed by any of the Parties, or by third persons, to create any relationship of third Party beneficiary, or of principal or agent, or of limited or general partnership, or of joint venture, or of any association or relationship involving the City or the Developer.

(d) *Covenants Running with the Land.* It is intended and agreed that all covenants provided in this Agreement on the part of the Developer to be performed or observed shall be covenants running with the land binding to the fullest extent permitted by law and equity for the benefit and in favor of, and enforceable by the City, and any successor in interest to the Site, or any part thereof; provided, however, it is not the intent of the Parties that the covenants provided herein shall be binding on the individual owners of any residential units ultimately constructed on the Site.

(e) *Paragraph Headings.* The paragraph headings and references are for the convenience of the parties and are not intended to limit, vary, define or expand the terms and provisions contained in this Agreement and shall not be used to interpret or construe the terms and provisions of this Agreement.

(f) *Counterparts.* This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same Agreement.

(g) *Recordation of Agreement.* The Parties agree to execute and deliver the original of this Agreement in proper form for recording in the office of the Recorder of Deeds, Kane County, Illinois.

(h) *Notices.* Notices herein required shall be in writing and shall be served upon the Parties, either personally or mailed by certified or registered mail, return receipt requested:

If to the City:

City Administrator  
City of St. Charles  
2 East Main Street  
St. Charles, Illinois 60174

with a copy to: Gorski & Good, LLP  
211 South Wheaton Avenue, Suite 305  
Wheaton, Illinois 60187  
Attn: Ms. Robin Jones

If to Developer: St. Charles – 333 North Sixth Street, LLC  
c/o Lexington Homes, LLC  
1731 N. Marcey Street  
Suite 200  
Chicago, Illinois 60614  
Attn: Mr. Ronald J. Benach

with a copy to: Rathje & Woodward, LLC  
300 E. Roosevelt Road, Suite 300  
Wheaton, IL 60187  
Attn: Mr. Henry Stillwell or Mr. Tracy Kasson

If to any Mortgagee: To the person and address designated  
to the City in writing by the Mortgagee.

A Party's address may be changed from time to time by such Party giving notice as provided above to the other Parties noted above.

(i) *Integration.* This Agreement together with all Exhibits and attachments thereto, constitute the entire understanding and agreement of the Parties. This Agreement integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiations or previous agreements between the Parties with respect to all or any part of the subject matter hereof. All waivers of the provisions of this Agreement must be in writing and signed by the appropriate authorities of the City or the Developer.

(j) *Amendment.* This Agreement, and any Exhibit attached hereto, may be amended only by written instrument properly executed by the Parties or their successors in interest. Execution of any such amendment by the City shall first have been authorized by the Ordinance or Resolution duly adopted by the corporate authorities of the City.

(k) *Certificate of Continued Effectiveness.* Within ten (10) business days after the written request by Developer, the City shall execute and deliver to any existing or proposed mortgagee, or lessor or grantee a certificate stating that this Agreement is in full force and effect, that neither the City nor Developer are in default under this Agreement and containing such other information as may be reasonably requested by such mortgagee, lessor or grantor.

(l) *Successors and Assignees.* The terms and conditions of this Agreement are to apply to and bind and inure to the benefit of the City, the Developer and their successors and assignees.

(m) *Severability.* If any provision of this Agreement, or any paragraph, sentence, clause, phrase or word, or the application thereof, in any circumstances, is held invalid, the remainder of the Agreement shall be construed as if such invalid part were never included herein and the Agreement shall be and remain valid and enforceable to the fullest extent permitted by law.

(n) *Term.* This Agreement shall be in full force and effect from and after the execution hereof by the last Party to execute the same and shall remain in full force and effect, unless earlier terminated pursuant to any of the terms or provisions of this Agreement, until December 31, 2036. Upon the expiration of the term of the Agreement, the City will provide the Developer, at the Developer's written request, with a written notice in recordable form stating that the term of the Agreement has expired.

(o) *Governing Law.* The laws of the State of Illinois shall govern the interpretation and enforcement of this Agreement.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed on  
or as of the day and year first above written.

CITY OF ST. CHARLES, an Illinois  
municipal corporation,

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

ST. CHARLES – 333 NORTH SIXTH  
STREET, LLC, an Illinois limited liability  
company

By: \_\_\_\_\_  
Its: \_\_\_\_\_



STATE OF ILLINOIS            )  
  ) SS.  
COUNTY OF KANE            )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that Donald P. DeWitte, Mayor of the City of St. Charles, and Nancy Garrison, City Clerk of said City, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as such Mayor and City Clerk, respectively appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as the free and voluntary act of said City, for the uses and purposes therein set forth; and the City Clerk then and there acknowledged that she, as custodian of the corporate seal of said City, did affix the corporate seal of said City to said instrument, as her own free and voluntary act and as the free and voluntary act of said City, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this \_\_\_\_\_ day of  
\_\_\_\_\_, 2012.

\_\_\_\_\_  
Notary Public

STATE OF ILLINOIS            )  
  ) SS.  
COUNTY OF KANE            )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO  
HEREBY CERTIFY that \_\_\_\_\_, \_\_\_\_\_ of St. Charles – 333 North Sixth  
Street, LLC, an Illinois limited liability company, personally known to me to be the same person  
whose name is subscribed to the foregoing instrument as such \_\_\_\_\_ appeared before me  
this day in person and acknowledged that \_\_\_\_ signed and delivered the said instrument as \_\_\_\_ own  
free and voluntary act and as the free and voluntary act of said company, for the uses and purposes  
therein set forth.

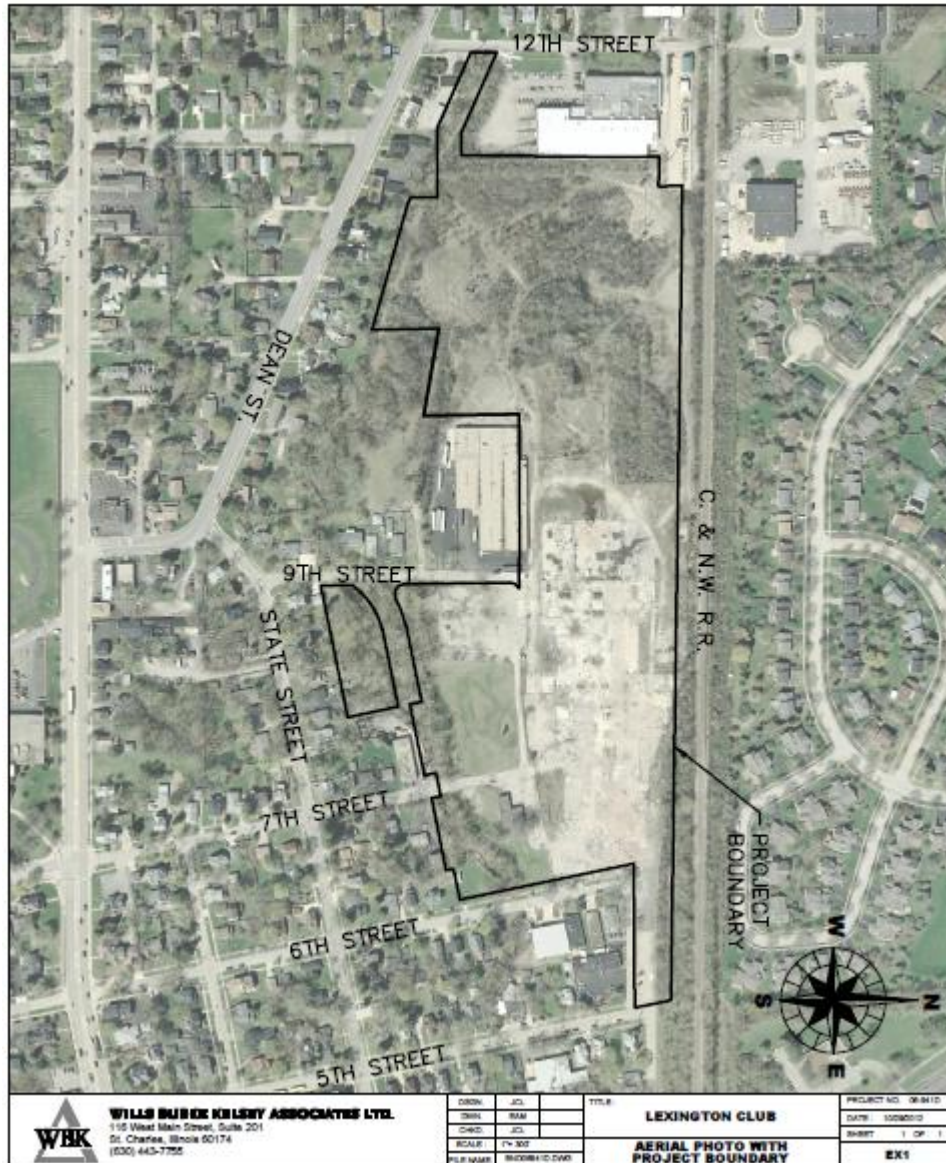
GIVEN under my hand and Notarial Seal this \_\_\_\_ day of \_\_\_\_\_,

2012.

\_\_\_\_\_  
Notary Public

**EXHIBIT A**

**OUTLINE OF SITE**



## **EXHIBIT B**

### **LEGAL DESCRIPTION OF SITE**

#### **PARCEL ONE:**

LOT 2 (EXCEPT THE SOUTHERLY 116 FEET); ALL OF LOTS 3 AND 4 IN BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

#### **PARCEL TWO:**

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 1 AND LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 IN BLOCK 2; LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 3 AND LOTS 1, 2, 3, 4, 5 (EXCEPT THAT PART OF LOT 5 CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986) AND THE NORTH 30 FEET OF LOT 11 IN BLOCK 5, AND THAT PART OF VACATED NINTH STREET NORTH OF THE SOUTH LINE EXTENDED EASTERLY OF LOT 5 IN SAID BLOCK 5 AND VACATED MARK STREET, AND THE NORTH 1/2 OF VACATED RYAN STREET LYING EASTERLY OF THE WESTERLY LINE OF LOT 13, BLOCK 2 EXTENDED AND LYING WESTERLY OF THE WESTERLY LINE OF SEVENTH STREET, ALL IN MILLINGTON'S THIRD ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

#### **PARCEL THREE:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID SOUTH EAST 1/4 WITH THE NORTHERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID DEAN STREET 1043 FEET; THENCE NORTH 2 DEGREES, 44 MINUTES, 0 SECONDS EAST 150 FEET (SAID POINT HEREINAFTER REFERRED TO AS POINT "A"); THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 149.92 FEET; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 62 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 651.43 FEET; THENCE SOUTH 89 DEGREES, 45 MINUTES, 0 SECONDS WEST 135.80 FEET; THENCE NORTH 7.90 FEET; THENCE SOUTH 89 DEGREES, 20 MINUTES, 0 SECONDS WEST 282.40 FEET; THENCE SOUTH 00 DEGREES, 27 MINUTES, 10 SECONDS WEST 490.78 FEET; THENCE EAST 106 FEET; THENCE SOUTH 67.19 FEET TO A LINE DRAWN NORTH 64 DEGREES, 34 MINUTES, 0 SECONDS WEST FROM POINT "A" AFORESAID; THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 19.73 FEET; THENCE SOUTH 74 DEGREES, 16 MINUTES, 30 SECONDS EAST 327.76 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

#### **PARCEL FOUR:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH EAST 1/4; THENCE EAST 396.08 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4 TO A POINT 150 FEET NORTH OF THE NORTHERLY LINE OF DEAN STREET, FOR THE POINT OF BEGINNING; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST PARALLEL WITH THE NORTHERLY LINE OF DEAN STREET, 208.7 FEET (THIS COURSE HEREINAFTER REFERRED TO AS LINE "A") THENCE EAST 69 FEET; THENCE NORTH 0 DEGREES, 27 MINUTES, 10 SECONDS EAST 60 FEET; THENCE WEST 56.84

FEET TO A LINE DRAWN PARALLEL WITH AND 60 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES THERETO, LINE "A" AFORESAID; THENCE NORTH 66 DEGREES, 13 MINUTES, 0 SECONDS WEST ALONG SAID PARALLEL LINE, 222.51 FEET TO A LINE DRAWN NORTH, PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4, FROM THE POINT OF BEGINNING; THENCE SOUTH ALONG SAID PARALLEL LINE 65.57 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL FIVE:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF BLOCK 2 OF MILLINGTON'S ADDITION TO THE TOWN OF ST. CHARLES; THENCE NORTH 11 DEGREES, 37 MINUTES, 0 SECONDS WEST ALONG THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED, 356 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 78 DEGREES, 46 MINUTES, 0 SECONDS EAST 186.2 FEET TO THE WESTERLY LINE OF BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES; THENCE NORTH 11 DEGREES, 48 MINUTES, 0 SECONDS WEST ALONG SAID WESTERLY LINE 481.9 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND GREAT WESTERN RAILWAY; THENCE SOUTH 89 DEGREES, 30 MINUTES, 0 SECONDS WEST ALONG SAID RIGHT OF WAY LINE TO THE NORTHEAST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID MILLINGTON'S THIRD ADDITION TO THE SOUTHEAST CORNER OF BLOCK 2 IN SAID ADDITION; THENCE EASTERLY ALONG THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 2 TO THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED; THENCE SOUTH 11 DEGREES, 37 MINUTES, 0 SECONDS EAST ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SIX:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, ON THE NORTHERLY LINE OF DEAN STREET; THENCE NORTH 66 DEGREES, 07 MINUTES, 0 SECONDS WEST ALONG SAID NORTHERLY LINE OF DEAN STREET 335.3 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND CONVEYED TO JULES VANOVERMEIREN BY DEED DATED DECEMBER 18, 1925, AND RECORDED DECEMBER 26, 1925 IN BOOK 788, PAGE 548, AS DOCUMENT 266367; THENCE NORTH ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID TRACT OF LAND 174 FEET; THENCE NORTH 60 DEGREES, 19 MINUTES, 0 SECONDS WEST, 168.19 FEET; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 188.59 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 479.71 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND GREAT WESTERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES, 31 MINUTES, 0 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 456.2 FEET TO THE NORTHWEST CORNER OF SAID MILLINGTON'S THIRD ADDITION; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 285 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST 255.77 FEET TO A POINT SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 325.65 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, KANE COUNTY, ILLINOIS;



THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST ALONG THE WEST LINE OF SAID ADDITION 285.0 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132.0 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 255.77 FEET FOR A POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 04 MINUTES, 0 SECONDS WEST ALONG THE LAST DESCRIBED COURSE 255.77 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 100.00 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 237.41 FEET TO A LINE DRAWN NORTH 80 DEGREES, 06 MINUTES, 0 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 80 DEGREES, 06 MINUTES, 0 SECONDS EAST 101.86 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986), IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SEVEN:

EASEMENT FOR PRIVATE ROADWAY RESERVED BY DEED RECORDED JULY 16, 1957, IN BOOK 1855, PAGE 119, AS DOCUMENT 839306, MADE BY HAWLEY PRODUCT COMPANY TO CARL E. SODERQUIST AND SONS FOR THE BENEFIT OF THE NORTH 30 FEET OF LOT 11 IN BLOCK 5 OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES IN PARCEL TWO, OVER THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 535 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 1 DEGREE EAST 30 FEET; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 134.45 FEET; THENCE NORTH 1 DEGREE WEST PARALLEL WITH THE WEST LINE OF SAID ADDITION 30 FEET; THENCE SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST 134.45 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL EIGHT:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTH WESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE WESTERLY ALONG THE SOUTH LINE BY SAID WARRANTY DEED, BEING ALONG THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, A DISTANCE OF 1857.64 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY ALONG SAID JOG, A DISTANCE OF 7.90 FEET; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 282.85 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY, ALONG SAID JOG, A DISTANCE OF 127.46 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY; THENCE EASTERLY ALONG SAID PARALLEL LINE, A DISTANCE OF 2126.02 FEET TO THE CENTER LINE OF 5TH STREET (STATE ROUTE 31) AS AFORESAID; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE, A DISTANCE OF 93.59 FEET TO THE POINT OF BEGINNING, BEING SITUATED IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE

NORTHEAST CORNER OF LAND CONVEYED TO THE CITY OF ST. CHARLES BY DOCUMENT NO. 910272, SAID POINT BEING 50.00 FEET NORMALLY DISTANT SOUTHERLY FROM THE UNION PACIFIC RAILROAD MAIN TRACK CENTER LINE; THENCE SOUTH 89 DEGREES 11 MINUTES EAST, 76.35 FEET, PARALLEL WITH SAID MAIN TRACK CENTER LINE; THENCE SOUTH 1 DEGREES 53 MINUTES EAST, 60.06 FEET, PARALLEL WITH THE EAST LINE OF SAID LAND CONVEYED BY DOCUMENT NO. 910272; THENCE NORTH 89 DEGREES 11 MINUTES WEST, 76.35 FEET TO THE SOUTHEAST CORNER OF SAID DOCUMENT NO. 910272; THENCE NORTH 1 DEGREE 53 MINUTES WEST, 60.06 FEET ALONG THE EAST LINE OF SAID DOCUMENT NO. 910272 TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

## **EXHIBIT C**

### **DESCRIPTION OF PROJECT**

The Lexington Club is a proposed 130 unit residential development consisting of a mix of 28 detached single family dwellings and 102 two story townhomes, all to be constructed on the industrial site formerly known as the Applied Composites property.

In addition, there will be a privately-owned park on approximately 22,000 square feet of land, at the northeast corner of the proposed development.

The property is currently a blighted and environmentally contaminated industrial site within walking distance to the downtown. In conjunction with the development, all existing structures have been or will be demolished and the environmental contamination will be mitigated in compliance with all applicable laws and regulations. The Applicant also is proposing to preserve the State Street Creek as well as to bring the property into full conformity with all applicable storm water management and detention requirements.

## EXHIBIT D

### REDEVELOPMENT COSTS

Lexington Homes

St. Charles Project

Detail of Extraordinary Site Costs

DATE : 4/16/12

Demolition		
TREE CLEARING -		\$ 24,000
HOMER TREE BID 24,000	\$ 24,000	
TOTAL =	\$ 24,000	
DEMO TO DATE		\$ 166,597
ASBESTOS REMEDIATION (TECNICA ENVIRONMENTAL)	\$ 89,582	
WELL CAPPING, DOCUMENTATION (LAYNE CHRISTENSEN)	\$ 18,883	
BUILDING DEMOLITION - DOWN TO SLABS (VANCO)	\$ 58,132	
TOTAL =	\$ 166,597	
DEMO TO COMPLETE		\$ 1,016,956
Overhead Wire Demolition	\$ 651,956	
Fence Removal	\$ 1,500	
Storm Sewer Removal	\$ 1,500	
Storm Sewer Structure Removal	\$ 1,500	
Misc. Building Demolition - guard house, misc.	\$ 8,000	
Remove Railroad Tracks	\$ 2,500	
Remove Guardrail	\$ 2,500	
Pavement Removal	\$ 12,500	
Removal of PCC slabs, foundations, crush on site.	\$ 320,000	
Private Electrical Demo	\$ 15,000	
TOTAL =	\$ 1,016,956	
Sub-Total Demolition and Clearing		\$ 1,207,553
CONTINGENCY 10%	\$ 120,755	
TOTAL DEMO AND CLEARING		\$ 1,328,308

<b>Leveling of Site Due to Difficult Topography</b>			
<b>MASS EARTHWORK</b>		<b>\$</b>	<b>461,842</b>
Topsoil Strip to Stockpile	\$	42,775	
Cut to Fill	\$	267,435	
Topsoil Respread Ponds, Parks	\$	35,040	
Subgrade Streets, Backfill Curbs	\$	19,592	
Undercut - weak soils, uncompacted fills	\$	100,000	
<b>TOTAL =</b>	<b>\$</b>	<b>461,842</b>	
<b>EXPORT OF MATERIAL</b>		<b>\$</b>	<b>3,120,000</b>
CUT TO EXPORT AT MASS/SEWER SHOUL CUTS (\$18/CY)	\$	540,000	
CUT TO EXPORT AT MASS NON CCDD (\$60/CY)	\$	1,800,000	
CUT TO EXPORT AT FOUNDATION DIG CCDD (\$18/CY)	\$	180,000	
CUT TO EXPORT AT FOUNDATION DIG NON CCDD (\$60/CY)	\$	600,000	
<b>TOTAL =</b>	<b>\$</b>	<b>3,120,000</b>	
<b>Sub-Total Leveling of Site</b>	<b>\$</b>	<b>3,584,842</b>	
<b>TOTAL LEVELING OF SITE</b>	<b>\$</b>	<b>3,584,842</b>	

<b>Environmental Remediation</b>		<b>\$</b>	<b>1,550,000</b>
Reports, Studies, Documentation to date	\$	10,000	
Reports, Studies, Documentation Environmental Anticipated	\$	190,000	
Hauling Special Waste (15,000 CY @ \$90)	\$	1,350,000	
<b>TOTAL =</b>	<b>\$</b>	<b>1,550,000</b>	
<b>Sub-Total Environmental Remediation</b>	<b>\$</b>	<b>1,550,000</b>	
<b>TOTAL ENVIRONMENTAL REMEDIATION</b>	<b>\$</b>	<b>1,550,000</b>	

<b>Total Demolition, Leveling, and Environmental</b>	<b>\$</b>	<b>6,453,150</b>
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**EXHIBIT E**

**PROGRESS REPORT**

Project: Lexington Club

Reporting Period: Month of \_\_\_\_\_, 20\_\_

DESCRIPTION OF <u>EXPENDITURE</u>	AMOUNT <u>BUDGETED</u>	AMOUNT EXPENDED THIS      REPORTING <u>PERIOD</u>	CUMULATIVE AMOUNT <u>EXPENDED</u>
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ANTICIPATED CONSTRUCTION SCHEDULE FOR REMAINDER OF PROJECT:

STATUS OF ENVIRONMENTAL REMEDIATION ACTIVITIES UNDERTAKEN:

Date: \_\_\_\_\_, 20\_\_.

## **EXHIBIT F**

### **BUDGET**

Lexington Homes  
St. Charles Project  
Project Budget  
EXHIBIT F

#### **Land Acquisition and Assembly**

Site Acquisition	\$	3,285,000
Actual Land Carry Costs	\$	1,682,914
Subtotal - Land Acquisition and Assembly	\$	<u>4,967,914</u>

#### **Site Preparation**

Site Preparation	\$	9,055,607
Public Street Improvements	\$	230,000
Subtotal - Site Preparation	\$	<u>9,285,607</u>

#### **Hard Costs of Vertical Construction**

Direct Costs of Construction - Base Homes	\$	20,093,736
Direct Costs of Construction - Upgrades	\$	1,393,675
Model Area Dev. Costs	\$	490,770
Sub-Total Vertical Construction Costs	\$	<u>21,978,181</u>

#### **Soft Costs**

Indirect Construction	\$	1,824,480
Sales & Marketing	\$	2,280,600
G&A	\$	912,240
General Contracting Fee	\$	737,512
Corporate Overhead	\$	1,576,313
Closing Costs	\$	227,901
Loan Fees	\$	175,469
Sub-Total - Soft Costs	\$	<u>7,734,515</u>
Total Project Costs	\$	<u>43,966,218</u>

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**EXHIBIT G**

**ZONING APPROVAL ORDINANCE**

**City of St. Charles, Illinois**  
**Ordinance No. 2012-Z-\_\_\_\_\_**

**An Ordinance Granting Approval of Map Amendment, Special Use for a  
Planned Unit Development, and Approval of a PUD Preliminary Plan  
(Lexington Club PUD)**

WHEREAS, on or about December 8, 2009, the Lexington Homes LLC (“Applicant”) and St. Charles-333 North Sixth Street, LLC (“Record Owner”) filed applications for (i) Map Amendment to rezone the property legally described on Exhibit “A” attached hereto and made a part hereof (“Single Family Parcel”) from the M-1 Special Manufacturing District to the RT-3 Traditional Single Family Residential District and to rezone the property legally described on Exhibit “B” attached hereto and made a part hereof (“Townhome Parcel”) from the M-1 Special Manufacturing District to the RM-2 Medium Density Multi-Family Residential District; (ii) Special Use for a Planned Unit Development so as to permit a residential development project on the property legally described on Exhibit “C” attached hereto and made a part hereof (“Subject Realty”), with deviations from the regulations of the St. Charles Zoning Ordinance; and (iii) PUD Preliminary Plan for the Subject Realty; and

WHEREAS, Notice of Public Hearing on said petitions for Map Amendment and Special Use for Planned Unit Development were published on or about July 30, 2011, in a newspaper having general circulation within the City, to-wit, the Kane County Chronicle newspaper, all as required by the statutes of the State of Illinois and the ordinances of the City; and,

WHEREAS, pursuant to said notice, the Plan Commission conducted public hearings on or about August 16, 2011, September 20, 2011 and October 4, 2011(collectively, the “Public Hearing”), on said application in accordance with the statutes of the State of Illinois and the ordinances of the City; and,

WHEREAS, at said Public Hearing, the Applicant presented testimony in support of said application and all interested parties were afforded an opportunity to be heard; and,

WHEREAS, on October 18, 2011, the Plan Commission made all required Findings of Fact and forwarded them to the City Council together with its recommendation that the relief requested in said petitions be approved subject to the conditions stated therein; and,

WHEREAS, the Planning & Development Committee of the City Council recommended approval of said applications subject to conditions on or about May 14, 2012; and,

WHEREAS, the City Council of the City of St. Charles has received the recommendations of the Plan Commission and Planning and Development Committee and has considered the same.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ST. CHARLES, KANE AND DUPAGE COUNTIES, ILLINOIS, as follows:

Section 1. The preambles set forth hereinabove are incorporated herein as substantive provisions of this Ordinance as though fully set out in this Section 1.

Section 2. That the Official Zoning Map of the City, which is on file in the Office of the City Clerk, is hereby amended by rezoning the property legally described in Exhibit “A” from the “M-1 Special Manufacturing District” to “RT-3 Traditional Single Family Residential District” and rezoning the property legally described in Exhibit “B” from the “M-1 Special Manufacturing District” to the “RM-2 Medium Density Multi-Family Residential District”. Said rezoning is based upon Petitioner’s application and the evidence presented at the Public Hearing. The City Council hereby finds that the Zoning Map Amendments are in the public interest and adopts the Findings of Fact set forth on Exhibit “D-1” which is attached hereto and incorporated herein.

Section 3. That a Special Use for a Planned Unit Development is hereby granted for the Subject Realty, pursuant to the provisions of Title 17 of the St. Charles Municipal Code, as amended. Based upon the Petitioner’s application and the evidence presented at the Public Hearing, the City Council hereby finds that the Planned Unit Development is in the public interest and adopts the Findings of Fact set forth on Exhibit “D-2”, which is attached hereto and incorporated herein.

Section 4. That passage and approval of this Ordinance shall constitute approval of the PUD Preliminary Plan, consisting of the following documents:

- Preliminary Site Plan prepared by BSB Design dated 4/18/12
- Preliminary Subdivision Plans prepared by TFW Surveying & Mapping Inc. dated 12/17/10 and last revised 9/6/12
- Preliminary Engineering Plans prepared by Wills Burke Kelsey Associates Ltd. dated 12/17/10 and last revised 10/9/12
- Preliminary Landscape Plans prepared by Pugsley & Lahaie Ltd. dated 11/25/09 and last revised 4/18/12
- Preliminary Architectural Elevations prepared by BSB Design dated 7/21/11, including three sheets of Character Elevations for the detached single-family buildings and two sheets of Character Elevations for the attached single family buildings.

reduced copies of which are attached hereto and incorporated herein as Exhibit “E” (PUD Preliminary Plan), subject to the terms, conditions and restrictions set forth herein and subject to compliance with such conditions, corrections, and modifications as may be required by the Director of Community Development and the Director of Public Works to comply with the requirements of the St. Charles Municipal Code.

Section 5. The Subject Realty shall be developed only in accordance with all ordinances of the City as now in effect and as hereafter amended (except as specifically varied herein), and subject to the terms, conditions and restrictions set forth herein, as follows:



- a. Dwelling Units: A maximum of one-hundred thirty (130) dwelling units may be constructed on the Subject Realty, comprised of one-hundred two (102) attached single family dwellings on the Townhome parcel and twenty-eight (28) detached single-family dwellings on the Single Family Parcel.
- b. Single Family Parcel: The development shall comply with the standards of the RT-3 zoning district, except that the following deviations are hereby approved:
  - 1. The maximum building coverage for one-and-one-half and two-story structures is hereby increased to 45%.
  - 2. The minimum interior side yard requirement is hereby reduced to 5 feet.
  - 3. The minimum rear yard requirement is hereby reduced to 25 ft.
- c. Townhome Parcel: The development shall comply with the standards of the RM-2 zoning district, except that the following deviations are hereby approved:
  - 1. The minimum lot area per dwelling unit requirement is hereby reduced to 3,912 square feet.
  - 2. The minimum front yard requirement is hereby reduced to 15 ft. for corner or building end units, where the garage door for the unit faces the exterior side yard.
  - 3. The minimum interior side yard requirement is hereby reduced to 9 ft.
  - 4. The minimum exterior side yard requirement is hereby reduced to 15 ft.; however, no garage door shall be less than 20 ft. from the street right-of-way.
- d. Design Review Standards and Guidelines: The development shall comply with the Design Review Standards and Guidelines of Chapter 17.06 of the Zoning Ordinance, and with the following conditions:
  - 1. Uniform building materials as required by Section 17.06.050(F)(3) of the Zoning Ordinance shall not be required for the townhome buildings, provided that the elevations otherwise conform to the PUD Preliminary Plans.
  - 2. In addition to the building materials requirements and restrictions listed in Section 17.06.050(F)(1) and 17.06.050(F)(2) of the Zoning Ordinance, all exterior siding materials on buildings constructed on the Subject Realty shall be cedar or equivalent wood or fiber cement siding and trim. Vinyl, aluminum or equivalent material shall not be used for siding or trim.
  - 3. All garage doors shall be "Designer Series" as shown on the PUD Preliminary Plans or an equivalent with comparable details and glass window panels.
  - 4. Detached Single-Family building elevations facing exterior side yards or pedestrian access ways (Lots 3, 4, 16, 17, 28 as shown in the PUD Preliminary Plan) shall include architectural detailing equivalent or better than the Character Side elevations shown in the PUD Preliminary Plans.
  - 5. The PUD Preliminary Plans have identified eight (8) character elevations for the detached single-family buildings and two (2) character elevations for the townhome buildings. The character elevation styles shall be interspersed such that a detached single-family building is not adjacent to more than one of the same

character elevation and the townhome buildings are approximately 50% of each character elevation.

6. Variations to the Character Elevations shown in the PUD Preliminary Plans may be reviewed and approved by the Director of Community Development as an Authorized Administrative Change in accordance with the provisions of Section 17.04.430.C of the Zoning Ordinance. Rearrangement/substitution of townhome unit types within the buildings shall be reviewed as an Administrative Change.

e. Landscaping

1. Perimeter site landscaping and all landscaping shown on common lots shall be reviewed as a part of the Final PUD Plan. All perimeter site landscaping, including any landscape bufferyards, shall be completed for each phase prior to the occupancy of any building, or portion thereof, in the phase.
2. Lot landscaping for the townhomes shall be reviewed as part of the building permit submittals.
3. Final Landscape Plans which provide comparable quality, quantity, and character but do not strictly comply with the Preliminary Plan may be reviewed and approved by the Director of Community Development as an Authorized Administrative Change in accordance with the provisions of Section 17.04.430.C of the Zoning Ordinance.

f. Owner's Association:

The Applicant will create one or more Owners Associations and create a Master Declaration of Covenants, Conditions & Restrictions that clearly identifies all responsibilities of the Owners Associations with respect to the use, maintenance and continued protection of common open space and improvements in the development, including, but not limited to, stormwater management facilities. The Declaration shall also regulate modifications to building architecture following the initial construction of the development. Such Declaration shall be in a form reasonably acceptable to the City and shall be recorded immediately following the recording of the Final Plat of Resubdivision for the Subject Realty.

g. School and Park Contributions:

The Applicant has agreed to convey, and the St. Charles Park District has agreed to accept, the .09-acre parcel fronting on 9th Street shown as Lot 59 on the PUD Preliminary Plan. The remainder of the Park and School contribution shall be provided as cash in lieu of land contribution in accordance with the provisions of Title 16 of the St. Charles Municipal Code, as the same may be amended from time to time. If the bedroom count used to calculate the initial cash contribution changes, the amount of the contribution shall be adjusted at the time of building permit.

h. Inclusionary Housing:

The Applicant has requested a deviation to the requirements of Chapter 17.18 of the Zoning Ordinance, Inclusionary Housing, to enable the development to begin construction without designating any affordable units or providing a fee-in-lieu contribution. The deviation request is hereby granted conditioned upon the Applicant executing and complying with the attached Affordable Housing Agreement, attached at Exhibit “F” for the duration of the project build out. In the event the Applicant fails to comply with the Affordable Housing Requirement at any time during the project build out, the requirements of Chapter 17.18 shall apply to the remaining housing units to be constructed.

- i. Subdivision Improvements: The following shall be constructed as a part of the initial Land Improvements for the development:
  1. Installation of a 10 inch water main as shown on the PUD Preliminary Plans (generally along Mark Street from 6<sup>th</sup> Street to 9<sup>th</sup> Street, along 9<sup>th</sup> Street south to State Street, continuing to the existing 10” water main near Dean Street, to complete a 10” water main loop through the development site). Following acceptance of the water main by the City, the City shall reimburse the Applicant for the actual cost to install the portion of the water main located offsite, including the cost to resurface existing streets which are not required to be reconstructed as a part of the development. Improvements to be reimbursed and the total maximum reimbursement shall be as specified in Exhibit G.
  2. Full improvement of 9<sup>th</sup> Street from State Street north into the development site, improved to the same standards as the streets within the development, including curb and gutter, storm sewer, sidewalks, street trees, and street lighting.
  3. Installation of a 5 ft. wide sidewalk on the north side of State Street, between 9<sup>th</sup> and 7<sup>th</sup> Streets, connecting to existing sidewalks at both intersections.
  4. Installation of missing sidewalk segments on 7<sup>th</sup> Street north of State Street.
- j. Off-site traffic contribution: Prior to the 65<sup>th</sup> occupancy permit, the applicant shall deposit with the City a cash contribution of \$200,000 to be used for off-site street or intersection improvements, at the sole discretion of the City Council.
- k. Ryan Street Right-of-Way: As a part of the Final Plat of Subdivision for the project, the City shall vacate the existing Ryan Street right-of-way located east of 9<sup>th</sup> Street and convey title of the property to the applicant. The City shall retain easements over any public utilities existing in the right-of-way.
- l. Future Ryan Street extension: As a part of the Final Plat of Subdivision for the project, applicant shall dedicate right-of-way for a future Ryan Street extension at the western end of the site (shown on the PUD Preliminary Plans as Lot 54). This property shall be maintained by the Owner’s Association for the development until such time the street is constructed and accepted by the City.

- m. Access Easements: As a part of the Final Plat of Subdivision for the project, the applicant shall provide public access easements for pedestrian paths shown on the PUD Preliminary Plans (paths connecting Ryan Street to 12<sup>th</sup> Street, Ryan Street to the St. Charles Park District site, and the two paths connecting Mark Street to the railroad right-of-way).
- n. Construction Route: Construction related traffic shall access the site by following a route from Main Street, to 9th Street, to State Street to 9<sup>th</sup> Street into the site. No construction traffic shall utilize Mark Street east of 5<sup>th</sup> Street; 5<sup>th</sup>, 6<sup>th</sup> or 7<sup>th</sup> Street south of the Subject Realty; or State Street east of 9<sup>th</sup> Street.
- o. Site Cleanup: Complete demolition and clearing of debris and structures and environmental remediation of the property shall occur in accordance with a schedule to be mutually agreed upon by the parties, as set forth in a separate development agreement with the City.
- p. The Applicant shall execute a Developer's Undertaking/Land Improvement Agreement in the City's standard form, and tender the security required therein prior to the recording of the Final Plat of Subdivision.
- q. Stormwater Special Service Area: Following recording of the Final Plat of Subdivision, the City shall initiate the formation of a Special Service Area for the purpose of maintaining and repairing stormwater management facilities and other facilities serving the Subject Realty. The Record Owner shall not sell or transfer ownership of any portion of the Subject Realty until such Special Service Area has been established. Such Special Service Area shall be of perpetual duration with a maximum rate sufficient to provide for maintenance, repair, and reconstruction of such facilities. Such Special Service Area may provide for maintenance by the City in the event that stormwater management facilities or other facilities are not adequately maintained by the Owner or successors.

Section 6. That all ordinances and resolutions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, expressly repealed.

Section 7. That this Ordinance shall become effective from and after its passage by a majority of all aldermen now holding office and approval in accordance with law.

PRESENTED to the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

PASSED by the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

APPROVED by the Mayor of the City of St. Charles, Kane and DuPage Counties, Illinois this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

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Donald P. DeWitte, Mayor

Attest:

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City Clerk

COUNCIL VOTE:

Ayes:

Nays:

Absent:

Abstain:

APPROVED AS TO FORM:

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City Attorney

DATE: \_\_\_\_\_, 2012



EXHIBIT "A"  
LEGAL DESCRIPTION OF SINGLE FAMILY PARCEL

**PARCEL TO BE ZONED RT-3:**

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTHWESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST, BEING AN ASSUMED BEARING AND THE BASIS OF BEARINGS FOR THIS LEGAL DESCRIPTION, ALONG SAID LAST DESCRIBED SOUTH LINE, 362.12 FEET TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF 6TH STREET, AS DELINEATED ON THE PLAT OF T.E. RYAN'S ADDITION TO THE CITY OF ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1889 AS DOCUMENT NUMBER 24117, ALSO BEING THE POINT OF BEGINNING OF THIS LEGAL DESCRIPTION; THENCE SOUTH 11 DEGREES 43 MINUTES 06 SECONDS EAST ALONG SAID LAST DESCRIBED WEST RIGHT OF WAY LINE, 186.93 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 610.92 FEET; THENCE SOUTH 86 DEGREES 11 MINUTES 29 SECONDS WEST, 58.19 FEET; THENCE NORTH 89 DEGREES 08 MINUTES 14 SECONDS WEST, 108.55 FEET TO AN INTERSECTION WITH THE NORTHERLY EXTENSION OF THE CENTER LINE OF 9TH STREET, AS DELINEATED ON THE PLAT OF MILLINGTON THIRD ADDITION TO ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED MAY 4, 1926 AS DOCUMENT NUMBER 272865; THENCE NORTH 00 DEGREES 55 MINUTES 11 SECONDS WEST ALONG SAID LAST DESCRIBED NORTHERLY EXTENSION, 120.17 FEET TO A POINT OF CURVATURE; THENCE WESTERLY ALONG A NON TANGENT CURVED LINE, CONCAVE NORTH, HAVING A RADIUS OF 101.50 FEET, AN ARC LENGTH OF 43.61 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 74 DEGREES 51 MINUTES 47 SECONDS WEST, 43.28 FEET) TO A POINT OF REVERSE CURVATURE; THENCE WESTERLY ALONG A CURVED LINE, CONCAVE SOUTH, HAVING A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 60.42 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 75 DEGREES 52 MINUTES 06 SECONDS WEST, 59.88 FEET); THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 58.51 FEET; THENCE NORTH 00 DEGREES 49 MINUTES 00 SECONDS EAST, 140.96 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY (A.K.A. UNION PACIFIC RAILROAD); THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS EAST ALONG SAID LAST DESCRIBED PARALLEL LINE, 932.55 FEET; THENCE SOUTH 00 DEGREES 49 MINUTES 00 SECONDS WEST, 97.84 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886 AFORESAID; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST ALONG SAID LAST DESCRIBED SOUTH LINE, 33.30 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

EXHIBIT "B"  
LEGAL DESCRIPTION OF TOWNHOME PARCEL

**PARCEL TO BE ZONED RM-2:**

LOT 2 (EXCEPT THE SOUTHERLY 116 FEET), ALL OF LOTS 3 AND 4 IN BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 1 AND LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 IN BLOCK 2; LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 3 AND LOTS 1, 2, 3, 4, 5 (EXCEPT THAT PART OF LOT 5 CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986) AND THE NORTH 30 FEET OF LOT 11 IN BLOCK 5, AND THAT PART OF VACATED NINTH STREET NORTH OF THE SOUTH LINE EXTENDED EASTERLY OF LOT 5 IN SAID BLOCK 5 AND VACATED MARK STREET, AND THE NORTH 1/2 OF VACATED RYAN STREET LYING EASTERLY OF THE WESTERLY LINE OF LOT 13, BLOCK 2 EXTENDED AND LYING WESTERLY OF THE WESTERLY LINE OF SEVENTH STREET, ALL IN MILLINGTON'S THIRD ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID SOUTHEAST 1/4 WITH THE NORTHERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES 13 MINUTES 00 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID DEAN STREET, 1043 FEET; THENCE NORTH 2 DEGREES 44 MINUTES 00 SECONDS EAST, 150 FEET (SAID POINT HEREINAFTER REFERRED TO AS POINT "A"); THENCE SOUTH 64 DEGREES 34 MINUTES 00 SECONDS EAST, 149.92 FEET; THENCE NORTH 01 DEGREES 31 MINUTES 00 SECONDS WEST, 62 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 31 MINUTES 00 SECONDS WEST, 651.43 FEET; THENCE SOUTH 89 DEGREES 45 MINUTES 00 SECONDS WEST, 135.80 FEET; THENCE NORTH, 7.90 FEET; THENCE SOUTH 89 DEGREES 20 MINUTES 00 SECONDS WEST, 282.40 FEET; THENCE SOUTH 00 DEGREES, 27 MINUTES, 10 SECONDS WEST 490.78 FEET; THENCE EAST, 106 FEET; THENCE SOUTH, 67.19 FEET TO A LINE DRAWN NORTH 64 DEGREES 34 MINUTES 00 SECONDS WEST FROM POINT "A" AFORESAID; THENCE SOUTH 64 DEGREES 34 MINUTES 00 SECONDS EAST, 19.73 FEET; THENCE SOUTH 74 DEGREES 16 MINUTES 30 SECONDS EAST, 327.76 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHEAST 1/4; THENCE EAST, 396.08 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST 1/4 TO A POINT 150 FEET NORTH OF THE NORTHERLY LINE OF DEAN STREET FOR THE POINT OF BEGINNING; THENCE SOUTH 66 DEGREES 13 MINUTES 00 SECONDS EAST, PARALLEL WITH THE NORTHERLY LINE OF DEAN STREET, 208.7 FEET (THIS COURSE HEREINAFTER REFERRED TO AS LINE "A") THENCE EAST, 69 FEET; THENCE NORTH 00 DEGREES 27 MINUTES 10 SECONDS EAST, 60 FEET; THENCE WEST, 56.84 FEET TO A LINE DRAWN PARALLEL WITH AND 60 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES THERETO, LINE "A" AFORESAID; THENCE NORTH 66 DEGREES 13 MINUTES 00 SECONDS WEST ALONG SAID PARALLEL LINE, 222.51 FEET TO A LINE DRAWN NORTH, PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST 1/4, FROM THE POINT OF BEGINNING; THENCE SOUTH ALONG SAID PARALLEL LINE, 65.57 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF BLOCK 2 OF MILLINGTON'S ADDITION TO THE TOWN OF ST. CHARLES; THENCE NORTH 11 DEGREES 37 MINUTES 00 SECONDS WEST ALONG THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED, 356 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 78 DEGREES 46 MINUTES 00 SECONDS EAST, 186.2 FEET TO THE WESTERLY LINE OF BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES; THENCE NORTH 11 DEGREES 48 MINUTES 00 SECONDS WEST

ALONG SAID WESTERLY LINE, 481.9 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND GREAT WESTERN RAILWAY; THENCE SOUTH 89 DEGREES 30 MINUTES 00 SECONDS WEST ALONG SAID RIGHT OF WAY LINE TO THE NORTHEAST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID MILLINGTON'S THIRD ADDITION TO THE SOUTHEAST CORNER OF BLOCK 2 IN SAID ADDITION; THENCE EASTERLY ALONG THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 2 TO THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED; THENCE SOUTH 11 DEGREES 37 MINUTES 00 SECONDS EAST ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, ON THE NORTHERLY LINE OF DEAN STREET; THENCE NORTH 66 DEGREES 07 MINUTES 00 SECONDS WEST ALONG SAID NORTHERLY LINE OF DEAN STREET, 335.3 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND CONVEYED TO JULES VANOVERMEIREN BY DEED DATED DECEMBER 18, 1925, AND RECORDED DECEMBER 26, 1925 IN BOOK 788, PAGE 548, AS DOCUMENT 266367; THENCE NORTH ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID TRACT OF LAND, 174 FEET; THENCE NORTH 60 DEGREES 19 MINUTES 00 SECONDS WEST, 168.19 FEET; THENCE NORTH 01 DEGREES 29 MINUTES 00 SECONDS WEST, 188.59 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 29 MINUTES 00 SECONDS WEST, 479.71 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND GREAT WESTERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES 31 MINUTES 00 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 456.2 FEET TO THE NORTHWEST CORNER OF SAID MILLINGTON'S THIRD ADDITION; THENCE SOUTH 01 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION, 285 FEET; THENCE SOUTH 89 DEGREES 31 MINUTES 00 SECONDS WEST, 132 FEET; THENCE SOUTH 01 DEGREE 04 MINUTES 00 SECONDS EAST, 255.77 FEET TO A POINT SOUTH 80 DEGREES 02 MINUTES 00 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 80 DEGREES 02 MINUTES 00 SECONDS WEST, 325.65 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, KANE COUNTY, ILLINOIS; THENCE SOUTH 1 DEGREE 04 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID ADDITION, 285.0 FEET; THENCE SOUTH 89 DEGREES 31 MINUTES 00 SECONDS WEST, 132.0 FEET; THENCE SOUTH 01 DEGREES 04 MINUTES 00 SECONDS EAST PARALLEL WITH SAID WEST LINE 255.77 FEET FOR A POINT OF BEGINNING; THENCE NORTH 01 DEGREE 04 MINUTES 00 SECONDS WEST ALONG THE LAST DESCRIBED COURSE, 255.77 FEET; THENCE SOUTH 89 DEGREES 31 MINUTES 00 SECONDS WEST, 100.00 FEET; THENCE SOUTH 01 DEGREE 04 MINUTES 00 SECONDS EAST PARALLEL WITH SAID WEST LINE, 237.41 FEET TO A LINE DRAWN NORTH 80 DEGREES 06 MINUTES 00 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 80 DEGREES 06 MINUTES 00 SECONDS EAST, 101.86 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986), IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTH WESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE WESTERLY ALONG THE SOUTH LINE BY SAID WARRANTY DEED, BEING ALONG THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, A DISTANCE OF 1857.64 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY ALONG SAID JOG, A DISTANCE OF 7.90 FEET; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 282.85 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE

NORTHERLY, ALONG SAID JOG, A DISTANCE OF 127.46 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY; THENCE EASTERLY ALONG SAID PARALLEL LINE, A DISTANCE OF 2126.02 FEET TO THE CENTER LINE OF 5TH STREET (STATE ROUTE 31) AS AFORESAID; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE, A DISTANCE OF 93.59 FEET TO THE POINT OF BEGINNING, BEING SITUATED IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND: THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LAND CONVEYED TO THE CITY OF ST. CHARLES BY DOCUMENT NO. 910272, SAID POINT BEING 50.00 FEET NORMALLY DISTANT SOUTHERLY FROM THE UNION PACIFIC RAILROAD MAIN TRACK CENTER LINE; THENCE SOUTH 89 DEGREES 11 MINUTES EAST, 76.35 FEET, PARALLEL WITH SAID MAIN TRACK CENTER LINE; THENCE SOUTH 01 DEGREES 53 MINUTES EAST, 60.06 FEET, PARALLEL WITH THE EAST LINE OF SAID LAND CONVEYED BY DOCUMENT NO. 910272; THENCE NORTH 89 DEGREES 11 MINUTES WEST, 76.35 FEET TO THE SOUTHEAST CORNER OF SAID DOCUMENT NO. 910272; THENCE NORTH 01 DEGREE 53 MINUTES WEST, 60.06 FEET ALONG THE EAST LINE OF SAID DOCUMENT NO. 910272 TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- EXCEPTING THEREFROM ALL OF THE ABOVE --

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTHWESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST, BEING AN ASSUMED BEARING AND THE BASIS OF BEARINGS FOR THIS LEGAL DESCRIPTION, ALONG SAID LAST DESCRIBED SOUTH LINE, 362.12 FEET TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF 6TH STREET, AS DELINEATED ON THE PLAT OF T.E. RYAN'S ADDITION TO THE CITY OF ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1889 AS DOCUMENT NUMBER 24117, ALSO BEING THE POINT OF BEGINNING OF THIS LEGAL DESCRIPTION; THENCE SOUTH 11 DEGREES 43 MINUTES 06 SECONDS EAST ALONG SAID LAST DESCRIBED WEST RIGHT OF WAY LINE, 186.93 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 610.92 FEET; THENCE SOUTH 86 DEGREES 11 MINUTES 29 SECONDS WEST, 58.19 FEET; THENCE NORTH 89 DEGREES 08 MINUTES 14 SECONDS WEST, 108.55 FEET TO AN INTERSECTION WITH THE NORTHERLY EXTENSION OF THE CENTER LINE OF 9TH STREET, AS DELINEATED ON THE PLAT OF MILLINGTON THIRD ADDITION TO ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED MAY 4, 1926 AS DOCUMENT NUMBER 272865; THENCE NORTH 00 DEGREES 55 MINUTES 11 SECONDS WEST ALONG SAID LAST DESCRIBED NORTHERLY EXTENSION, 120.17 FEET TO A POINT OF CURVATURE; THENCE WESTERLY ALONG A NON TANGENT CURVED LINE, CONCAVE NORTH, HAVING A RADIUS OF 101.50 FEET, AN ARC LENGTH OF 43.61 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 74 DEGREES 51 MINUTES 47 SECONDS WEST, 43.28 FEET) TO A POINT OF REVERSE CURVATURE; THENCE WESTERLY ALONG A CURVED LINE, CONCAVE SOUTH, HAVING A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 60.42 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 75 DEGREES 52 MINUTES 06 SECONDS WEST, 59.88 FEET); THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 58.51 FEET; THENCE NORTH 00 DEGREES 49 MINUTES 00 SECONDS EAST, 140.96 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY (A.K.A. UNION PACIFIC RAILROAD); THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS EAST ALONG SAID LAST DESCRIBED PARALLEL LINE, 932.55 FEET; THENCE SOUTH 00 DEGREES 49 MINUTES 00 SECONDS WEST, 97.84 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886 AFORESAID; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST ALONG SAID LAST DESCRIBED SOUTH LINE, 33.30 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

EXHIBIT "C"

LEGAL DESCRIPTION OF SUBJECT REALTY

**SUBJECT PROPERTY:**

**PARCEL ONE:**

LOT 2 (EXCEPT THE SOUTHERLY 116 FEET); ALL OF LOTS 3 AND 4 IN BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL TWO:**

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 1 AND LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 IN BLOCK 2; LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 3 AND LOTS 1, 2, 3, 4, 5 (EXCEPT THAT PART OF LOT 5 CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986) AND THE NORTH 30 FEET OF LOT 11 IN BLOCK 5, AND THAT

PART OF VACATED NINTH STREET NORTH OF THE SOUTH LINE EXTENDED EASTERLY OF LOT 5 IN SAID BLOCK 5 AND VACATED MARK STREET, AND THE NORTH 1/2 OF VACATED RYAN STREET LYING EASTERLY OF THE WESTERLY LINE OF LOT 13, BLOCK 2 EXTENDED AND LYING WESTERLY OF THE WESTERLY LINE OF SEVENTH STREET, ALL IN MILLINGTON'S THIRD ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL THREE:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID SOUTH EAST 1/4 WITH THE NORTHERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID DEAN STREET 1043 FEET; THENCE NORTH 2 DEGREES, 44 MINUTES, 0 SECONDS EAST 150 FEET (SAID POINT HEREINAFTER REFERRED TO AS POINT "A"); THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 149.92 FEET; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 62 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 651.43 FEET; THENCE SOUTH 89 DEGREES, 45 MINUTES, 0 SECONDS WEST 135.80 FEET; THENCE NORTH 7.90 FEET; THENCE SOUTH 89 DEGREES, 20 MINUTES, 0 SECONDS WEST 282.40 FEET; THENCE SOUTH 00 DEGREES, 27 MINUTES, 10 SECONDS WEST 490.78 FEET; THENCE EAST 106 FEET; THENCE SOUTH 67.19 FEET TO A LINE DRAWN NORTH 64 DEGREES, 34 MINUTES, 0 SECONDS WEST FROM POINT "A" AFORESAID; THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 19.73 FEET; THENCE SOUTH 74 DEGREES, 16 MINUTES, 30 SECONDS EAST 327.76 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL FOUR:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH EAST 1/4; THENCE EAST 396.08 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4 TO A POINT 150 FEET NORTH OF THE NORTHERLY LINE OF DEAN STREET, FOR THE POINT OF BEGINNING; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST PARALLEL WITH THE NORTHERLY LINE OF DEAN STREET, 208.7 FEET (THIS COURSE HEREINAFTER REFERRED TO AS LINE "A") THENCE EAST 69 FEET; THENCE NORTH 0 DEGREES, 27 MINUTES, 10 SECONDS EAST 60 FEET; THENCE WEST 56.84 FEET TO A LINE DRAWN PARALLEL WITH AND 60 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES THERETO, LINE "A" AFORESAID; THENCE NORTH 66 DEGREES, 13 MINUTES, 0 SECONDS WEST ALONG SAID PARALLEL LINE, 222.51 FEET TO A LINE DRAWN NORTH, PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4, FROM THE POINT OF BEGINNING; THENCE SOUTH ALONG SAID PARALLEL LINE 65.57 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL FIVE:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF BLOCK 2 OF MILLINGTON'S ADDITION TO THE TOWN OF ST. CHARLES; THENCE NORTH 11 DEGREES, 37 MINUTES, 0 SECONDS WEST ALONG THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED, 356 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 78

DEGREES, 46 MINUTES, 0 SECONDS EAST 186.2 FEET TO THE WESTERLY LINE OF BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES; THENCE NORTH 11 DEGREES, 48 MINUTES, 0 SECONDS WEST ALONG SAID WESTERLY LINE 481.9 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND GREAT WESTERN RAILWAY; THENCE SOUTH 89 DEGREES, 30 MINUTES, 0 SECONDS WEST ALONG SAID RIGHT OF WAY LINE TO THE NORTHEAST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID MILLINGTON'S THIRD ADDITION TO THE SOUTHEAST CORNER OF BLOCK 2 IN SAID ADDITION; THENCE EASTERLY ALONG THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 2 TO THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED; THENCE SOUTH 11 DEGREES, 37 MINUTES, 0 SECONDS EAST ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SIX:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, ON THE NORTHERLY LINE OF DEAN STREET; THENCE NORTH 66 DEGREES, 07 MINUTES, 0 SECONDS WEST ALONG SAID NORTHERLY LINE OF DEAN STREET 335.3 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND CONVEYED TO JULES VANOVERMEIREN BY DEED DATED DECEMBER 18, 1925, AND RECORDED DECEMBER 26, 1925 IN BOOK 788, PAGE 548, AS DOCUMENT 266367; THENCE NORTH ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID TRACT OF LAND 174 FEET; THENCE NORTH 60 DEGREES, 19 MINUTES, 0 SECONDS WEST, 168.19 FEET; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 188.59 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 479.71 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND GREAT WESTERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES, 31 MINUTES, 0 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 456.2 FEET TO THE NORTHWEST CORNER OF SAID MILLINGTON'S THIRD ADDITION; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 285 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST 255.77 FEET TO A POINT SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 325.65 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, KANE COUNTY, ILLINOIS; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST ALONG THE WEST LINE OF SAID ADDITION 285.0 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132.0 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 255.77 FEET FOR A POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 04 MINUTES, 0 SECONDS WEST ALONG THE LAST DESCRIBED COURSE 255.77 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 100.00 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 237.41 FEET TO A LINE DRAWN NORTH 80 DEGREES, 06 MINUTES, 0 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 80 DEGREES, 06 MINUTES, 0 SECONDS EAST 101.86 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986), IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SEVEN:

EASEMENT FOR PRIVATE ROADWAY RESERVED BY DEED RECORDED JULY 16, 1957, IN BOOK 1855, PAGE 119, AS DOCUMENT 839306, MADE BY HAWLEY PRODUCT COMPANY TO CARL E. SODERQUIST AND SONS FOR THE BENEFIT OF THE NORTH 30 FEET OF LOT 11 IN BLOCK 5 OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES IN PARCEL TWO, OVER THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 535 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 1 DEGREE EAST 30 FEET; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 134.45 FEET; THENCE NORTH 1 DEGREE WEST PARALLEL WITH THE WEST LINE OF SAID ADDITION



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30 FEET; THENCE SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST 134.45 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL EIGHT:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTH WESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE WESTERLY ALONG THE SOUTH LINE BY SAID WARRANTY DEED, BEING ALONG THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, A DISTANCE OF 1857.64 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY ALONG SAID JOG, A DISTANCE OF 7.90 FEET; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 282.85 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY, ALONG SAID JOG, A DISTANCE OF 127.46 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY; THENCE EASTERLY ALONG SAID PARALLEL LINE, A DISTANCE OF 2126.02 FEET TO THE CENTER LINE OF 5TH STREET (STATE ROUTE 31) AS AFORESAID; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE, A DISTANCE OF 93.59 FEET TO THE POINT OF BEGINNING, BEING SITUATED IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND THAT PART OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LAND CONVEYED TO THE CITY OF ST. CHARLES BY DOCUMENT NO. 910272, SAID POINT BEING 50.00 FEET NORMALLY DISTANT SOUTHERLY FROM THE UNION PACIFIC RAILROAD MAIN TRACK CENTER LINE; THENCE SOUTH 89 DEGREES 11 MINUTES EAST, 76.35 FEET, PARALLEL WITH SAID MAIN TRACK CENTER LINE; THENCE SOUTH 1 DEGREES 53 MINUTES EAST, 60.06 FEET, PARALLEL WITH THE EAST LINE OF SAID LAND CONVEYED BY DOCUMENT NO. 910272; THENCE NORTH 89 DEGREES 11 MINUTES WEST, 76.35 FEET TO THE SOUTHEAST CORNER OF SAID DOCUMENT NO. 910272; THENCE NORTH 1 DEGREE 53 MINUTES WEST, 60.06 FEET ALONG THE EAST LINE OF SAID DOCUMENT NO. 910272 TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

EXHIBIT “D-1”

FINDINGS OF FACT FOR MAP AMENDMENT

Plan Commission recommendation shall be based upon the preponderance of the evidence presented and the Commission shall not be required to find each Finding of Fact in the affirmative to recommend approval of an application for Map Amendment.

1. The existing uses and zoning of nearby property.

**The property is surrounded by both residential and manufacturing uses and zoning. Areas to the north and south of the site are primarily residential. Areas to the east and west contain a mix of residential and industrial land uses.**

2. The extent to which property values are diminished by the existing zoning restrictions.

**It is not known if the existing zoning restriction is diminishing property values in the area. Industrial uses are generally considered to be incompatible with single-family residential uses, which may cause property values surrounding the site to be diminished.**

3. The extent to which the reduction of the property’s value under the existing zoning restrictions promotes the health, safety, morals or general welfare of the public.

**The current zoning restriction has not produced any perceptible public benefits during the last 5 years that the property has remained vacant. The property is in a deteriorated state and is environmentally contaminated. Under the existing zoning, the property could be developed with industrial uses that may be incompatible with the surrounding neighborhood, which is primarily residential.**

4. The suitability of the property for the purposes for which it is presently zoned, i.e. the feasibility of developing the property for one or more of the uses permitted under the existing zoning classification.

**The property is not well suited for industrial use. The property was originally used for industrial purposes because of its proximity to the railroad. The railroad line is no longer active and is in the process of abandonment. Access to the site requires use of minor streets and crossing through a residential neighborhood. The site has limited visibility from any arterial or collector street.**

5. The length of time that the property has been vacant, as presently zoned, considered in the context of the land development in the area where the property is located.

**Applied Composites closed and vacated the property in 2005. The property has remained vacant. Some of the structures on the site were torn down in 2008 and other structures were recently demolished in 2011. The area surrounding the site is mostly developed.**

6. The evidence, or lack of evidence, of the community’s need for the uses permitted under the proposed district.

**Higher quality and better suited industrial sites surrounded by similar land uses are available elsewhere in the community. The proximity of the property relative to the Downtown area makes the property more desirable for residential use.**

7. The consistency of the proposed amendment with the City's Comprehensive Plan.

**In 2008 the City adopted an amendment to the Comprehensive Plan which designated a future land use for the site of "Medium Residential", with a gross density range of 2.5 to 6.5 dwelling units per acre. The proposed zoning districts of RT-2 (net 8.7 du/acre) and RM-2 (net 10 du/acre), after accounting for street rights-of-way and land for stormwater detention, will result in an overall gross density within the range recommended by the Comprehensive Plan.**

8. Whether the proposed amendment corrects an error or omission in the Zoning Map.

**No, the proposed amendment does not correct an error or omission in the Zoning Map.**

9. The extent to which the proposed amendment creates nonconformities.

**No non-conformities will be created by the Map Amendment.**

10. The trend of development, if any, in the general area of the property in question.

**There is no perceptible trend of development in the area. The subject property represents a substantial portion of the land area of the neighborhood and has been vacant for 5 years. The neighborhood surrounding the site is otherwise stable.**

EXHIBIT “D-2”

FINDINGS OF FACT FOR SPECIAL USE FOR PLANNED UNIT DEVELOPMENT

From the St. Charles Zoning Ordinance, Section 17.04.410.D.3:

The Plan Commission shall not favorably recommend, and the City Council shall not approve, a Special Use for a PUD or an amendment to a Special Use for a PUD unless they each make findings of fact based on the application and the evidence presented at the public hearing that the PUD is in the public interest, based on the following criteria:

1. The proposed PUD advances one or more of the purposes of the Planned Unit Development procedure stated in Section 17.04.400.A:

1. To promote a creative approach to site improvements and building design that results in a distinctive, attractive development that has a strong sense of place, yet becomes an integral part of the community.

**The PUD Preliminary Plans provide for a modified grid street pattern connected to existing access locations. The development plan is more “suburban” in layout and building form than recommended in the Comprehensive Plan.**

2. To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable open space and recreational facilities for the enjoyment of all.

**The PUD Preliminary Plans interconnect all existing streets that currently terminate at the site. Complete sidewalks systems connect with the existing sidewalk grid in the neighborhood. Off-site sidewalks will be constructed on 7<sup>th</sup> Street, 9<sup>th</sup> Street, and along State Street between 7<sup>th</sup> and 9<sup>th</sup> Street to complete the sidewalk grid between the site and the neighborhood. The PUD Preliminary Plans provide recreational facilities in the form of the pedestrian/bike path connections off site to a future regional trail on the railroad right-of-way, a trail to the St. Charles Park District park site, and a trail connecting to 12<sup>th</sup> Street.**

3. To encourage a harmonious mix of land uses and a variety of housing types and prices.

**The PUD provides residential land uses that are compatible with the adjacent residential neighborhood. The residential land uses are not compatible with isolated industrial properties that adjoin the site. However, the Comprehensive Plan recommends a future land use of “Medium Residential” for the properties at 229 N. 9<sup>th</sup> Street and 602 N. 12<sup>th</sup> Street.**

**The PUD provides two different housing types within the site, but with limited variation within each category. The PUD does not provide any affordable residential units, which is a requirement of the Zoning Ordinance.**

4. To preserve native vegetation, topographic and geological features, and environmentally sensitive areas.

**The property has been previously developed. The PUD Preliminary Plans generally leave the State Street Creek and wooded areas south of the creek undisturbed.**

5. To promote the economical development and efficient use of land, utilities, street improvements, drainage facilities, structures and other facilities.

**The PUD Preliminary Plans include engineering plans for infrastructure facilities to serve the site. The plans follow City Code requirements for subdivisions and stormwater management. The Illinois EPA will require that environmental contamination of the property be remediated prior to development for residential use.**

6. To encourage redevelopment of sites containing obsolete or inappropriate buildings or uses.

**The Planned Unit Development will facilitate the redevelopment of a vacant site containing obsolete and deteriorated site improvements.**

7. To encourage a collaborative process among developers, neighboring property owners and residents, governmental bodies and the community.

**Neighborhood meetings were held in 2006 and 2007 to consider the future land use of the subject property. A Comprehensive Plan amendment was reviewed and adopted by the City Council in 2008.**

**Consideration of this development as a PUD has allowed a public hearing process and input from neighboring property owners and residents, governmental bodies, and the community. The PUD was discussed during Concept Plan review meetings before the Plan Commission and Planning and Development Committee of the City Council in 2008 and 2009. The Plan Commission held 2 public hearings to review the PUD.**

2. The proposed PUD and PUD Preliminary Plans conform to the requirements of the underlying zoning district or districts in which the PUD is located and to the applicable Design Review Standards contained in Chapter 17.06, except where:
  - A. Conforming to the requirements would inhibit creative design that serves community goals, or
  - B. Conforming to the requirements would be impractical and the proposed PUD will provide benefits that outweigh those that would have been realized by conforming to the applicable requirements.

Factors listed in Section 17.04.400.B shall be used to justify the relief from requirements:

1. The PUD will provide community amenities beyond those required by ordinance, such as recreational facilities, public plazas, gardens, public art, pedestrian and transit facilities.

**The PUD Preliminary Plans provide recreational facilities in the form of the pedestrian/bike path connections off site to a future regional trail on the railroad right-of-way, a trail to the St. Charles Park District park site, and a trail connecting to 12<sup>th</sup> Street. Off-site sidewalks will be constructed on 7<sup>th</sup> Street, 9<sup>th</sup> Street, and State Street.**
2. The PUD will preserve open space, natural beauty and critical environmental areas in excess of what is required by ordinance or other regulation.

**The PUD Preliminary Plans will leave the wooded area south of State Street Creek mostly undisturbed.**
3. The PUD will provide superior landscaping, buffering or screening.

**The PUD Preliminary Plans provide landscaping in compliance with the City's Zoning Ordinance. Landscape buffering is provided along the property lines adjoining existing industrial uses.**

4. The buildings within the PUD offer high quality architectural design.

**The single-family detached houses are traditional in form as recommended by the Comprehensive Plan, however the buildings are uniform in terms of mass and orientation on the lot. Garages are set back from the façade and porches are provided on some elevations. The elevations have varied architectural style treatments.**

**The townhome buildings are more suburban in form than recommended by the Comprehensive Plan, with garage entrances on the front elevations. The architectural elevations for the townhomes include more articulation, detailing, and variation in building materials and textures than is required by the Design Standards of the Zoning Ordinance. The PUD proposes elevations with masonry materials that do not continue around the entire building, which deviates from the Design Standard of continuous materials on all elevations. The PUD proposes two townhome buildings containing six units attached in a row, which exceeds the Design Standard maximum of five units attached in a row.**

5. The PUD provides for energy efficient building and site design.

**Energy efficient features of the building and site design have not been identified.**

6. The PUD provides for the use of innovative stormwater management techniques.

**The PUD Preliminary Plans include a stormwater management system in compliance with City Code requirements. The property is not currently served by a stormwater management system. The detention basins will be naturalized, which can improve water quality.**

7. The PUD provides accessible dwelling units in numbers or with features beyond what is required by the Americans with Disabilities Act (ADA) or other applicable codes.

**No accessible dwelling units have been proposed as part of the PUD.**

8. The PUD provides affordable dwelling units in conformance with, or in excess of, City policies and ordinances.

**The PUD deviates from the requirements of the City's Zoning Ordinance with respect to providing affordable dwelling units. The PUD does not include any affordable dwelling units and no fee-in-lieu of constructing the units is proposed. The developer will follow the recommendation of the City's Housing Commission to actively seek grant funding assistance that can reduce the cost of the residential units to a level that is closer to a level considered "affordable" by the City's Zoning Ordinance.**

9. The PUD preserves historic buildings, sites or neighborhoods.

**The proposed PUD is not within a Historic District, but is located approximately two blocks from the Central Historic District. The property is a former industrial facility that is located within an older neighborhood which contains two designated Landmark buildings located approximately two blocks south of the subject property. The buildings and other site improvements on the subject property have not been identified as having any unique historic value and have been substantially demolished.**

3. The proposed PUD conforms with the standards applicable to Special Uses (section 17.04.330.C.2):

From the Charles Zoning Ordinance, Section 17.04.430.C.2:

No Special Use or amendment to Special Use shall be recommended by the Plan Commission unless it finds that the proposed Special Use or amendment to Special Use will conform with each



of these standards. The Plan Commission shall submit its written findings together with its recommendations to the City Council after the conclusion of the Public Hearing, and also may recommend such conditions as it may deem necessary to ensure conformance with these standards.

On the basis of the evidence presented at the public hearing, the Plan Commission shall record its reasons for recommending approval or denial of the petition (findings of fact) in accordance with the following standards:

- A. Public Convenience: The Special Use will serve the public convenience at the proposed location.

**The location is desirable for residential development due to its proximity to downtown. The Comprehensive Plan recommends more residential housing in close proximity to downtown to enhance the Downtown's viability.**

- B. Sufficient Infrastructure: That adequate utilities, access roads, drainage and/or necessary facilities have been, or are being, provided.

**The following studies have been completed to determine infrastructure improvements necessary to support the development:**

- **Traffic Impact Study prepared by KLOA dated September 27, 2011, indicates that adequate access roads will be provided.**
- **Water Supply Modeling Study prepared by Trotter and Associates dated December 27, 2010 indicates that adequate water supply will be provided.**
- **Sanitary Sewer Evaluation prepared by Wills Burke Kelsey Associates dated December 17, 2010 indicates that adequate sanitary sewer utilities will be provided.**

**PUD Preliminary Engineering Plans have been reviewed by City staff for compliance with City Codes and Ordinances, including the Kane County Stormwater Ordinance. Based on these reviews, adequate on-site utilities, access roads, drainage, and related facilities have been provided on the plan documents,.**

- C. Effect on Nearby Property: That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

**Evaluations and studies were conducted to identify potential impacts of the proposed development. The studies, which were entered into the record at the public hearing, identified any necessary improvements or measures to be taken to mitigate those impacts, and concluded with these improvements or measures, there would be no negative effect on nearby property.**

**With respect to traffic, there was significant testimony regarding existing delays encountered for vehicles exiting the neighborhood on to IL Route 64 and IL Route 31. The proposed development is expected to increase these delays. The traffic study for the project concluded that all intersections analyzed would operate at an overall acceptable level of service in 2015 when the project is fully constructed. However, the study also identified that the level of service for individual traffic movements out of the neighborhood and on to IL Route 64 and 31 would be degraded to an unacceptable level for certain locations. The developer will provide a contribution for off-site traffic**

**improvements in the amount of \$200,000 to be used for improvements to these intersections, as determined by the City.**

**Residential land uses surrounding the subject property are compatible and complementary to the land uses proposed for the PUD. The PUD will not diminish or impair residential property values in comparison to the existing property value and condition of the site.**

**Existing industrial land uses surrounding the subject property are not compatible with the proposed land uses for the PUD. The isolated industrial properties surrounding the site are already located in close proximity to other residential uses. The industrial properties located immediately to the west and south have existing legal non-conforming building setbacks from the development site. The Zoning Ordinance requires that where two incompatible uses adjoin along a property line, buffering and screening are the responsibility of the more intensive use (the industrial property). Any future development of the industrial sites under the existing zoning will require additional buffering and screening.**

- D. Effect on Development of Surrounding Property: That the establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

**Evaluations and studies were conducted to identify potential impacts of the proposed development. The studies, which were entered into the record at the public hearing, identified any necessary improvements or measures to be taken to mitigate those impacts, and concluded with these improvements or measures, there would be no negative effect on surrounding property.**

**Residential land uses surrounding the subject property are compatible and complementary to the land uses proposed for the PUD, as discussed in Item C. above.**

**Industrial land uses surrounding the subject property are not compatible with the proposed land uses for the PUD, as discussed in Item C. above.**

- E. Effect on General Welfare: That the establishment, maintenance or operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare.

**Evaluations and studies were conducted to identify potential impacts of the proposed development. The studies, which were entered into the record at the public hearing, identified any necessary improvements or measures to be taken to mitigate those impacts, and concluded with these improvements or measures, there would be no negative effect on surrounding property.**

**For the reasons stated under Item C. above, further traffic analysis is recommended.**

- F. Conformance with Codes: That the proposed Special Use conforms to all existing Federal, State and local legislation and regulation and meets or exceeds all applicable provisions of this Title, except as may be varied pursuant to a Special Use for Planned Unit Development.

**The PUD complies with all City Codes, with the exception of any Zoning Ordinance deviations requested through the Planned Unit Development. The City will not authorize the construction of residential dwelling units on the property until the Illinois Environmental Protection Agency issues No Further Remediation letter(s) indicating that the site has been appropriately cleaned of environmental contaminants.**

4. The proposed PUD will be beneficial to the physical development, diversity, tax base and economic well-being of the City.

**The City has adopted policy through the Comprehensive Plan to support development of the subject property with residential uses within a specified density range. The proposed development meets this objective and is within the recommended density range.**

5. The proposed PUD conforms to the purposes and intent of the Comprehensive Plan.

**The subject property is classified in the Comprehensive Plan, Future Land Use Map #14 as “Medium Residential.” The PUD Preliminary Plans conform to the Future Land Use Designation.**

**The Comprehensive Plan includes the following Goals and Objectives to be used when evaluating development proposals in this location:**

*Provide for future redevelopment while preserving the character of the surrounding neighborhood*

- *Maintain the existing typology of the surrounding residential neighborhood through the interconnection of streets and similar types of housing styles.*
- *Residential housing in close proximity to Downtown St. Charles is encouraged, to provide residents the opportunity to enjoy downtown amenities and to enhance Downtown’s viability.*
- *Provide buffers or transition areas between different uses such as industrial and residential.*
- *Locate any areas of redevelopment that have a higher density away from existing lower density development, and provide appropriate transitions between dissimilar uses.*
- *Avoid land use and street patterns that result in heavy trucks using residential streets to access industrial or retail businesses.*

**The development provides interconnected streets. The architectural style treatments are similar to those in the neighborhood; however the building forms are dissimilar to those found in the neighborhood. The development is more regular and uniform than the existing neighborhood.**

**Higher density townhomes have been located adjacent to the neighboring industrial uses.**

**Only limited buffers and transition areas have been provided adjacent to the isolated industrial uses on 9<sup>th</sup> and 12<sup>th</sup> Streets. The Comprehensive Plan recommends a long term future land use of “Medium Residential” for these properties.**

*Provide Public open space to serve the neighborhood needs*

- *Look for opportunities to address changes to State Street Creek where possible.*
- *Provide for adequate park space to serve local needs.*

**No changes are proposed to State Street Creek. Stormwater basins will be constructed north of the creek. Most trees will be preserved on the south side of the creek.**

**The subject property represents the most significant development site within the neighborhood, and therefore is the only opportunity for a significant park land donation. The St. Charles Park District has acquired the 2.76 acre site located at 229 N. 9th Street, to be called “Belgium Town Park”. The Park District will accept a small parcel on 9th Street as a land donation to improve access to the Belgium Town Park site. The rest of the requirement will be met as a cash donation to the Park District that can be used to improve the park.**

**The City’s Subdivision Ordinance requires a land or cash donation based on the expected population of the subdivision (Population of 307, with a requirement at 10 acres per 1,000 population, equals a donation size of 3.07 acres). The park site acquired by the Park District is less than the recommended preferred size for the proposed development. A private park for the residents of the PUD is proposed on the north side of Mark Street between 5<sup>th</sup> and 6<sup>th</sup> Streets.**

*Provide a range of housing that is available, accessible and affordable*

- *Maintain the quality of the existing housing stock.*
- *Look for opportunities to add Senior housing to the area.*
- *Require high quality construction for new development.*
- *Promote subdivision design that creates desirable and cost efficient residential neighborhoods.*

**The PUD provides two distinct housing types- single-family detached houses and townhome units. No units are specifically designed to be accessible. No units are considered “affordable” by the City’s Zoning Ordinance. No units have been designed specifically for senior housing.**

**In terms of construction and design quality, the proposed townhomes comply with the City’s Design Standards, with deviations requested to allow the use of masonry materials on front and side elevations only.**

**The overall subdivision layout is desirable, but it is unknown how cost efficient the development plan is without comparison to an alternate plan.**

EXHIBIT "E"  
PUD PRELIMINARY PLANS

## EXHIBIT "F"

**AFFORDABLE HOUSING AGREEMENT**

This Affordable Housing Agreement (hereinafter referred to as the "Agreement") is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2012, by and between the City of St. Charles, a municipal corporation (the "City"), organized and incorporated under the laws of the State of Illinois and Lexington Homes, LLC, an Illinois limited liability company (the "Developer"; the City and the Developer each known individually as a "Party" and collectively as the "Parties").

**RECITALS**

**WHEREAS**, the Developer is the owner of the real estate legally described on Exhibit "A", attached hereto and made a part hereof (the "Subject Realty"); and

**WHEREAS**, the Developer has filed applications with the City regarding the Subject Realty for, among other things, (a) a zoning map amendment, (b) a special use for a planned unit development, and (c) certain deviations from the City's Zoning Ordinance, in order to allow construction of a residential development consisting of 102 two-story townhomes and 28 single family detached homes, all as more specifically described in Ordinance No. \_\_\_\_\_, passed by the City on \_\_\_\_\_, 2012 (the "Project"); and

**WHEREAS**, one of the deviations requested by the Developer is exemption from the requirements of Chapter 17.18 of the City's Zoning Ordinance regarding inclusionary housing; and

**WHEREAS**, as a condition of approving such a deviation, the Developer is required to take certain actions to seek funding for providing Affordable Housing (as defined in the Zoning Ordinance) on the Subject Realty, and to enter in to this Agreement in connection therewith.

**NOW, THEREFORE**, in consideration of the foregoing premises and in further consideration of the mutual covenants, conditions and agreements herein contained, the Parties hereto agree as follows:

**Section 1. Incorporation of Recitals.** The recitals set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1, and this Agreement shall be construed in accordance therewith.

**Section 2. Application for Affordable Housing Funding.** Commencing with the execution of this Agreement, and until the last certificate of occupancy is granted for the Project, the Developer shall apply for grant funding for the purpose of obtaining financing for the construction of Affordable Housing as part of the Project. At a minimum, application shall be made to Kane County Office of Community Reinvestment, Illinois Housing Development Authority, and the U.S. Department of Housing and Urban Development for all programs for which the project may qualify.



Applications shall be made each calendar year, or grant funding cycle, whichever is more frequent. The Developer shall provide copies of each funding application to the City for review prior to filing such application. In the event the project does not qualify for any program offered during the calendar year or grant funding cycle, the developer shall provide documentation demonstrating that the project does not qualify or shall provide a letter confirming such from each respective agency.

**Section 3. Use of Funds.** Should the Developer obtain any of the grant funding applied for, it shall utilize the funds to construct Affordable Housing on the Subject Realty as part of the Project, in conformance with all applicable laws, ordinances and regulations.

**Section 4. Meeting with Housing Commission.** Upon filing the first grant application, the Developer shall meet with the Housing Commission of the City to discuss strategies and activities related to the Developer's obligations hereunder. Additional meetings shall occur periodically thereafter, pursuant to the request of either Party.

**Section 5. Failure to Comply.** Should the Developer fail to comply with the terms of this Agreement at any time during construction of the Project, the City may declare the Developer to be in default by providing written notice to the Developer. Upon such written notice, the requirements of Chapter 17.18 of the City's Zoning Ordinance shall apply to all remaining housing units comprising the Project which have not, at the time of such written notice, received a final occupancy permit.

**Section 6. Miscellaneous Provisions.**

(a) *Mutual Cooperation.* The Parties shall do all things necessary or appropriate to carry out the terms and provisions of this Agreement and to aid and assist each other in furthering the objectives of this Agreement and the intent of the Parties as reflected by the terms of this Agreement.

(b) *Disclaimer.* Nothing contained in this Agreement, nor any act of the City, shall be deemed or construed by any of the Parties, or by third persons, to create any relationship of third Party beneficiary, or of principal or agent, or of limited or general partnership, or of joint venture, or of any association or relationship involving the City or the Developer.

(c) *Covenants Running with the Land.* It is intended and agreed that all covenants provided in this Agreement on the part of the Developer to be performed or observed shall be covenants running with the land binding to the fullest extent permitted by law and equity for the benefit and in favor of, and enforceable by the City, and any successor in interest to the Subject Realty, other than individual owners of residential units constructed on the Subject Realty.

(d) *Paragraph Headings.* The paragraph headings and references are for the convenience of the parties and are not intended to limit, vary, define or expand the terms and provisions contained in this Agreement and shall not be used to interpret or construe the terms and provisions of this Agreement.

(e) *Counterparts.* This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same Agreement.

(f) *Recordation of Agreement.* The Parties agree to execute and deliver the original of this Agreement in proper form for recording in the office of the Recorder of Deeds, Kane County, Illinois.

(g) *Notices.* Notices herein required shall be in writing and shall be served upon the Parties, either personally or mailed by certified or registered mail, return receipt requested:

If to the City:

City Administrator  
City of St. Charles  
2 East Main Street  
St. Charles, Illinois 60174

with a copy to:

Gorski & Good, LLP  
211 South Wheaton Avenue, Suite 305  
Wheaton, Illinois 60187  
Attn: Ms. Robin Jones

If to Developer:

Lexington Homes, LLC  
1731 N. Marcey Street, Suite 200  
Chicago, Illinois 60614

with a copy to:

Rathje & Woodward, LLC  
300 E. Roosevelt Road, Suite 300  
Wheaton, IL 60187  
Attn: Mr. Henry Stillwell

If to any Mortgagee: To the person and address designated to the City in writing by the Mortgagee.

A Party's address may be changed from time to time by such Party giving notice as provided above to the other Parties noted above.

(h) *Integration.* This Agreement together with all Exhibits and attachments thereto, constitute the entire understanding and agreement of the Parties. This Agreement integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiations or previous agreements between the Parties with respect to all or any part of the subject matter hereof.

All waivers of the provisions of this Agreement must be in writing and signed by the appropriate authorities of the City or the Developer.

(i) *Amendment.* This Agreement, and any Exhibit attached hereto, may be amended only by written instrument properly executed by the Parties or their successors in interest. Execution of any such amendment by the City shall first have been authorized by the Ordinance or Resolution duly adopted by the corporate authorities of the City.

(j) *Successors and Assignees.* The terms and conditions of this Agreement are to apply to and bind and inure to the benefit of the City, the Developer and their successors and assignees.

(k) *Severability.* If any provision of this Agreement, or any paragraph, sentence, clause, phrase or word, or the application thereof, in any circumstances, is held invalid, the remainder of the Agreement shall be construed as if such invalid part were never included herein and the Agreement shall be and remain valid and enforceable to the fullest extent permitted by law.

(l) *Term.* This Agreement shall be in full force and effect from and after the execution hereof by the last Party to execute the same and shall remain in full force and effect until final completion of the Project, as evidenced by issuance of a final occupancy certificate for the last unit comprising the Project.

(m) *Governing Law.* The laws of the State of Illinois shall govern the interpretation and enforcement of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed on or as of the day and year first above written.

CITY OF ST. CHARLES, an Illinois  
municipal corporation,

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_, an Illinois limited  
liability company

By: \_\_\_\_\_  
Its: \_\_\_\_\_

ATTEST:

\_\_\_\_\_

STATE OF ILLINOIS            )  
  ) SS.  
COUNTY OF KANE            )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that Donald P. DeWitte, Mayor of the City of St. Charles, and Nancy Garrison, City Clerk of said City, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as such Mayor and City Clerk, respectively appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as the free and voluntary act of said City, for the uses and purposes therein set forth; and the City Clerk then and there acknowledged that she, as custodian of the corporate seal of said City, did affix the corporate seal of said City to said instrument, as her own free and voluntary act and as the free and voluntary act of said City, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Notary Public

STATE OF ILLINOIS            )  
  ) SS.  
COUNTY OF KANE            )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that \_\_\_\_\_, \_\_\_\_\_ of \_\_\_\_\_, an Illinois limited liability company, and \_\_\_\_\_, \_\_\_\_\_ of said company, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as such \_\_\_\_\_ and \_\_\_\_\_, respectively appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as the free and voluntary act of said company, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this \_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Notary Public

**EXHIBIT A**

**LEGAL DESCRIPTION OF SUBJECT REALTY**

**SUBJECT PROPERTY:**

**PARCEL ONE:**

LOT 2 (EXCEPT THE SOUTHERLY 116 FEET); ALL OF LOTS 3 AND 4 IN BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL TWO:**

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 1 AND LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 IN BLOCK 2; LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 3 AND LOTS 1, 2, 3, 4, 5 (EXCEPT THAT PART OF LOT 5 CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986) AND THE NORTH 30 FEET OF LOT 11 IN BLOCK 5, AND THAT

PART OF VACATED NINTH STREET NORTH OF THE SOUTH LINE EXTENDED EASTERLY OF LOT 5 IN SAID BLOCK 5 AND VACATED MARK STREET, AND THE NORTH 1/2 OF VACATED RYAN STREET LYING EASTERLY OF THE WESTERLY LINE OF LOT 13, BLOCK 2 EXTENDED AND LYING WESTERLY OF THE WESTERLY LINE OF SEVENTH STREET, ALL IN MILLINGTON'S THIRD ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL THREE:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID SOUTH EAST 1/4 WITH THE NORTHERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID DEAN STREET 1043 FEET; THENCE NORTH 2 DEGREES, 44 MINUTES, 0 SECONDS EAST 150 FEET (SAID POINT HEREINAFTER REFERRED TO AS POINT "A"); THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 149.92 FEET; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 62 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 651.43 FEET; THENCE SOUTH 89 DEGREES, 45 MINUTES, 0 SECONDS WEST 135.80 FEET; THENCE NORTH 7.90 FEET; THENCE SOUTH 89 DEGREES, 20 MINUTES, 0 SECONDS WEST 282.40 FEET; THENCE SOUTH 00 DEGREES, 27 MINUTES, 10 SECONDS WEST 490.78 FEET; THENCE EAST 106 FEET; THENCE SOUTH 67.19 FEET TO A LINE DRAWN NORTH 64 DEGREES, 34 MINUTES, 0 SECONDS WEST FROM POINT "A" AFORESAID; THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 19.73 FEET; THENCE SOUTH 74 DEGREES, 16 MINUTES, 30 SECONDS EAST 327.76 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL FOUR:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH EAST 1/4; THENCE EAST 396.08 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4 TO A POINT 150 FEET NORTH OF THE NORTHERLY LINE OF DEAN STREET, FOR THE POINT OF BEGINNING; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST PARALLEL WITH THE NORTHERLY LINE OF DEAN STREET, 208.7 FEET (THIS COURSE HEREINAFTER REFERRED TO AS LINE "A") THENCE EAST 69 FEET; THENCE NORTH 0 DEGREES, 27 MINUTES, 10 SECONDS EAST 60 FEET; THENCE WEST 56.84 FEET TO A LINE DRAWN PARALLEL WITH AND 60 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES THERETO, LINE "A" AFORESAID; THENCE NORTH 66 DEGREES, 13 MINUTES, 0 SECONDS WEST ALONG SAID PARALLEL LINE, 222.51 FEET TO A LINE DRAWN NORTH, PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4, FROM THE POINT OF BEGINNING; THENCE SOUTH ALONG SAID PARALLEL LINE 65.57 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**PARCEL FIVE:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF BLOCK 2 OF MILLINGTON'S ADDITION TO THE TOWN OF ST. CHARLES; THENCE NORTH 11 DEGREES, 37 MINUTES, 0 SECONDS WEST ALONG THE EASTERLY LINE OF WEST



SEVENTH STREET EXTENDED, 356 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 78 DEGREES, 46 MINUTES, 0 SECONDS EAST 186.2 FEET TO THE WESTERLY LINE OF BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES; THENCE NORTH 11 DEGREES, 48 MINUTES, 0 SECONDS WEST ALONG SAID WESTERLY LINE 481.9 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND GREAT WESTERN RAILWAY; THENCE SOUTH 89 DEGREES, 30 MINUTES, 0 SECONDS WEST ALONG SAID RIGHT OF WAY LINE TO THE NORTHEAST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID MILLINGTON'S THIRD ADDITION TO THE SOUTHEAST CORNER OF BLOCK 2 IN SAID ADDITION; THENCE EASTERLY ALONG THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 2 TO THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED; THENCE SOUTH 11 DEGREES, 37 MINUTES, 0 SECONDS EAST ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SIX:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, ON THE NORTHERLY LINE OF DEAN STREET; THENCE NORTH 66 DEGREES, 07 MINUTES, 0 SECONDS WEST ALONG SAID NORTHERLY LINE OF DEAN STREET 335.3 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND CONVEYED TO JULES VANOVERMEIREN BY DEED DATED DECEMBER 18, 1925, AND RECORDED DECEMBER 26, 1925 IN BOOK 788, PAGE 548, AS DOCUMENT 266367; THENCE NORTH ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID TRACT OF LAND 174 FEET; THENCE NORTH 60 DEGREES, 19 MINUTES, 0 SECONDS WEST, 168.19 FEET; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 188.59 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 479.71 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND GREAT WESTERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES, 31 MINUTES, 0 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 456.2 FEET TO THE NORTHWEST CORNER OF SAID MILLINGTON'S THIRD ADDITION; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 285 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST 255.77 FEET TO A POINT SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 325.65 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, KANE COUNTY, ILLINOIS; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST ALONG THE WEST LINE OF SAID ADDITION 285.0 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132.0 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 255.77 FEET FOR A POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 04 MINUTES, 0 SECONDS WEST ALONG THE LAST DESCRIBED COURSE 255.77 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 100.00 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 237.41 FEET TO A LINE DRAWN NORTH 80 DEGREES, 06 MINUTES, 0 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 80 DEGREES, 06 MINUTES, 0 SECONDS EAST 101.86 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986), IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SEVEN:

EASEMENT FOR PRIVATE ROADWAY RESERVED BY DEED RECORDED JULY 16, 1957, IN BOOK 1855, PAGE 119, AS DOCUMENT 839306, MADE BY HAWLEY PRODUCT COMPANY TO CARL E. SODERQUIST AND SONS FOR THE BENEFIT OF THE NORTH 30 FEET OF LOT 11 IN BLOCK 5 OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES IN PARCEL TWO, OVER THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 535 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 1 DEGREE EAST 30 FEET; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST

134.45 FEET; THENCE NORTH 1 DEGREE WEST PARALLEL WITH THE WEST LINE OF SAID ADDITION 30 FEET; THENCE SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST 134.45 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL EIGHT:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTH WESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE WESTERLY ALONG THE SOUTH LINE BY SAID WARRANTY DEED, BEING ALONG THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, A DISTANCE OF 1857.64 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY ALONG SAID JOG, A DISTANCE OF 7.90 FEET; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 282.85 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY, ALONG SAID JOG, A DISTANCE OF 127.46 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY; THENCE EASTERLY ALONG SAID PARALLEL LINE, A DISTANCE OF 2126.02 FEET TO THE CENTER LINE OF 5TH STREET (STATE ROUTE 31) AS AFORESAID; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE, A DISTANCE OF 93.59 FEET TO THE POINT OF BEGINNING, BEING SITUATED IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LAND CONVEYED TO THE CITY OF ST. CHARLES BY DOCUMENT NO. 910272, SAID POINT BEING 50.00 FEET NORMALLY DISTANT SOUTHERLY FROM THE UNION PACIFIC RAILROAD MAIN TRACK CENTER LINE; THENCE SOUTH 89 DEGREES 11 MINUTES EAST, 76.35 FEET, PARALLEL WITH SAID MAIN TRACK CENTER LINE; THENCE SOUTH 1 DEGREES 53 MINUTES EAST, 60.06 FEET, PARALLEL WITH THE EAST LINE OF SAID LAND CONVEYED BY DOCUMENT NO. 910272; THENCE NORTH 89 DEGREES 11 MINUTES WEST, 76.35 FEET TO THE SOUTHEAST CORNER OF SAID DOCUMENT NO. 910272; THENCE NORTH 1 DEGREE 53 MINUTES WEST, 60.06 FEET ALONG THE EAST LINE OF SAID DOCUMENT NO. 910272 TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

EXHIBIT G

REIMBURSEMENT FOR OFF-SITE WATER MAIN IMPROVEMENTS

	<b>ASPHALT ROADS</b>			
	<b><u>Street Name</u></b>	<b><u>Unit</u></b>	<b><u>Quantity</u></b>	<b><u>Cost</u></b>
	State St., 9th to Dean St	FT	250	\$ 13,863.33
	<b>WATERMAIN</b>			
		<b><u>Unit</u></b>	<b><u>Quantity</u></b>	<b><u>Cost</u></b>
1	10" DIP, Class 52, Water Main	LF	820	\$65,600.00
2	Fire Hydrant Assembly, With Auxillary Valve and Box	EA	1	\$3,200.00
3	1" Type "K" Copper Water Service, With B-Box Assembly	EA	6	\$12,000.00
4	Curb and Gutter Removal and Replacement	LF	30	\$630.00
5	Restoration	LS	1	\$2,000.00
				<b>\$83,430.00</b>
	<b><u>TOTAL FOR ALL WORK</u></b>			<b><u>\$97,293.33</u></b>

**EXHIBIT H**

**FORM OF PLACEHOLDER NOTE**

\$\_\_\_\_\_

ST. CHARLES, Illinois  
\_\_\_\_\_, 20\_\_

FOR VALUE RECEIVED, the undersigned, the City of St. Charles, an Illinois municipal corporation, with its principal address at 2 East Main Street, St. Charles, Illinois 60174 ("City"), hereby acknowledges that it is obligated to pay to the order of \_\_\_\_\_ ("Registered Owner"), the principal sum of \_\_\_\_\_ (\$\_\_\_\_\_) Dollars, with interest on the unpaid principal balance from the date of this Note, until paid, at the rate of \_\_\_\_% per annum. Interest shall not compound.

This Note is issued under and pursuant to the terms and provisions of a certain Development Agreement entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2012, (the "Development Agreement") by and between the City and Registered Owner, all of the provisions of which are hereby incorporated herein as though set forth verbatim. Reference is hereby made to such Development Agreement for definition of all terms not otherwise defined herein.

THE PARTIES HEREBY ACKNOWLEDGE THAT NO PAYMENTS SHALL BE DUE UNDER THIS PLACEHOLDER NOTE AND THAT THE PURPOSE OF ITS ISSUANCE IS SIMPLY TO EVIDENCE THE CITY'S OBLIGATION TO REIMBURSE CERTAIN REDEVELOPMENT COSTS TO THE REGISTERED OWNER PURSUANT TO THE PROVISIONS OF THE DEVELOPMENT AGREEMENT. ALL PAYMENTS DUE TO THE REGISTERED OWNER SHALL BE MADE PURSUANT TO NOTE(S) ISSUED BY THE CITY UPON THE RETIREMENT OF THIS PLACEHOLDER NOTE.

This Placeholder Note shall not constitute a general obligation of the City, nor shall it be secured by the full faith and credit of the City. If the Development Agreement is terminated pursuant to the terms thereof, this Placeholder Note shall also terminate.

IN WITNESS WHEREOF, the City has executed this Placeholder Note as of the day and year first above written.

CITY OF ST. CHARLES, an Illinois  
municipal corporation,

By: \_\_\_\_\_  
City Administrator

By: \_\_\_\_\_  
Finance Director

**EXHIBIT I**

**FORM OF NOTE**

**UNITED STATES OF AMERICA  
STATE OF ILLINOIS  
COUNTY OF KANE  
CITY OF ST. CHARLES  
TAXABLE TAX INCREMENT ALLOCATION REVENUE NOTE  
(LEXINGTON CLUB REDEVELOPMENT PROJECT AREA)**

**REGISTERED**

**NO.** \_\_\_\_\_

**\$** \_\_\_\_\_

Interest Rate: \_\_\_\_\_

Maturity Date: \_\_\_\_\_, 20\_\_\_\_

FOR VALUE RECEIVED, the undersigned, the City of St. Charles, an Illinois municipal corporation, with its principal address at 2 East Main Street, St. Charles, Illinois 60174 (the "City"), hereby promises to pay to the order of the Registered Owner identified above, or registered assigns as hereinafter provided, but solely from the sources hereinafter identified, the principal sum of \_\_\_\_\_ (\$\_\_\_\_\_) Dollars, with interest on the unpaid principal balance payable as set forth below.

This Note is issued under and pursuant to the terms and provisions of a certain Lexington Club Development Agreement entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2012 (the "Development Agreement"), by and between the City and St. Charles – 333 North Sixth Street, LLC (the "Developer"), all of the provisions of which are hereby incorporated herein as though set forth verbatim. Reference is hereby made to the Development Agreement for definition of all terms not otherwise defined herein.

The City has assigned and pledged certain rights, title and interest of the City in and to certain incremental ad valorem tax revenues from the Area which the City is entitled to receive pursuant to the TIF Act and the Development Agreement, in order to pay the principal of and interest of the Note. Reference is hereby made to the aforesaid Development Agreement for a description, among others, with respect to the determination, custody and application of said revenues, the nature and extent of such security with respect to the Note and the terms and conditions under which the Note is issued and secured. **THIS NOTE IS NOT A GENERAL OR MORAL OBLIGATION OF THE CITY BUT IS A SPECIAL LIMITED OBLIGATION OF THE CITY, AND IS PAYABLE SOLELY FROM NET TIF PROCEEDS, AND SHALL BE A VALID CLAIM OF THE REGISTERED OWNER**

**HEREOF ONLY AGAINST SAID SOURCE. THIS NOTE SHALL NOT BE DEEMED TO CONSTITUTE INDEBTEDNESS OR A LOAN AGAINST THE GENERAL TAXING POWERS OR CREDIT OF THE CITY, WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY PROVISION. THE REGISTERED OWNER OF THIS NOTE SHALL NOT HAVE THE RIGHT TO COMPEL ANY EXERCISE OF THE TAXING POWER OF THE CITY, THE STATE OF ILLINOIS OR ANY POLITICAL SUBDIVISION THEREOF TO PAY THE PRINCIPAL OF OR INTEREST ON THIS NOTE.**

Provided that the Developer is not in default under the Development Agreement, the City's obligation to repay this Note shall continue until the Note, including accrued interest, is paid in full, or until the expiration of the term of the Development Agreement, whichever is earlier. If the Development Agreement is terminated pursuant to the terms thereof, the City's obligation to repay this Note shall also terminate.

This Note is subject to mandatory redemption without premium, pursuant to the provisions of the Development Agreement, at a redemption price of 100% of the principal amount redeemed plus interest accrued to the redemption date on each February 15<sup>th</sup>, to the extent there are Net TIF Proceeds available for such redemption.

This Note is also subject to optional redemption without premium, in whole or in part, at any time three (3) years from and after the date of issuance of this Note.

The principal of and interest on this Note are payable in lawful money of the United States of America, and shall be made to the Registered Owner hereof as shown on the registration books of the City maintained by the Finance Director of the City, as registrar and paying agent (the "Registrar"), on the applicable redemption or maturity date, and shall be paid by check or draft of the City, payable in lawful money of the United States of America, mailed to the address of such Registered Owner as it appears on such registration books or at such other address furnished in writing by such Registered Owner to the Registrar; provided, that the final installment of principal and accrued but unpaid interest will be payable solely upon presentation of this Note at the principal office of the Registrar in St. Charles, Illinois or as otherwise directed by the City.

Pursuant to the Development Agreement, the Developer has agreed to acquire and construct the Project and to advance funds for the incurrence under the TIF Act of certain eligible redevelopment project costs related to the Project. Such costs up to the amount of \$6,000,000 as determined and adjusted pursuant to the Development Agreement shall be deemed to be a disbursement of the proceeds of the Note, and the outstanding principal amount of the Note shall be increased by the amount of each such advance as from time to time made. The principal amount outstanding of the Note shall be the sum of advances made pursuant to Certificates of Redevelopment Costs minus any principal amount paid on the Note or other reductions pursuant to the Development Agreement. The City shall not approve Certificates of Redevelopment Costs with respect to the Note that total in excess of \$6,000,000.



The City and the Registrar may deem and treat the Registered Owner hereof as the absolute owner hereof for the purpose of receiving payment of or on account of principal hereof and for all other purposes and neither the City nor the Registrar shall be affected by any notice to the contrary, unless transferred in accordance with the provisions hereof.

It is hereby certified and recited that all conditions, acts and things required by law to exist, to happen, or to be done or performed precedent to and in the issuance of this Note did exist, have happened, have been done and have been performed in regular and due form and time as required by law; that the issuance of this Note, together with all other obligations of the City, does not exceed or violate any constitutional or statutory limitation applicable to the City.

This Note shall not be valid or become obligatory for any purpose until the certificate of authentication hereon shall have been signed by the Registrar.

If this Note is initially issued to the Developer, this Note may be (i) assigned or pledged as collateral by the Developer to any senior lender or project financing source for the Project, or (ii) transferred to any entity controlling, controlled by or under common control with the Developer or any entity in which the majority equity interest is owned by the parties that have a majority equity interest in the Developer.

In all other cases, any assignment, sale or other transfer of this Note must be to a Qualified Investor. Qualified Investor shall mean an Accredited Investor as defined under rule 501(D) of the Securities Act of 1933.

In all such cases of assignment, sale or other transfer of this Note, the City shall be provided with an opinion of counsel or a certificate of the transferor, in a form satisfactory to the City, that such transfer is exempt from registration and prospectus delivery requirements of federal and applicable state securities laws.

Upon such transfer, a new Note of authorized denomination of the same maturity and for the same aggregate principal amount and rate of interest will be issued to the transferee in exchange herefor. Such transfer shall be in accordance with the form at the end of this Note.

Transfer of the ownership of this Note to a person other than one permitted by the terms of the Development Agreement shall relieve the City of all of its obligations under this Note.

IN WITNESS WHEREOF, the City has executed this Note as of the day and year first above written.

CITY OF ST. CHARLES, an Illinois  
municipal corporation,

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

**CERTIFICATE OF AUTHENTICATION**

This Note is described in the  
within-mentioned Development Agreement and  
is the \$\_\_\_\_\_ Taxable Tax Increment  
Allocation Revenue Note  
(Lexington Club Redevelopment Project Area),  
of the City of St. Charles.

\_\_\_\_\_  
Finance Director, as Registrar and Paying Agent

Date: \_\_\_\_\_

(ASSIGNMENT)

FOR VALUE RECEIVED, the undersigned sells, assigns and transfers unto  
ASSINGEE of NOTE \_\_\_\_\_

the within Note and does hereby irrevocably constitute and appoint attorney to transfer the said  
Note on the books kept for registration thereof with full power of substitution in the premises.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Registered Owner

NOTICE: The signature to this assignment must correspond with the name of the Registered  
Owner as it appears upon the face of the Note in every particular, without alteration or  
enlargement or any change whatever.

Consented to as of: \_\_\_\_\_

City of St. Charles, Illinois

By: \_\_\_\_\_

Title: \_\_\_\_\_

Finance Director