

CHAPTER OUTLINE

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I. CHAPTER FOCUS

The Land Use Chapter begins with the findings, goals and objectives of the previous chapters, and synthesizes them into specific land use policies for the planning area. These policies are expressed in the Future Land Use Map and in specific “land use direction” statements for each area or “Component” of the planning area.

The Future Land Use Map graphically describes a St. Charles in 2015 where growth has been managed, land use is balanced, and community character and heritage have been preserved. The picture of the future that emerges is one of a larger community, but one that has kept the charm and home town character of today’s St. Charles. Most of the growth will occur on the City’s east and west edges, within the planned limits of the utility service area. In addition to providing a balance of commercial, residential and open space uses, the 2015 Future Land Use Plan retains approximately the same ratio of land to population as existed in 1988.

This Chapter identifies the planning components and defines land use categories. Dividing the planning area into components makes the land use designation process more manageable. Land use categories define the purpose and intent of the map.

II. FINDINGS

A. Planning Components

The planning area has been divided into 21 components for greater ease in evaluating and addressing land use issues. The component boundaries are based on differences in physical characteristics, the location of natural and man-made barriers and the concentration and similarity of existing land uses. The components are also used to focus on specific neighborhoods to insure that the neighborhood unit will continue to function in a harmonious manner. Map 13 depicts the component boundaries.

B. Land Use Categories

Land use categories are general in nature and represent a grouping of similar land uses. These categories establish a guideline and policy direction to be used when considering zoning, subdivision, and other regulatory controls. They do not regulate a particular use to be developed on a particular parcel. The categories used on the Future Land Use Map (Map 14) are defined as follows:

Land Use Categories

Rural Residential. Almost always characterized by single-family dwellings on larger lots. Maximum density of up to 1 dwelling unit (d.u.) per acre.

Low Residential. Low density residential development generally characterized by single family detached homes served by public sewer and water systems. Maximum densities range from 1 up to 2.5 du/acre.

Medium Residential. Includes residential development with maximum densities ranging from 2.5 to up to 6.5 du/acre. Development may be characterized by single family detached homes, duplexes and attached single family; multi family may occur in some circumstances. The average lot size in the City of St. Charles would fall into this category.

Urban Residential. Includes residential development with maximum densities ranging from 6.5 up to 10.0 du/acre. Types of development would include attached single family, multi family, and occasionally single family detached units on small lots or in clusters.

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.

Office and Research. Includes office and research facilities as independent uses or group complexes. This category may include corporate offices as well as light industry. The maximum Floor Area Ratio is 0.35.

Manufacturing. Includes a wide range of manufacturing, assembly, processing and warehousing activities, both individual firms and large-scale complexes. The maximum Floor Area Ratio is 0.40.

Special Manufacturing. 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.

Business Enterprise. Includes a mix of light manufacturing, distribution, office, business services, hospitality, contractors, vehicle services, and public storage. Retailers that serve both business and retail customers such as lumber or home improvement stores would also be appropriate. May also include small scale retail and service uses that address the needs of employees such as restaurants and day care. The maximum floor area ratio is 0.35.

Open Space. This land use category includes all open space including parks, forest preserves and other land owned or controlled by the public, as well as private open space such as golf courses.

Public and Semi-Public. This land use category includes government offices and services, schools, museums, public arts centers, churches and cemeteries.

Residential Density: The four residential categories are distinguished from each other primarily by density, which can be defined as the number of people, households, dwelling units or residential structures contained within a particular area of land. For purposes of this Plan, density is the number of dwelling units per acre of land, excluding land with environmental constraints. Environmental constraints include ponds, lakes, wetlands, flood plains, slopes greater than 12% and endangered plant and animal territories as recognized by state or federal agencies. For areas beyond the sanitary sewer service area, hydric soils are included as an environmental constraint; hydric soils are not acceptable for septic systems.

The following illustrates how to determine the maximum number of dwelling units for a parcel of land, using an example of a parcel designated in the Low Residential category:

Maximum Density	2.5 du/acre
Total Parcel Area	100 acres
Wetlands within Parcel	10 acres
Adjusted Parcel Area	100 - 10 = 90 acres

Maximum Dwelling Units

 $90 \times 2.5 = 225$ units

The maximum density does not dictate the type of dwelling units or lot sizes, but only the maximum number of dwelling units permitted on a parcel. This approach allows for flexibility in lot sizes and dwelling types such as cluster single family, townhomes, multi-family, etc. The purpose of establishing a maximum density is to establish the total number of dwelling units that can be accommodated within a given area. When zoning is established, more specific requirements tailored to the site and its surroundings should be included.

In some locations existing residential density exceeds 10 du/acre. The urban residential designation does not mean the density of these existing developments should be reduced. Most new development, however, should fall within the 10 du/acre limitation. Exceptions may be made for unique projects which demonstrate a substantial benefit to the community. For example, Carroll Towers and the Hotel Baker meet the need for senior citizen housing and also serve the objectives of providing residential use and social activity in the downtown area. All such higher density projects should be subject to special use zoning so that any impacts on adjoining properties, traffic, utilities, and other factors can be assessed and controlled.

While the intensity of residential development is controlled by establishing a maximum density, the intensity of non-residential development is controlled by establishing a maximum floor area ratio. Intensity is also regulated by establishing the minimum percent of landscaped areas in parking lots, maximum ground coverage for buildings and hard surfaces, and yard requirements.

C. **Future Land Use**

The Future Land Use Map (Map 14) is a graphic representation of the intended land uses within the planning area in 2015. This map is policy statement that should be used as a guide for land use decisions. The future land uses on the map embody a means to accomplish the goals and objectives of the Comprehensive Plan.

To give further direction to the Future Land Use Map, this Comprehensive Plan includes specific policies for each planning component. The statements listed under Planning Area, Prominent Natural Features, and Prominent Man-Made Features describe key existing conditions. The statements listed under Future Land Use Direction describe policies that complement the Land Use Map in setting the policy direction for that component.

Downtown
Planning Component 1

Planning Area:

- immediate planning area

Prominent Natural Features:

- Centered on the Fox River
- Scenic vistas
- Area is fully developed

Prominent Man-Made Features:

- Route 64 acts as a divider
- architecturally and historically significant buildings
- some buildings showing signs of aging

Future Land Use Direction:

General:

- give the downtown area a distinct, recognizable identity
- encourage a mixture of uses; small-scale land use boundaries should be flexible
- divide downtown into functional, related components
- develop a convenient, attractive and inviting walkway system connecting the major components
- provide the opportunity and incentive for business owners and property owners to enhance the physical appearance of their grounds and buildings
- encourage more activity-generating businesses downtown, such as restaurants
- develop a parking strategy for downtown
- place more visual and physical emphasis on the river
- create more visible open and green spaces within downtown
- encourage additional residential use downtown
- accommodate bicycle traffic and parking
- encourage B-2-T conversions at fringes of the downtown to improve deteriorating areas
- work with Historic Preservation Commission and encourage architectural and historic preservation efforts
- work with the private sector to help implement the marketing, economic enhancement and physical improvement strategies of the Hyett Palma Report.
- Develop standards to regulate the heights of buildings to maintain the sense of being in a river valley and the historic scale of the downtown
- Explore the use of the Union Pacific Railroad right-of-way as a future pedestrian/bicycle path

NE Quadrant

- Century Corners needs to expand; encourage phased growth of B-2-T District north toward railroad tracks and east toward Route 25
- Preserve residential and historic character of the area
- Develop long-range concept plan for Municipal Complex

SE Quadrant

- Allow flexibility to exceed residential densities greater than 10 d.u. per acre
- Encourage “entertainment and office” character of quadrant
- Promote concept of mixed use with lower levels of buildings used for office or retail and higher levels used for residential use.
- New development should fit in with the historic character of the quadrant.
- Explore a river promenade south of Illinois Ave. as a pedestrian oriented “front yard” for residential redevelopment blocks

NW Quadrant

- Maintain Hotel Baker as key architectural element in downtown; consider other uses of such as hotel if senior residence use is no longer viable; encourage use of ground floor for retail use.
- Encourage multi-family residential or mixed use (residential/office/retail) uses along State Street
- Redevelop manufacturing sites for senior citizen housing if the opportunity arises
- Encourage continued planning of this area as the North Gateway into St. Charles
- A river walkway behind Carroll Towers and along the Hotel Baker is desirable

SW Quadrant

- Strengthen relationship of shops on Walnut Street to the shops on Main Street
- The appearance of automobile repair establishments could be improved by screening
- Small-scale automobile oriented uses are more compatible than larger ones.
- Encourage more residential uses south of Illinois Street
- In the event commercial use is no longer viable for the Piano Factory, residential use may be considered; encourage public use and access along riverfront

Riverside East
Planning Component 2

Planning Area:

- immediate planning area

Prominent Natural Features:

- area is developed
- East bank of the Fox River

Prominent Man-Made Features:

- primarily residential with solid housing stock
- number of older, architecturally significant residential structures
- scattered residences converted from one unit to two- or three- family units in older neighborhoods

Future Land Use Direction:

- special attention to be given to the southern gateway area to the City on Route 25, including purchase of property on Route 25 by the City as it becomes available
- the discouragement of any commercial development in this component
- the extension of Madison Avenue west
- continued development of the bike path network
- consider higher residential densities close to downtown
- extension of the Prairie St. bridge route to Route 25 as a long-range objective

East Main Corridor
Planning Component 3

Planning Area:

- immediate planning area

Prominent Natural Features:

- area fully developed
- flooding in area of South 7th Avenue, east of Tyler Road and railroad tracks
- wetlands along railroad tracks east of Indiana Avenue

Prominent Man-Made Features:

- mixed land use, dominated by commercial with residential and industrial
- visually unattractive area, including cluttered signage, overhead wires, and minimal parking and building setbacks
- lacks trees along Main Street
- three hotels/motels in this component

Future Land Use Direction:

- need to give more attention to curb cuts and traffic flow along Main Street
- develop long-range corridor plan
- need for groupings of land uses along Main Street to break up commercial strip
- Develop a coordinated comprehensive signage program

Industrial East

Planning Component 4

Planning Area:

- immediate planning area

Prominent Natural Features:

- some poor soils to the south
- scattered wetlands

Prominent Man-Made Features:

- area primarily made up of industrial park
- area is adjacent to DuPage Airport
- industrial park is currently 50% to 60% developed

Future Land Use Direction:

- Locate office/research or light manufacturing development around the existing homes on Bonnie and Toni Streets provided proper screening, substantial setbacks and other buffering techniques are used to preserve the residential character of the neighborhood
- the extension of Division Street east
- the extension of industrial use south from the current industrial uses
- need to improve appearance of industrial development along Tyler Road
- need to give consideration of blending industrial park uses with airport plans
- the residential area in the southeast corner of the component needs to be buffered from adjoining office and industrial uses with detention and/or retention ponds and landscaping

Airport

Planning Component 5

Planning Area:

- outside of influence planning area; considered airport same as separate municipality

Prominent Natural Features:

- not applicable

Prominent Man-Made Features:

- DuPage Airport: realignment of runways from an east-west direction which now require aircraft to take-off and land over residential areas to a north-south configuration which will direct air traffic over non-residential development and open space at Fermi Lab
- construction of a new terminal, control tower, hangers and maintenance facilities for private and corporate airplanes
- an 18 hole golf course near Kautz and Roosevelt Roads

Future Land Use Direction:

- development of a privately owned commercial center south of Roosevelt Road which would include a hotel, offices, shopping centers and a corporate campus
- Oppose use of the airport for commercially scheduled flights or commercial jet aircraft.

East Gateway

Planning Component 6

Planning Area:

- Immediate planning area except for the far eastern end, which is out of the utility service area for St. Charles

Prominent Natural Features:

- Vacant land which was previously disturbed, with little natural value

Prominent Man-Made Features:

- A primary gateway into the community
- Charlestowne Mall, a mid-sized enclosed mall
- Large resort/conference/entertainment center (Pheasant Run)
- Mixed retail and office uses
- Anticipated pressure for additional development
- lack of street trees and landscaping in some areas

Future Land Use Direction:

- Encourage new retail, service and office uses that will support and complement the long-term viability of the Charlestowne Mall.
- Encourage larger anchor stores in the Charlestowne Mall to ensure its long-term viability.
- Encourage new retail and service uses to generate a critical mass so that shoppers

- think of the East Gateway as a place where they can do all their shopping.
- Provide a quality environment that attracts people by emphasizing quality design that builds on and enhances the character of St. Charles.
 - Require developments to follow the East and West Gateway Design Guidelines; consider developing mandatory design standards in ordinance form.
 - Avoid scattered, uncoordinated freestanding commercial uses.
 - Limit and coordinate access to Route 64 via shared driveways and access from secondary streets; focus access to signalized intersections wherever available.
 - Increase the number of street trees and other landscaping features, including landscaping of medians on Route 64.
 - Plan access and land uses on the south side of East Main Street from Kirk to Kautz Road as if the frontage road will not exist due to the potential abandonment of the existing frontage road.
 - If developed for retail use, the land northeasterly of Charlestowne Mall should be designed as an extension of the Mall. Pedestrian and vehicular access and circulation, landscaping, building design and orientation, and parking areas should be coordinated with the Mall. Residential development on the northeastern portion of the Oliver-Hoffmann property to include significant open space.

Dunham East

Planning Component 7a and 7b

Planning Area:

- 7a: immediate and compatible planning area
- 7b: Village of Wayne and City of West Chicago (except area south of Smith Rd.)

Prominent Natural Features:

- recharge area and poor soils along tracks
- flooding along Norton Creek, particularly in the northwest area
- planning component has no public open space

Prominent Man-Made Features:

- St. Charles High School complex
- West Chicago has annexed properties north of Smith Road

Future Land Use Direction:

- area south of Smith Road is suited for office/research
- western end of Smith Road on the north side would be good for multi-family
- westerly end of office-research area on south side of Smith Road would also be appropriate for residential development if type of development minimizes school impacts

- residential lot sizes should increase with proximity to Wayne
- preserve equestrian path system that exists in Mosely Lane area
- Any development of Mosely Lane property should include street connection with Kingswood PUD
- commercial land uses around the mall should be limited, with a quick transition to residential uses
- extend Foxfield Road to Smith Road as a collector
- develop pedestrian bike path system for connection to the Prairie Path and to link high school site with surrounding residential and commercial development
- Need for public road between Dunham and Kirk roads along north property line of high school complex
- Although area within West Chicago's corporate limits is outside of St. Charles' control, both cities should work together to provide a coordinated and functional transportation network.
- Potential for commuter rail station along Chicago, Aurora and Elgin line.

Country Club

Planning Component 8

Planning Area:

- immediate planning area
- northeast corner of component in Wayne

Prominent Natural Features:

- area mostly developed
- some flooding along Norton Creek
- substantial private and public open space
- East bank of the Fox River
- Norris Nature Preserve

Prominent Man-Made Features:

- boundary agreement with Wayne
- mostly residential low and medium density land use
- older industrial area around 9th Avenue
- Pottawatomie Park
- number of older, architecturally and historically significant residential structures
- Arthur Andersen Professional Training Center
- St. Charles Country Club

Future Land Use Direction:

- compatible residential infill, no commercial
- Former Norris estate should remain as is or low residential development and retain the open character of the property
- Delnor-Community Hospital adaptive reuses should include other medical uses, senior citizen housing or nursing home or other institutional use

Army Trail North
Planning Component 9

Planning Area:

- beyond influence planning area
- primarily Village of Wayne

Prominent Natural Features:

- some poor soils in central area
- flood plain area along Brewster creek
- recharge area in northern portion of component
- scattered wetlands along Route 25
- Pratt's-Wayne Woods Forest Preserve to the east

Prominent Man-Made Features:

- primarily large residential lots (2 acre plus)
- vacant agricultural lands east of Route 25
- far northern section contains mixed land uses

Future Land Use Direction:

- Support regional bridge connecting Red Gate Road with Route 25 north of Army Trail Road and connecting to Stearns Road
- compatible rural residential infill
- far northern area needs more consistency and continuity
- compatibility with Wayne's Comprehensive Plan

Valley View
Planning Component 10

Planning Area:

- beyond the influence planning area
- primarily Valley View area

Prominent Natural Features:

- East bank of Fox River
- scattered poor soils with some recharge areas
- area primarily developed
- some steep slope and rolling terrain along river

Prominent Man-Made Features:

- some older, deteriorating housing stock
- small lots
- streets and other infrastructure repairs needed
- some spots of commercial along Route 25
- large areas of private and public open space
- Continuation of Fox River bike/pedestrian trail

Future Land Use Direction:

- Support regional bridge connecting Red Gate Road with Route 25 north of Army Trail Road and connecting to Stearns Road
- the topography and private open space gives this area strong potential for future development
- support of Kane County/Valley View Comprehensive Plan which calls for combining smaller lots as large lots and capitalizing on open space and the river
- limit commercial to a cluster on Route 25 including only existing commercial areas

Silver Glen East

Planning Component 11

Planning Area:

- influence planning area

Prominent Natural Features:

- west bank of Fox River
- some poor soils south central area
- flood plain far western end along gas pipeline
- forest preserve in southeast corner

Prominent Man-Made Features:

- rural residential and agriculture
- Gas pipeline right-of-way
- bike/pedestrian trail along Silver Glen Road

Future Land Use Direction:

- future land use: rural residential infill
- establishment of a north/south environmental corridor to the west of the component

- develop an open space link to the northern forest preserve and the western environmental corridor
- potential area for regional bridge corridor
- land uses should not change in relation to a regional bridge corridor
- extension of bicycle/pedestrian trail along Randall Road from Silver Glen Road to Leroy Oakes Forest Preserve
- planned area for regional bridge corridor at south end of component connecting Red Gate Road with Route 25

Red Gate

Planning Component 12

Planning Area:

- immediate and compatible planning areas
- utilities available

Prominent Natural Features:

- some poor soils
- major drainage area through Red Gate Subdivision
- recharge area along east side of planning component
- forest preserve at northeast corner

Prominent Man-Made Features:

- rural and low residential
- new middle school and park site in Red Gate Subdivision

Future Land Use Direction:

- future land use: rural and low residential infilling
- important area for open space linkages; north to Blackhawk Forest Preserve, south to the City of St. Charles and to the west environmental corridor
- maintain the integrity of open space along the Fox River
- Route 31 is a gateway area to St. Charles, calling for increased setbacks and landscaping to emphasize natural, rural setting.
- planned area for regional bridge corridor at north end of component connecting Red Gate Road with Route 25
- land uses should not change in relation to a regional bridge corridor

Wildrose

Planning Component 13

Planning Area:

- immediate and compatible planning area

Prominent Natural Features:

- flood plains along Ferson Creek
- drainage area north of Moline
- Ferson Creek Fen
Timbers Trail Park

Prominent Man-Made Features:

- estate and medium residential
- older, rambling manufacturing district to the south
- southern area contains mixed land use
- concern with septic; particularly residential area along river
- older stable residential area along Dean Street
- Randall Road is a limited access freeway
- Indian burial mounds in the Wildrose neighborhood

Future Land Use Direction:

- Wildrose Subdivision should be annexed to the City of St. Charles
- the Ferson Creek or Timbers Trail park area to be used as an open space link between LeRoy Oakes Forest Preserve and the river open space
- need to limit curb cuts on Randall Road; this would include shared entrances and driveways
- Redevelopment of Moline Malleable should be controlled by PUD zoning; the special manufacturing area should be targeted as a rehabilitation area. Alternative land uses such as sports/entertainment facility may be considered if they provide for adaptive re-use of historic structures.
- A rehabilitation plan for the special manufacturing area should be prepared, including the following priorities: (1) containment of the area, (2) increase the compatibility of the area with surrounding residential uses, and (3) discourage any further use of the railroad west of the River.
- move truck traffic from Route 31 to Randall Road
- Bicycle bridge across river on railroad bridge alignment with connection to residential areas to the north

Ferson Creek

Planning Component 14

Planning Area:

- influence planning area

Prominent Natural Features:

- generally poor soils
- recharge area in the west central portion of the component
- contains private open space
- Otter Creek Bend park/wetlands

Prominent Man-Made Features:

- rural residential
- substantial number of church properties along Randall Road
- Gas pipeline right-of-way
- improved intersections with Burlington, Dean and Route 64

Future Land Use Direction:

- future land use: rural residential infill
- planned regional bridge at Red Gate Road with re-aligned direct connection to Bolcum Road to the west.
- development of an environmental corridor along Ferson Creek and Ferson Creek branch to the west, composed of private and public open space
- the Girl Scout Camp should remain open space
- no commercial uses should be permitted along Randall Road
- encourage institutional uses compatible with churches
- Part of Campton Township area is within Wasco Sanitary District FPA
- Proposed Valley Lutheran High School on Crane Road
- Planned bicycle/pedestrian trail along Randall Road

Silver Glen West

Planning Component 15

Planning Area:

- beyond the year 2015 1-1/2 mile jurisdiction area (See Chapter 2)

Prominent Natural Features:

- large area of poor soils in vicinity of creek and towards the south
- meandering flood plains
scattered wetlands

Prominent Man-Made Features:

- rural residential development
- lack of park lands and open space
solid road network

Future Land Use Direction:

- future land use: rural residential infill

- continuation of north/south environmental corridor
- use environmental corridor to protect sensitive areas
- develop open space linkage with school site and environmental corridor

Wasco
Planning Component 16

Planning Area:

- beyond the year 2015 1-1/2 mile planning jurisdiction (See Chapter 2)

Prominent Natural Features:

- poor drainage in elementary school area
- poor soils in western portion
- meandering flood plains in eastern part
- Campton Forest Preserve

Prominent Man-Made Features:

- rural residential cluster in center of component
- surrounded by farmland
- elementary school with park at center of component
- small commercial cluster

Future Land Use Direction:

- support Kane County's concept of developing a rural community cluster including a small town center with a town square and a green belt around the community
- Wasco Sanitary District to provide sewer and water services

Campton
Planning Component 17

Planning Area:

- influence planning area

Prominent Natural Features:

- poor soils and flood plain predominantly along Mill Creek
- meandering flood plains to the northeast
- major open space area with Garfield Farm

Prominent Man-Made Features:

- rural residential replacing agricultural use
- Wasco Sanitary District wastewater treatment plant

- Fox Mill development
- Garfield Farm

Future Land Use Direction:

- future land use: rural residential infill with large open space corridor running north-south through the component and including Mill Creek
- LaFox Road to be north/south major arterial
- open space area due to flood plain or poor soils ideal for golf course, continued agricultural use or other similar use
- preservation of Garfield Farm

West Gateway
Planning Component 18

Planning Area:

- immediate and compatible planning areas

Prominent Natural Features:

- wetlands along south side of railroad right of way, west of Randall
- poor soils eastern half of Illinois Youth Center
- recharge area eastern half of Illinois Youth Center
- open space includes Great Western Trail, Campton Hills Park, LeRoy Oakes Forest Preserve, City and Park District land adjoining the Prairie Green project, and Kane County land north of Route 38

Prominent Man-Made Features:

- eastern portion of component served by existing sanitary and water systems
- unconsolidated fill area north of Main Street and west of Randall
- Randall Road and Route 64 are Strategic Regional Arterials
- Kane County Judicial Complex
- Illinois Youth Center
- Kane County Fairgrounds
- St. Charles and Geneva agreement establishes jurisdictional boundary along St. Charles/Geneva Township line except for the Judicial Complex site which is in Geneva's jurisdiction.
- Meijer/Lowe's development at southwest corner of Randall and Lincoln Highway

Future Land Use Direction:

- 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.
- Explore Forest Preserve/Park District public open space use of wooded and wetland areas prior to development.
- The Randall Road frontage from Main Street to the railroad right of way should be redeveloped with major retail fronting Randall if adequate access can be provided.
- Behind the Randall Road frontage property west to the NiGas right of way should be developed for business enterprise uses.
- Planned expansion of Fairgrounds facilities; provide buffering of Fairgrounds facilities, parking areas and other activities from adjoining residential areas
- Provide bike path/open space link between LeRoy Oakes and the Kane County Judicial Complex
- Provide appropriate landscaping and other aesthetic enhancements along all major roads
- Develop western gateway into the City of St. Charles along Route 64 and Route 38 including specific landscaping
- Examine the development of a landscaped median along Route 64 and Randall Road
- Need for redevelopment of St. Charles Mall as well as other commercial properties along Randall Road
- Pedestrian/bicycle connection should be provided between the County Judicial Complex and the office and retail uses to the north and east
- Support desired land uses with an interconnected network of streets west of Randall Road.

West Main Corridor

Planning Component 19

Planning Area:

- immediate planning area

Prominent Natural Features:

- area developed

Prominent Man-Made Features:

- mixed land use ranging from commercial, residential and some industrial

Future Land Use Direction:

- preservation of residential character important
- need to address curb cuts; encourage joint drives and connection of parking lots
- encourage increased use of alleyways

- develop long-range corridor plan
- discourage any outside storage areas
- Develop coordinated comprehensive signage program

West Side
Planning Component 20

Planning Area:

- immediate planning area

Prominent Natural Features:

- area is nearly developed
- some open space in the southeast corner of the component along the river
- number of older, architecturally significant residential structures
- scattered residences converted from one unit to two- or three- family units in older neighborhoods
- west bank of Fox River

Prominent Man-Made Features:

- area primarily medium residential with some multiple units
- Bicycle/Pedestrian trail parallel to river
- St. Charles middle schools

Future Land Use Direction:

- southeast corner of component to retain current zoning; stress flood plain preservation and setbacks consistent with Park Shore Apartments
- limit B-2-T zoning to the north end of 3rd Street
- commercial development should be kept west of 14th Street
- Gray Street should be tied to 14th Street
- the northeast corner of Route 38 and 14th should be a transitional area blending multi-family and single-family residential uses

LaFox
Planning Component 21

Planning Area:

- Influence Planning Area

Prominent Natural Features:

- Mill Creek

Prominent Man-Made Features:

- Union Pacific railroad tracks
- Estate residential development
- Community of LaFox, a designated Kane County Historic Preservation District

Future Land Use Direction:

- Planned Metra Station
- Rerouting LaFox Road to bypass LaFox community
- Preservation of Mill Creek floodplain
- Development around LaFox in accordance with County “rural settlement” concepts
- Support consideration of joint acquisition of 1100-acre site bounded by Route 38 and Peck, Brundige and Keslinger Roads under consideration for multiple benefit watershed management open space, including land application of treated wastewater, stormwater management, wetland mitigation, prairie restoration and recreational uses.

D. Land Use Balance

Change is inevitable; the purpose of comprehensive planning is to give direction to that change. For St. Charles, the desired direction is to sustain economic vitality and to retain St. Charles’ “home town” character and heritage.

The key to maintaining St. Charles’ vitality and character is to retain the current balance of residential, commercial, industrial and public land uses. The current land use balance is used as a benchmark because it has proven its financial health and livability. Maintaining this balance will minimize the impact of change and growth.

Table 22 presents a detailed listing, by acres and percent of total, for the land uses existing in 1988. Table 23 presents the same type of detailed listing for the 2015 Future Land Use Map.

Table 24 compares 1988 existing land uses with the 2015 Future Land Use Map and land use averages for small U.S. cities. In general, the balance of land use present in 1988 is maintained in the 2015 plan. Residential use is up 5%, commercial use is up 1%, and industrial is up 2%. Although public use is down 8%, the actual acreage of public use is nearly doubled.

Further comparison shows that in 1988 there were 32 acres of open space (public and non-public) per 1000 persons in St. Charles. The 2015 land use map calls for 47 acres of open space (public and private) per 1000 persons, based on a projected population of 32,700.

**TABLE 22
1988 EXISTING LAND USE
WITHIN THE CITY OF ST. CHARLES**

	ACRES	PERCENT	ACRES	PERCENT
Residential			1773.00	35%
Single Family 1 1/2 acres or greater	222	4%		
Single Family 1/2 to 1-1/2 acres	213	4%		
Single Family less than 1/2 acre	1191	23%		
Multiple Family	147	3%		
Commercial			498.00	10%
Hotels and Motels	33	0.6%		
Services	28	0.5%		
Trade	163	3%		
Office and Business Service	190	4%		
Amusements	84	2%		
Industrial			358.00	7%
Manufacturing, Processing and Warehousing	358	7%		
Public			2469.00	48%
Open Space	676	13%		
Public Buildings	269	5%		
RR, ROW, Utilities, Airports	76	1%		
Streets	1247	24%		
River	201	4%		
TOTAL OF DEVELOPED LAND	5098.00	100%	5098.00	100%
Vacant			1606.00	
Agricultural Land			17.00	
TOTAL LAND AREA			6721.00	

TABLE 23
2015 FUTURE LAND USE
WITHIN PROJECTED ST. CHARLES CITY LIMITS
(Compatible Planning Area)

	ACRES	PERCENT	ACRES	PERCENT
Residential			4,408	39.1%
Rural 0 to 1 du/acre	1128	10.0%		
Low 1+ to 2.5 du/acre	940	8.3%		
Medium 2.5+ to 6.5 du/acre	1812	16.1%		
Urban 6.5+ to 10.0 du/acre	528	4.7%		
Commercial			1,199	10.6%
Retail and Service	655	5.8%		
Office and Research	544	4.8%		
Industrial			1021.00	9.1%
Manufacturing	850	7.5%		
Special Manufacturing	171	1.5%		
Public			4,652	41.2%
Open Space	1871	16.5%		
Public and Semi-Public	1265	11.2%		
RR, ROW, Utilities	1516	13.4%		
TOTAL LAND AREA	11282.00	100%	11,282	100%

**TABLE 24
COMPARISON OF
1988 IMMEDIATE PLANNING AREA AND COMPATIBLE PLANNING AREA
(2015 Anticipated Incorporated Area)**

	City of St. Charles 1988 Boundaries 1988 Land Use		City of St. Charles 2015 Boundaries 2015 Land Use		Average of U. S. Small Cities and Towns
	acres	percent	acres	percent	percent
Residential	1773.00	35%	4408.00	39%	48%
Commercial (Retail and O-R)	498.00	10%	1199.00	11%	7%
Industrial	358.00	7%	1021.00	9%	8%
Public (includes right of way)	2469.00	48%	4652.00	41%	36%
Total of Developed Land	5,098	100%	11,282	100%	100%
Vacant	1606.00		0.00	0.00	
Agricultural	17.00		0.00	0.00	
Total Land Area	6,721		11,282		

III. GOALS AND OBJECTIVES

- A. Preserve and strengthen the integrity of residential, commercial and industrial neighborhoods.**
 - 1. Preserve and enhance the basic high quality Home Town character of the City of St. Charles.
 - 2. Follow a logical pattern of land use for St. Charles as presented on the Future Land Use Map.
 - 3. Areas annexed to St. Charles should adhere to the Future Land Use Map (Map 14).
 - 4. Continue to exercise jurisdiction over 1-1/2 mile area.

- B. Provide a balanced land use mix insuring the economic vitality and preservation of the Home Town character of St. Charles.**
 - 1. Maintain a land use mix that does not deviate more than 10% from the proportions of 2015 land uses planned for the future Immediate Planning Area (anticipated corporate limits) For example, if a land use category was indicated as 20% of all land, its percentage of total developed land could range from 18% to 22%.
 - 2. Closely monitor future land use changes in terms of community balance.

- C. Make land use planning decisions on the basis of logical land use components and not just individual parcels.**

IV. IMPLEMENTATION STATEMENT

The purpose of this Chapter is define and articulate a 20-year land use policy for the City of St. Charles. This is done through the Future Land Use Map and the text that applies to each of the components, both of which are based on the stated goals and objectives.

The Future Land Use Map seeks to:

- 1) preserve and enhance residential areas;
- 2) establish identifiable boundaries for commercial areas;
- 3) provide logical locations to expand industrial uses;
- 4) identify open space areas to be preserved.

The Comprehensive Plan strives to create a sense of place that will preserve the home town character of St. Charles. Open space is woven through the community and is also used as a way to define the community's edge. Conflicts between incompatible land uses are minimized. The sense of place is also supported by focusing on neighborhood areas.

There are instances where the recommended land uses differ from what the property is actually zoned. The Land Use Plan represents the City's desired use for the property and provides direction in the event there is an opportunity for a zoning change. In some unique circumstances, the City may consider initiating a rezoning in order to achieve other goals and objectives of the Comprehensive Plan. However, in most cases the recommended land use will be used to inform property owners and developers of the City's land use planning objectives and to encourage them to petition to rezone their property in accordance with the recommendations of the Plan.

Along with making the St. Charles Future Land Use Map more manageable, planning components provide a framework for future updates and reviews. These updates and reviews should include a look at the entire component when addressing specific issues or areas, not just the site in question.

St. Charles has had a strong tradition of land use planning and of following its plan. The best way to meet the City's long term goals is to continue that tradition.