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## Legend

- Main Street
- Local
- Fox River
- Gateway
- Fox River and Gateway
- Gateway Roads

2019  
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	<b>Building Mass and Placement</b>	<b>Architectural Style and Design</b>	<b>Parking</b>	<b>Land Use</b>
<b>Main Street Frontage</b> 	Buildings should have no front or side yard setbacks, and have strong orientation to the public sidewalk with entrances at the front and rear.	Buildings should use traditional building materials and design elements, and be compatibly scaled with surrounding development.	Both vehicular and bicycle parking should be located at the rear of the lot.	High traffic mixed uses, with multi-family and/or office above traditional downtown mixed use activities, such as retail, restaurant, and local services are preferred.
<b>Gateway frontage</b> 	Buildings should be generally located on the front lot line with orientation to the sidewalk and key intersections. Small setbacks for landscaping are allowed. Buildings should be built to the side lot lines to create continuous street wall.	Buildings should use traditional building materials and design elements, and align with surrounding buildings. However, more flexibility and creativity is encouraged.	Vehicle and bike parking should be located to the rear of the building. Development should share curb cuts and provide access from side streets instead of gateway streets whenever possible.	Mixed use such as retail, restaurant, and local services, as well as secondary uses including offices and services with less customer visitation. Multi-story mixed use buildings should also be encouraged. Multi-family may also be appropriate on the fringe areas of downtown.
<b>Local Frontage</b> 	Setbacks may vary based on the use, but should have parking in the rear of commercial buildings. Facades should be oriented towards the public sidewalk.	Façade design and style may vary but should be generally compatible with the materials and architectural elements used in other portions of downtown.	Development should strive to minimize the number of curb cuts through effective on-site circulation and cross-access arrangements. Bicycle parking should be provided with other parking areas.	Uses can include a broad range of activities appropriate in downtown, including retail, service, office, multi-family and single family residential, and low-impact auto-related services.
<b>Fox River Frontage</b> 	Buildings should address both the Fox River and their frontage street. River frontage setbacks should accommodate public access to and along the river corridor. Development should also dedicate space for a continuous pedestrian or bike path along the river.	Buildings should utilize 360 Degree architecture with traditional building materials and design elements on all sides. Buildings should also generally align with surrounding buildings.	Parking lots should be discouraged along the fox river. Access to onsite parking and service areas should be discretely provided from the local public street and be well screened. Bicycle parking should be accessible from the riverfront.	Traditional downtown uses, as well as all types of residential development. To the extent possible, development should integrate outdoor plazas or parks that provide an attractive seasonal asset to their primary use.