



AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item number: 3h

Title: Plan Commission recommendation to approve a Special Use for PUD and PUD Preliminary Plan for Prairie Center.

Presenter: Russell Colby

Meeting: Planning & Development Committee

Date: February 13, 2017

Proposed Cost: N/A

Budgeted Amount: N/A

Not Budgeted:

Executive Summary (if not budgeted please explain):

Background:

Shodeen Group, LLC has filed applications for approval of a Planned Unit Development (PUD) for the Prairie Center project, a redevelopment of the former St. Charles Mall property located north of IL Rt. 38/Lincoln Highway, south of Prairie Street, and east of Randall Road.

A Concept Plan application for the project was reviewed by the City in January 2016. The PUD plan has similar land uses to the Concept Plan, including commercial uses along Rt. 38, an area of mixed use buildings, and an area of residential buildings. The plan includes:

- 670 residential units (including 61 affordable “bonus” units)
- A range from 83,000 to 116,000 square feet of commercial uses (depending on whether certain buildings are constructed as mixed use and not residential only)

(A separate application requesting residential rezoning to the RM-3 General Residential District has also been filed. The intent of this application is to request residential zoning of a portion of the property in the event that the applicant chooses to withdraw the PUD applications during the review process or after, if the project is denied. At this time, the applicant has requested that the City review the PUD applications first, and not take any action to schedule review of the Map Amendment application.)

Review Process:

Engineering Studies: In March 2016, the P&D Committee reviewed proposals for engineering studies to be conducted for the project (traffic study, sanitary sewer analysis, and watermain modeling). The City controlled the scope of each study and the applicant provided a deposit to the City which covered the full cost of the studies. These studies were completed and presented to the Plan Commission as a part of the public hearing. Regarding the traffic study, IDOT has provided comments and the City’s traffic consultant, HLR, is currently preparing a response.

Affordable Housing: On 11/17/16, the Housing Commission reviewed and recommended approval of the applicant’s request for a variance to the Inclusionary Housing Ordinance requirement to permit the required affordable units to be located within one or more buildings (as opposed to being distributed throughout the site). The applicant represented that they are working with an affordable senior housing developer.

Plan Commission review: The Plan Commission conducted public hearings regarding the PUD on 10/18/16, 12/6/16, and 1/10/17. On 1/17/17, the Plan Commission recommended approval of the project, subject to conditions relating to:

- Building architecture, to encourage greater variation in building design, particularly where two buildings could be attached together, as shown on the site plan. (During the public hearing, the architecture was changed to the Prairie style at the request of the Plan Commission.)
- Phasing, to require that the north-south boulevard be substantially installed with the first phase of the project.

The Plan Commission resolution with their findings and conditions is attached.

Other Items:

Staff Preliminary Plan Review: Revised engineering and architectural plans were submitted on 2/3/17. It appears that most of the outstanding plan review comments have been resolved.

Park District: The applicant and staff have engaged in discussions with the St. Charles Park District regarding a park site donation within the project. The Site Plan shows a park site located adjacent to the on-site detention basin. The Park District has expressed an interest in accepting a park site donation at this location, but this has not been finalized. The most recent letter from the Park District is attached.

PUD ordinance: Staff and the applicant are engaging in discussions regarding the PUD ordinance for the project. The attached memo summarizes the key provisions of the draft PUD Ordinance. The developer's proposal for utility connection fee credits remains unresolved.

Attachments *(please list):*

Plan Commission Resolution regarding PUD, Housing Commission Resolution regarding Affordable Unit Location Variance, Staff Memo regarding PUD Ordinance, Staff Analysis Memo, Applications, Plans, Excerpts of Engineering Studies

Complete engineering studies, with all appendices, and all public hearing exhibits are posted on the project website: www.stcharlesil.gov/projects/prairie-center

Recommendation/Suggested Action *(briefly explain):*

Plan Commission recommendation to approve a Special Use for PUD and PUD Preliminary Plan for Prairie Center.

City of St. Charles, Illinois
Plan Commission Resolution No. 1-2017

**A Resolution Recommending Approval of Applications for
Special Use for PUD and PUD Preliminary Plan for Prairie Center
(former St. Charles Mall site) (Shodeen Group, LLC)**

Passed by Plan Commission January 17, 2017

WHEREAS, it is the responsibility of the St. Charles Plan Commission to hold public hearings and review requests for Planned Unit Development (PUD) and PUD Preliminary Plan; and

WHEREAS, the Plan Commission held a public hearing and has reviewed the petitions for a Special Use for PUD and PUD Preliminary Plan for Prairie Center (former St. Charles Mall site) (Shodeen Group, LLC) and;

WHEREAS, in accordance with Section 17.04.410.D.3, the Plan Commission finds the Special Use for PUD and PUD Preliminary Plan to be in the public interest based on the following criteria for Planned Unit Developments:

CRITERIA FOR PLANNED UNIT DEVELOPMENTS (PUDs)

- i. 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.**
 - 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.**

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

The proposed Special Use for PUD meets the above criteria in that it will establish a creative, mixed-use residential and commercial site which is for both pedestrian and vehicular movement, promotes physical activity and social interaction, encourages a mixed land use, establishes a high-quality of residential units, and encourages the redevelopment of this long-vacant and obsolete site.

- 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 areas, 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 with 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.**

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The proposed Special Use for PUD provides community amenities beyond those required by the ordinance, such as high-quality residential rental; provides superior landscaping and buffering; provides high-quality architectural design; provides an efficient building and site design; provides accessible dwelling units, and will conform with the affordable housing standards of the City of St. Charles.

iii. The proposed PUD conforms with the standards applicable to Special uses (section 17.04.330.C.0):

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

The proposed Special Use for PUD will provide much-needed high-quality, mixed use residential and commercial development in St. Charles, and the additional residents will serve to support the City's business districts.

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

A traffic study conducted by Hampton, Lenzini and Renwick, Inc., dated January 3, 2017, revealed existing concerns within the study area, particularly along Randall Road and along the east end of Prairie Street. While the Prairie Center development-related traffic is expected to contribute to these concerns, the analyses show that these problems will not be avoided by preventing the development.

Modelling of the proposed sanitary sewer routing showed that at pre-development, three of the pipe segments are currently over capacity during a 10-year storm design event. The proposed Prairie Center sewer flows will cause an additional two pipe segments to be over capacity during that same event. These pipes are not drastically over capacity but will require upsizing at some point in the future.

The Plan Commission concludes that there are infrastructure deficiencies pertaining to roads and sanitary sewers. However, the proposed development does not have a greater impact on said infrastructure than alternative development concepts that assume full development of the site with land uses that conform to existing zoning. Furthermore, the proposed development does not alter or intensify the mitigation requirements for said infrastructure deficiencies.

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

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purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

The proposed Special Use for PUD will not be injurious to the use or enjoyment of other properties in the immediate vicinity and will, instead, augment and help to increase the property values of the same.

- 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 for PUD will not impede the normal and orderly development and improvement of 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 proposed Special Use for PUD will not be detrimental to or endanger the public health, safety, comfort or general welfare of the community.

- 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 proposed Special Use for PUD will conform to all existing Federal, State and local legislation and regulation except to the extent expressly modified by the PUD.

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

The Subject property has been vacant and underutilized for many years, and does not contribute sufficiently to the City's tax base. The proposed Special Use for PUD will allowed this property to be placed into economically beneficially use for the City and its residents.

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

The proposed Special Use for PUD conforms to the purposes and intents of the Comprehensive Plan.

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NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to City Council approval of a Special Use for PUD and PUD Preliminary Plan for Prairie Center (former St. Charles Mall site) (Shodeen Group, LLC), based upon the above Criteria for Planned Unit Developments, contingent upon the resolution of all staff comments prior to City Council action.

Roll Call Vote:

Ayes: Wallace, Macklin-Purdy, Kessler, Pretz, Doyle, Holderfield, Frio

Nays: None

Absent: Schuetz, Spruth

Motion carried: 7-0

PASSED, this 17th day of January 2017.



Chairman
St. Charles Plan Commission

City of St. Charles, Illinois
Housing Commission Resolution No. 1-2016

A Resolution Recommending Approval of a Variance Regarding the Location of Affordable Units for the Prairie Center Project

Passed by Housing Commission November 17, 2016

WHEREAS, it is the responsibility of the St. Charles Housing Commission to review requests for variances under Section 19.02.100 entitled “Location, Phasing and Design” of Title 19 entitled “Inclusionary Housing” of the St. Charles Municipal Code (the Inclusionary Housing Ordinance); and

WHEREAS, the Housing Commission reviewed a request submitted by Shodeen Group, LLC, dated 10/6/2016, for a variance from Section 19.02.100.A entitled “Location of Affordable Units” to allow the required Affordable Units in the Prairie Center Project to be provided in one or more buildings instead of being dispersed among the Market-Rate Dwelling Units as required by said Section 19.02.100.A; and

WHEREAS, the Housing Commission finds the requested variance will further affordable housing opportunities to an equal or greater extent than will compliance with the requirement regarding the location of Affordable Units.

NOW, THEREFORE, be it resolved by the St. Charles Housing Commission to recommend to City Council approval of a variance from Section 19.02.100.A entitled “Location of Affordable Units” for the Prairie Center Project.

Roll Call Vote:

Ayes: Glenn, Eakins, Hansen, Goettel, Hall, Pierog

Nays: Amundson

Abstain: Payleitner

Absent None

Motion carried: 6-1

PASSED, this 17th day of November 2016.

Chairman
St. Charles Housing Commission

Community & Economic Development
Planning Division

Phone: (630) 377-4443

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STAFF MEMO

TO: Chairman Todd Bancroft
And the Members of the Planning & Development Committee

FROM: Russell Colby, Planning Division Manager

CC: Mark Koenen, City Administrator
Chris Minick, Director of Finance
Peter Suhr, Director of Public Works
Rita Tungare, Director of Community & Economic Development

RE: Prairie Center – **PUD Ordinance Status**

DATE: February 10, 2017

The applicant provided a PUD ordinance draft to staff to review. Staff and the applicant have been engaged in discussions regarding the draft.

The following is a summary of significant items in the Ordinance draft. Items that are not resolved through negotiations between the developer and staff are highlighted in **RED**.

Zoning-related items

- **Plan Changes:** Standards for review and approval of plan changes have been drafted specifically for the project (Major- requires public hearing and ordinance amendment, Minor- Require Committee approval only, Administrative- requires staff review only). See the attached ordinance excerpt.
- **Parking requirement:** Parking deviation of 15% to the total required parking count will be granted per the PUD ordinance, with the ability for the requirement to be further reduced administratively in the future based on changing demand or other supporting data.
- **Inclusionary Housing:** Variance to permit all of the affordable units to be located in one or more buildings, as opposed to distributed throughout the site. The developer has represented that they are working with a senior housing developer to provide the affordable units. However, the location variance as requested by the developer and recommended for approval by the Housing Commission would apply to any type of affordable units, not just a senior development. The City Council has the authority to decide whether to grant this variance along with any conditions.
- **Optional “mixed use” buildings:** Ability for the developer to eliminate commercial use in the “optional” mixed use buildings (B1, B2, B3). There is no process or timeline specified for elimination of the optional “mixed use”, but this could be addressed in the PUD ordinance.

- **Subdivision platting:** The property is to be platted as a single lot, and may be later divided into lots for individual buildings. (This is commonly permitted in the City's commercial PUDs)
- **Phasing:** No specific phasing plan has been proposed, rather the developer is requesting the ability to phase the building construction based on market conditions. Through discussion with staff and the Plan Commission recommendation, the following items are proposed to be required with the first phase of the development:
 - Rerouting of the sanitary sewer from the site to 14th St/Rt. 38 per the engineering plans.
 - Installation of the on-site stormwater detention basin.
 - Installation of the north-south boulevard (except for the northernmost portion, which may be delayed while buildings C3 and B2 are constructed)

Utilities and Infrastructure related items

- **Off-site road improvements:** The following road improvements would be required to be completed by the developer at 50% build out of the total square footage of the project (either residential or non-residential):
 - Modification of the traffic signal at the Rt. 38 entrance to add southbound and northbound left turning phases (as recommended in the Traffic Study)
 - Any Rt. 38 improvements required by the Illinois Department of Transportation (which may include new traffic signal equipment and right-turn lanes into the site)
 - Re-optimization of the traffic signal system along Randall Road and Rt. 38, as required by the Kane County Department of Transportation.
- **Contribution for off-site Sanitary Sewer Capacity Improvements:**
 - The City has requested that the developer provide a contribution for off-site sanitary sewer capacity improvements that will benefit the Prairie Center project. Two improvements are identified: An improvement completed in by the City in 1999 along Gray Street and Elm Street, and future improvements identified in the Sanitary Sewer Analysis for Prairie Center located along Elm Street, Roosevelt Street and Illinois Rt. 31.
 - The developer's contribution is calculated based upon the "new" sanitary sewer flow coming from the proposed development (not including the estimated "old" flow from the previous St. Charles Mall development).
 - Contribution for 1999 Gray Street Improvement:
 - Completed in 1999 for \$470,000
 - Prairie Center "new flow" percentage: 2.7%
 - 2.7% of \$470,000 = \$12,716 (in 2017 dollars = **\$18,317**)
 - To be paid at the time of the first building permit
 - Contribution for Future Elm/Roosevelt/Rt. 31 Improvement
 - Estimated 2017 cost: \$1,947,311
 - Prairie Center "new flow" percentage: 1.4%
 - 1.4% of \$1,947,311 = **\$27,407**
 - 50% paid at time of first building permit, 50% paid 5 years after approval of the PUD ordinance.
- **Water and Sanitary Sewer Connection Fee Credits: UNRESOLVED WITH DEVELOPER**
 - The developer has requested a utility connection fee credit for the previous buildings constructed on the site (the demolished St. Charles Mall and existing former Burger King and Colonial buildings).
 - The City typically provides a connection fee credit for demolished buildings that are replaced with new development. However, the City has not been receiving utility service

payments for the former mall since it was demolished in 2000-2002. A utility payment includes both payment for usage charges and payment into a capital replacement fund for the utility. During the past 17 years, the former mall building has not been paying into the capital replacement fund. Therefore, staff believes that the property is not entitled to a full credit for connection fees paid when the property was constructed in 1979.

- For purpose of discussion with the developer, staff has calculated the following connection fee amounts:

▪ Estimated connection fee for Old Mall paid in 1979:	\$105,121
▪ Value of 1979 connection fee for Old Mall in 2017 dollars:	\$347,518
▪ Connection fee for Old Mall at 2017 rates:	\$435,595

Staff suggested credit: 50% of \$347,518: \$173,759

- For reference, the projected water and sewer connection fees for the entire Prairie Center project, at 2017 fee rates, are projected as follows:

▪ Prairie Center commercial uses:	\$323,348
▪ Prairie Center residential uses:	\$1,521,100
▪ <i>Total for entire project:</i>	<i>\$1,844,448</i>

- **Electric Equipment Credit: UNRESOLVED WITH DEVELOPER**

- The developer has required a credit for the existing electrical equipment that was installed at the site for the former mall. The credit would be calculated based on the replacement value of the equipment, minus the salvage value of the equipment.
- Similar to the water and sanitary sewer credit discussion, staff is recommending that any credit be reduced based upon the fact that the electric service has not been active at the site since approximately 2000. Therefore, staff is recommending a reduction of the credit based upon the number of years the equipment was not being utilized, as a portion of the expected life of the equipment.
- Staff is currently preparing estimates for these amounts.

- **TIF Reimbursement for Utility Improvements**

- The Prairie Center property is located in a Tax Increment Financing (TIF) District that was created in 2000 and will expire in tax levy year 2023, which is collected in calendar year 2024. According to the City's Finance Department, as of April 30, 2016, the TIF district has a bond balance of \$1,305,000. For the City's current fiscal year (FY 2016-2017), the debt service on the bond is approximately \$222,050. Of this amount, the TIF District will pay approximately \$124,379 and the City's General Fund will subsidize the remaining \$97,671.
- The developer has requested reimbursement for utility improvements for the project. The PUD ordinance draft identifies that any TIF increment generated from the site will be utilized in the following order:
 - 1. Repayment of amounts the City has advanced for prior shortfalls of incremental TIF revenue and debt service payments
 - 2. To retire the St Charles Mall TIF bonds as they come due
 - 3. Reimburse the developer for an aggregate 50% of the following:
 - Off-site Sanitary Sewer Capacity Improvements identified above (50% of \$45,724 = \$22,862)
 - Other off-site sanitary sewer improvements for Prairie Center- which would include the re-routing of the existing sewers from the site to the sewer at 14th St. and Rt. 38, which will be constructed by the developer

with the first phase of the development. (The cost of this work has not been determined.)

- **The revenue generated would depend on how fast the project is constructed. Based on the limited number of years remaining in the life of the TIF district and the unknown phasing and build out time line, it is not known how much new TIF revenue will be generated.**

Excerpts from draft PUD ordinance for Prairie Center

3. Future changes to any one or more of the Approved Preliminary PUD Plans may be reviewed and approved in accordance the procedures contained in Title 17 of the St. Charles Municipal Code, Section 17.04.430, “Changes in Planned Unit Developments”, but with the following modifications to said Section 17.04.430 for purposes of Prairie Centre PUD only, to wit:

(a) **“Major Changes”** shall mean changes of the following magnitude to the Approved Preliminary PUD Plans. A Major Change shall require approval of an amendment to this PUD Ordinance following a public hearing (but not a new concept review, unless the essential “mixed use” nature of the Prairie Centre Project is proposed to be changed). Without limiting the foregoing, “Major Changes” expressly include the following types of changes:

- (i) A reduction in the acreage of open space or common open space by 10% or more.
- (ii) An increase in the total number of dwelling units within the PUD above 670 units.
- (iii) A change in the types of dwelling units from attached multi-family to detached single family.
- (iv) A reduction by 30% or more in number of parking spaces below the number of parking spaces otherwise required by the methodology in **Exhibit “F”**, said Exhibit being attached hereto and made a part hereof.
- (v) An increase to 30% or more in the percentage credit for shared parking as otherwise allowed in **Exhibit “F”** attached hereto.
- (vi) An expansion by 10% or more of any building footprint (other than by reason of the combination of 2 buildings into 1).
- (vii) Any modifications to the provisions of this PUD ordinance, including the provisions listed in the Departures and Deviations and Other Approvals and Agreements exhibits, not otherwise allowed as a Minor Change or an Authorized Administrative Change.

(b) **“Minor Changes”** shall mean changes that are not defined above as “Major Changes” or as changes subject to administrative authorization below, and which do not change the concept or intent of the PUD herein approved.

(c) **“Authorized Administrative Changes”** for the Prairie Centre PUD include changes which are not Major Changes or Minor Changes as defined above. Without limiting the foregoing, Authorized Administrative Changes expressly include the following types of changes:

- (i) A reduction by 5% or less in the acreage of open space or common open space
- (ii) A reduction of 15% or less in the number of parking spaces below the number of parking spaces otherwise required by the methodology in Exhibit F attached hereto
- (iii) An increase from 15% to less than 30% in the percentage credit for shared parking as otherwise allowed in **Exhibit “F”** attached hereto.
- (iv) An expansion of any building footprint (other than by reason of the combination of 2 buildings into 1) by 5% or less.
- (v) Any changes to the exterior architecture that, in the discretion of City Staff, do not materially detract from or diminish the essential style or quality of the building architecture as originally approved herein
- (vi) Any changes to landscaping that, in the discretion of City Staff, do not materially detract from or diminish the essential style or quality of the landscape plan as originally approved herein
- (vii) Any changes to building footprint location and/drive aisle location in excess of 25 feet.
- (viii) The installation of all signs within the development, within the requirements established herein.

Exhibit "E"

PUD Standards-Departures and Deviations and Other Approvals

Uses

1. The total number of residential dwelling units may include up to 609 market-rate dwelling units plus affordable dwelling units equal to 10% of the number of market-rate dwelling units, such that if 609 market-rate dwelling units are built, an additional 61 affordable dwelling units shall be required, for a total of 670 dwelling units in total.
2. First floor multi-family residential shall be permitted in all of the buildings shown on the PUD Site Plan except for (i) those abutting State Route 38, labelled as Retail/Restaurant buildings A, B1, B2, C1, C2 and D, and (ii) those buildings labeled Mixed Use D1, D2 and D3.
3. Multi-family residential units may be established on the second and higher floors of all buildings shown on the PUD Plan except for buildings abutting State Route 38, and labelled as "Retail / Restaurant buildings A, B1, B2, C1, C2 and D".
4. Senior "independent living" and Affordable Housing Units facilities shall be permitted where residential use is permitted herein, with Affordable Housing Units to be constructed as provided in the Affordable Housing Agreement to be entered into between the City and the Applicant.
5. Private outdoor recreation to accommodate a private swimming pool and other water-features as shown on the PUD Site Plan shall be allowed. Also, swimming pools and exercise facilities are permitted within any building.
6. Multi-family dwellings shall be permitted either as apartment buildings for rent and/or condominium buildings for sale.
7. Drive-Through Facilities shall be permitted uses for buildings abutting State Route 38, labelled as Retail/Restaurant buildings A, B1, B2, C1, C2 or D, subject to the requirements applicable to Drive-Through Facilities in the Municipal Code.
8. The Developer may include or exclude first floor commercial space within one or more of Mixed Use Buildings B1, B2, and/or B3 all at the discretion of the Developer based upon market demand for additional commercial space or lack thereof. Any of such buildings constructed without provision for commercial space on the ground level may be constructed as a 100% "residential" building, in the same style and scale as other all-residential buildings otherwise permitted by the PUD Plan (such as building D1) may be constructed.

Permitted Changes to the PUD Site Plan

9. The combination (connection) of two or more buildings shown on the PUD Site Plan at any one or more of their floors into one building, or the separation of any one building shown on the PUD Plan into two buildings, shall be permitted.
10. The Developer may increase or decrease in the number of retail buildings and associated square footage with respect to those buildings shown on the PUD Site Plan as abutting Illinois State Route 38 (now labeled as Retail/Restaurant buildings A, B1, B2, C1, C2 or D), it being agreed and understood that the number of buildings, and associated square footage may be increased or decreased as the market may demand at the discretion of the Developer, provided, however, that residential may not be included in any of these buildings abutting State Route 38. Additionally, drive-through facilities shall be permitted uses for any of these buildings A, B1, B2, C1, C2 or D, subject to compliance with the requirements applicable to drive-through facilities in the Municipal Code

Subdivision and Phasing

11. The Prairie Centre PUD will be initially platted and developed as a one-lot subdivision, with multiple buildings on this single lot as shown on the PUD Site Plan. No internal streets (whether public or private) need be established within the one-lot subdivision but, instead, a permanent blanket cross-access easement shall be established over the entire subdivision as shown on the Preliminary Plat of Subdivision. The blanket cross-access easement shall provide access between all buildings to the adjacent public streets of Illinois State Route 38 on the south, and Prairie Street on the north, and to the east and west property lines

at locations where cross access connections to adjacent properties are shown on the PUD Site Plan. Such blanket cross-access easement shall not include areas where buildings are to be constructed as shown on the approved PUD Site Plan.

12. The single-lot may, at the discretion of the Owner/Developer, later be resubdivided into one or more additional lots (each an “**Additional Lot**”), and such resubdivision shall be deemed a change subject to Administrative Change to the PUD; provided, however, that the plat of resubdivision, itself, shall require processing and approval as provided in Title 16 of the St. Charles Municipal Code. As to any one or more Lots created by the initial plat of subdivision of any plats of resubdivision that may be established with respect to the Prairie Centre Project, the following shall apply:
 - a. No internal streets (whether public or private) need be established within the one-lot subdivision but, provided a blanket cross access easement over the entire site has been established.
 - b. There shall be no restriction requiring not more than one principal building per lot;
 - c. There shall be no minimum lot area;
 - d. There will be no minimum lot width;
 - e. There will be no maximum building coverage area;
 - f. There will be no maximum gross floor area per building provided that each building footprint shall be in substantial accordance with the PUD Site Plan (subject, however, to the provision that buildings shown on the PUD Site Plan may be connected or divided.)
13. There shall be no maximum block length.
14. Lots need not be rectangular in shape.
15. Double-frontage lots abutting internal access easements shall be permitted as shown on the Approved PUD Site Plan.
16. No perimeter utility easement shall be required with respect to any lot or Additional Lot provided a blanket utility easement has been provided, as shown on the Preliminary Plat of Subdivision. Such blanket easement shall not include areas where buildings are to be constructed as shown on the approved PUD Site Plan.
17. Notwithstanding the provisions of Section 16.04.120 of the Municipal Code, the Developer shall be entitled to construct in phases the Prairie Centre Project as approved by the Approved Preliminary PUD Plans, with such phased construction of buildings to be based on market demand. In connection with such phased construction and build-out, the Developer shall only be required to construct, and bond for (and to provide a completion guaranty with respect to) the public improvements and other Land Improvements contemplated by the Approved Preliminary PUD Plans which, in the reasonable judgment of the City’s engineer, are required to (i) support the buildings being constructed and / or (ii) to assure the safety of the occupants of said buildings.
18. Irrespective of the order in which buildings are constructed, the Developer shall construct, and bond for (and to provide a completion guaranty with respect to) the following improvements contemplated by the Approved Preliminary PUD Plans concurrent with the first phase of construction:
 - a. Disconnection of the sanitary sewer at the property line of the Covington Court Subdivision and construction of a new sanitary sewer line connecting the sanitary sewer system located on the site to an existing sanitary sewer located along Illinois State Route 38 near 14th Street, all as depicted on the Preliminary Engineering Plans.
 - b. Installation of the on-site stormwater detention basin as depicted on the Preliminary Engineering Plans. Installation of the stormwater detention system may be phased provided that at each phase, the developer can demonstrate that the project is in compliance with the requirements of the City’s Stormwater Management Ordinance, Title 18 of the Municipal Code. The total detention volume within the off-site 14th Street detention basin shall be based upon the actual volume as determined by survey information.
 - c. Installation of the north-south boulevard from Illinois State Route 38 to Prarie Street as shown on the PUD Site Plan. Installation of the section located between Prairie Street and the roundabout may be deferred in order to accommodate construction of Residential Buildings C3 and B2.

Setbacks

19. There will be no parking or building setbacks from interior lot lines.
20. The setbacks from the Prairie Street right-of-way and the Illinois State right-of-way shall be as follows:
 - a. 10 feet building setback from Prairie Street;
 - b. 25 feet building setback from Route 38
 - c. 0 feet parking setback from Prairie Street if on-street parking is provided, otherwise 10 feet

- d. 25 foot parking setback from Route 38
- 21. Only side yard requirements shall be from the east and west outside property lines on the entire project, as follows:
 - a. 10 feet building setback for residential Building F1 from the east property line, otherwise 15 feet along the east property line;
 - b. 15 feet building setback along the north east property line (for residential Buildings F2 and C2);
 - c. 10 feet building setback line from the west property line with respect to Retail Restaurant A, otherwise 15 feet along the west property line
 - d. 0 parking setback from both the east and west outside project lot lines.

Landscaping

- 22. No Landscape Buffer Yard, as defined in the Municipal Code, shall be required anywhere within the Project.
- 23. Landscaping for the Project shall be deemed satisfied by the landscaping shown in the Approved Preliminary PUD Site Plans, subject to the following:
 - a. Notwithstanding the provisions of Section 17.26.080 of the Municipal Code, building foundation landscaping would not be required along mixed-use buildings and retail/residential buildings, but shall be provided along residential buildings where shown on the Approved Preliminary PUD Site Plans.
 - b. Notwithstanding the provisions of Section 17.26.090.A of the Municipal Code, public street frontage landscaping would not be required along Prairie Street (but would be required along Illinois Route 38).
 - c. Notwithstanding the provisions of Section 17.26.090.C of the Municipal Code, the landscape plans which are submitted as part of the approved Preliminary PUD Plans shall satisfy/replace the 10% internal landscape area requirement contained in the Municipal Code.

Building Design

- 24. The maximum building height for a mixed-use building with a flat roof and a residential building with a pitched roof shall be 52 feet in height, and the maximum height for the retail buildings that abut Illinois State Route 38 shall be 40 feet in height. Mixed use buildings with a pitched roof may be up to 64 feet in height.
- 25. Building architecture deviations and departures are approved as follows:
 - a. The residential and mixed-use building architecture is approved notwithstanding the requirements of Section 17.06.030.A.1 of the Municipal Code;
 - b. Architecture for the retail/restaurant buildings shall be submitted for review as a PUD Preliminary Plan under Section 17.04.410.F of the Municipal Code.
- 26. The use of the following exterior building materials is hereby permitted: masonry; precast; glass; cement fiber siding and trim; aluminum fascia; aluminum soffits; aluminum gutters; aluminum storefront; vinyl windows.
- 27. For any Mixed Use or Residential buildings that are connected together as depicted on the PUD Site Plan, in order to reduce the apparent mass and monotony of the buildings, the connection between the buildings shall 1) be set back from the adjacent front and rear elevations for a sufficient distance to provide a clear visual break in the wall plane of the building and 2) incorporate design elements that contrast from the design of the remainder of the elevation. Examples of contrasting elements include varying façade materials or patterns, fenestration, or rooflines.

Signs

- 28. Signage shall be permitted per Exhibit "H" and shall be reviewed as an Authorized Administrative Change.

Parking

- 29. A parking deviation is hereby approved so as to provide for the calculation of required parking spaces using the methodology and "Spaces Required" for each type of use as shown on Exhibit F attached hereto (with the parking spaces required though the use of Exhibit F being called the "PUD Parking Requirements"). At the time of each building permit application by the Developer, the City shall require that the Developer have (or to then put) in place only the parking spaces required to serve (i) the previously built buildings and (ii) those new buildings as to which the building permit pertains. Although the Approved Preliminary PUD

Plans show that the project could provide as many as 1,426 parking spaces (on and below grade), the Developer shall only be required to provide the number of parking spaces equal to that number produced by calculation made pursuant to the methodology contained in Exhibit "F", and then only incrementally as necessary to serve the project as the PUD project is being incrementally constructed. Notwithstanding the foregoing, the City may hereafter allow (as an Authorized Administrative Change) an increase in the "Reduction for Shared Parking" showing on Exhibit "F" (with a corresponding reduction in the PUD Parking Requirements) if the Developer can establish to the reasonable satisfaction of the City's administration that less on-site parking is necessary due to any of the following: (i) ride sharing arrangements; (ii) the advent and common use of driverless cars; (iii) additional public transportation being provided in the area; (iv) demonstration by the Developer that historic parking requirements within the Prairie Centre Project have been less than projected; and / or (v) other factors not previously considered and deemed persuasive by the City's administration.

Exhibit "F" Parking Calculations

PRAIRIE CENTRE PARKING ANALYSIS*

<u>Required Parking</u>						
<u>Use</u>	<u>Qty*</u>	<u>Unit</u>	<u>Spaces Required</u>	<u>per</u>	<u>unit</u>	<u>Line Total Required</u>
Residential 1 Bedroom	280	Unit	1.2		Unit	336.00
Residential 2 Bedroom	315	Unit	1.7		Unit	535.50
Senior Independent Living	<u>75</u>	Unit	0.25		Unit	18.75
Sub-Total	670	Units				
Personal services (salon)	20,000	GSF	3	1000	GSF	60.00
Health and fitness	5,000	GSF	5	1000	GSF	25.00
Retail, indoor recreation, amuse	52,000	GSF	4	1000	GSF	208.00
Medical, dental, office	6,000	GSF	4	1000	GSF	24.00
Coffee or Tea Room	6,000	GSF	5	1000	GSF	30.00
Restaurant, Tavern/bar	<u>33,150</u>	GSF	10	1000	GSF	<u>331.5</u>
Sub-Total	120,318	GSF				1568.75
15% Reduction for Shared Parking						<u>-235.31</u>
Required Parking						<u>1333</u>
*Use actual quantities						

Exhibit “G” Sign Requirements

Type	Number/Location	Setback from ROW	Maximum Area	Maximum Height	Other requirements
Development Identification Sign	Two at central entrance from Rt. 38 One at each other entrance from a public street One at each public street entrance, (2 signs on Prairie St., 4 on Rt. 38)	5 ft.	Area 75 sf	8 ft.	Monument sign only, cannot be internally lit, must display development name and/or logo only
Shopping Center Signs	Two permitted along Rt. 38	10 ft.	1 st sign: 225 sf 2 nd sign: 100 sf	1 st sign: 30 ft. 2 nd sign: 15 ft.	
Freestanding Signs for Retail/ Restaurant Buildings	One per building	10 ft.	50 sf.	8 ft.	Monument sign only
Wall Signs	Mixed Use buildings: One per business on each wall/frontage of the business Retail/Restaurant Buildings: -For single tenant buildings, 1 per wall -For multi-tenant buildings, 1 per business on each wall/frontage of the business		1.5 sf times the linear width of the wall		
Awnings/ Canopies	1 per business on each wall/frontage of the business		Lettering = 1 sf per linear ft. frontage of awning/canopy		Awnings shall be made of cloth. Backlit awnings are prohibited.
Projecting Signs	1 per business		18 sf		Maximum 4 ft. projection from wall
Banners on freestanding poles	Permitted on all light poles	5 ft.	18 sf		

Community & Economic Development
 Planning Division

Phone: (630) 377-4443
 Fax: (630) 377-4062



ST. CHARLES
 SINCE 1834

STAFF ANALYSIS MEMO

TO: Chairman Todd Bancroft
 And the Members of the Planning & Development Committee

CC: Rita Tungare, Director of Community & Economic Development
 John McGuirk, City Attorney

FROM: Russell Colby, Planning Division Manager

RE: Prairie Center PUD

DATE: February 7, 2017

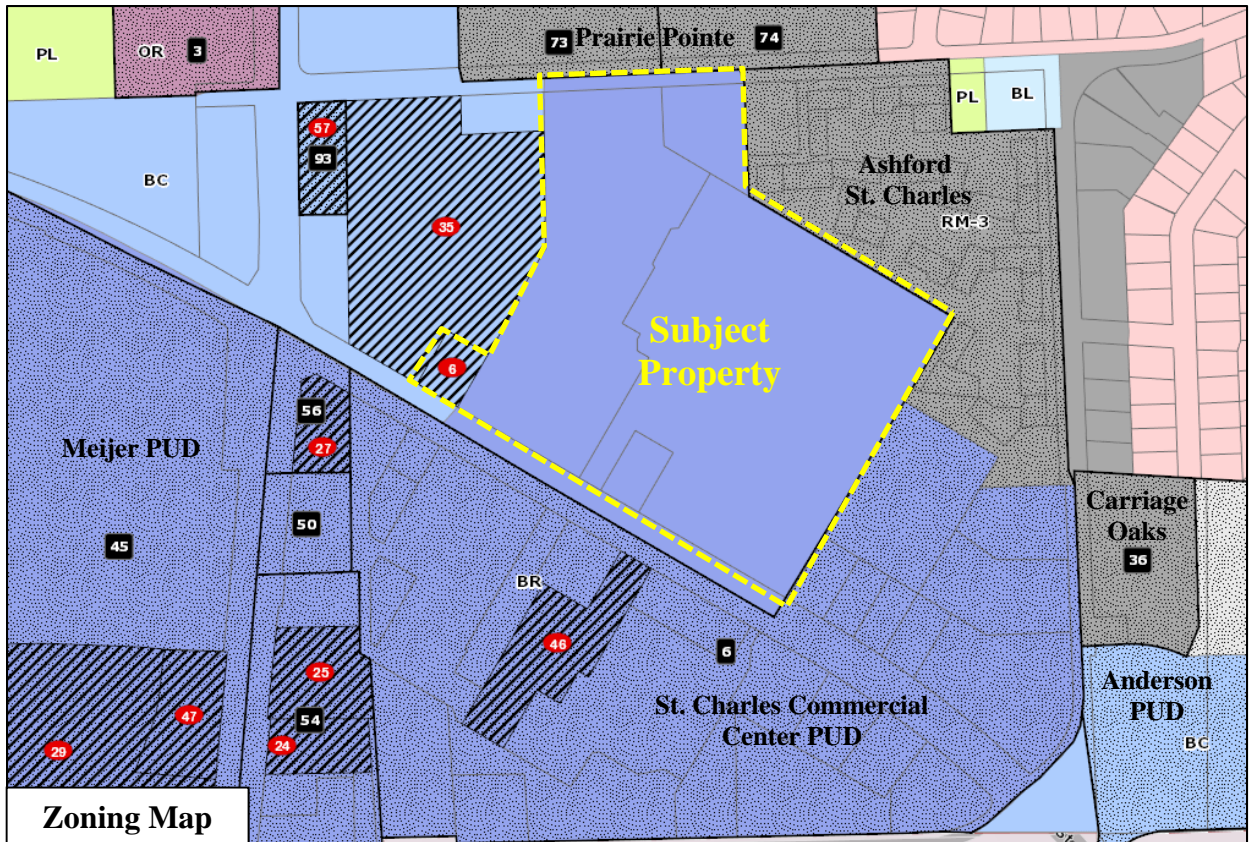
I. APPLICATION INFORMATION:

Project Name: Prairie Center

Applicant: Shodeen Group, LLC

Purpose: Planned Unit Development (PUD) approval for mixed-use redevelopment of former St. Charles Mall property

General Information:		
Site Information		
Location	North of IL Rt. 38/ Lincoln Hwy., south of Prairie St., east of Randall Rd.	
Acres	27 acres	
Applications	Special Use for PUD, PUD Preliminary Plan	
Applicable Code	17.04 Administration	
Sections	17.14 Business and Mixed Use Districts	
Existing Conditions		
Land Use	Vacant	
Zoning	BR Regional Business District BC Community Business District - SU (former Burger King property)	
Zoning Summary		
North	RM-3 General Residential Dist. - PUD	Prairie Pointe Apartments (formerly Wessel Ct) Ashford St. Charles Apts. (formerly Covington)
East	BR Regional Business Dist. – PUD RM-3 General Residential Dist. - PUD	St. Charles Commercial Ctr.-Binny’s, Jiffy Lube Ashford St. Charles Apts. (formerly Covington)
South	BR Regional Business Dist. – PUD	Tri-City Shopping Center
West	BC Community Business Dist. - SU	Jewel-Osco store with Drive-Through Retail strip on Prairie St.
Comprehensive Plan Designation		
Corridor/Regional Commercial and Potential Mixed Use (located in West Gateway Sub Area)		



II. BACKGROUND / SITE HISTORY

The subject property is a 26.48-acre site comprised of:

- The former St. Charles Mall property
- Outlot parcels around the former St. Charles Mall property (former Burger King and former Colonial Café fronting Lincoln Hwy.; undeveloped outlot parcel fronting on Prairie Street)

Development History of the Site

St. Charles Mall

- 1980 – St. Charles Mall opens at the site. The mall consisted of a 290,000 square foot shopping center that included Spiess and K-Mart stores as main anchors.
- 1993 – Mall tenants began vacating the property.
- 1996 – Last tenant leaves and the St. Charles Mall closed.

Auto Mall proposal & TIF District

- 2000 – TIF District established. (The TIF district will expire in 2023.)
- 2002 – City entered a Redevelopment Agreement to facilitate the construction of an Auto Mall at the site. Zoning approval for an auto mall was granted.
- 2003 – Mall building was demolished.
- The Auto Mall project did not move forward.

Towne Centre Proposal

- 2007 – Shodeen submitted a Concept Plan for review of a mixed-use development with approximately 1,000 residential units and 250,000 square feet of commercial space. The proposal included 3 parking decks with approximately 2,000 parking spaces and multi-story buildings of up to 8 stories tall.
- 2008 – Shodeen filed formal zoning applications for the approval of the Towne Centre project. Applications included creation of a new mixed-use zoning district, rezoning of the entire property to the mixed use district, and PUD approval. The residential unit count was 777 units.
- Project was reviewed over 9 Plan Commission public hearings from Dec. 2008 to April 2010. The residential unit count was reduced to 675 units prior to the conclusion of the hearings.
- April-May 2010:
 - Plan Commission recommended approval of the project.
 - Planning & Development Committee recommended denial of the project.
 - City Council voted to deny the application to create the new mixed use zoning district, and therefore the rest of the zoning applications were dismissed.

Prairie Center Proposal

- May 2015 – Shodeen held a neighborhood meeting regarding the Prairie Center proposal.
- October 2015 – Shodeen submitted a Concept Plan Application for Prairie Center. The Concept Plan includes both a PUD Concept Plan and an Alternative Site Plan. The Alternate Site Plan would require only a rezoning request, with no PUD needed.
- November 2015 – Shodeen held a second neighborhood meeting.
- January 2016 – The Concept Plan Application was reviewed by the Plan Commission and Planning & Development Committee.

III. PROPOSAL

PUD Application

Shodeen Group, LLC has submitted two applications requesting approval of a Planned Unit Development (PUD) for the Prairie Center project:

- **Special Use for Planned Unit Development (PUD)** to establish zoning and development standards for the project. The PUD approval would grant deviations to the underlying BR Regional Business District zoning. The deviations necessary for the project are related to: Permitted and special uses (to allow residential use), bulk requirements for buildings, building design requirements, landscaping requirements and off-street parking requirements. (These items are as discussed in the “Zoning Review” section of this memo.)
- **PUD Preliminary Plan** requesting approval of the overall site layout, preliminary engineering plans, partial building architectural elevations, and a partial landscape plan.

The proposal has similar land uses to the Concept Plan reviewed in January 2016, including commercial uses along Rt. 38, an area of mixed use buildings, and an area of residential buildings. The site plan and street layout has been modified based on comments received during the Concept Plan review.

Three building (B1, B2 and B3) are shown as mixed use buildings, but the applicant has requested the ability to eliminate the commercial uses within those buildings in response to market demand.

Development Data Summary		
	PUD Site Plan	If Building B1, B2, B3 are residential only, not mixed use
Commercial square footage (in mixed use bldgs.)	83,328 sf	49,920 sf
Retail/Restaurant square footage (in outlot buildings)	33,150 sf	33,150 sf
Residential units	670 units	670 units
Gross Residential Density	24.8 dwelling units per acre	24.8 dwelling units per acre

Map Amendment Application

A separate application requesting residential rezoning to the RM-3 General Residential District has also been filed. The intent of this application is to request residential zoning of a portion of the property in the event that the applicant chooses to withdraw the PUD applications during the review process (or after, if the project is denied).

At this time, the applicant has requested that the City review the PUD applications first, and not take any action to schedule review of the Map Amendment application.

The Map Amendment application is not part of the current public hearing. The Map Amendment application would require a separate public hearing to be scheduled at a future date.

Development under a PUD vs. straight zoning (without a PUD)

With a PUD, the scope of the City’s review during the public hearing and approval process is greater and more information is required at the time of the initial application. Plan submittals with a PUD application include a Subdivision Plat, Preliminary Engineering Plans, Preliminary Landscape Plans, and Building Architectural Elevations. PUDs also provide the City more discretion to negotiate a greater level of amenities or other public benefits than would otherwise be required by the minimum City Code zoning and subdivision standards.

With a Map Amendment (rezoning), the scope of review during the public hearing and approval process is limited to the change in zoning classification. No information regarding the development of the property is required. Subsequent to the granting of zoning, a property owner is entitled to request subdivision of the property (if desired, or if required based upon the development plan) and building permits, subject to conformance with the minimum code requirements of the City.

IV. COMPREHENSIVE PLAN

The City adopted the current Comprehensive Plan in 2013. The City undertook an extensive planning and public engagement process to develop the Comprehensive Plan. Over a two-year period, the City hosted numerous public meeting, workshops and open houses.

During the planning process, a significant amount of discussion was devoted to three key focus areas. These focus areas are included as Sub Area plans within the plan document. The subject property and adjacent Randall Road corridor are part of the West Gateway Sub Area.

Two chapters of the Comprehensive Plan include multiple references to the future development of the subject property:

- [Chapter 4- Land Use Plan](#)
- [Chapter 8- West Gateway Sub Area Plan](#)

The sections below references policies and recommendations which are directly applicable to the development of the subject property. These sections are provided below for reference and it is recommended to review the entire chapters of the plan for additional context.

Chapter 4- Land Use Plan

Future Land Use Map (p.40) designates the site as “Corridor/Regional Commercial.”

Areas designated as Corridor/Regional Commercial are intended to accommodate larger shopping centers and developments that serve a more regional function, capitalizing on traffic volumes along the City’s busy streets and drawing on a customer base that extends beyond the City limits. These areas are appropriate for “big box” stores, national retailers, and regional malls or a “critical mass” of multiple stores and large shared parking areas. Commercial service uses can also have an appropriate place in corridor/regional commercial areas, but must be compatible with adjacent and nearby retail and commercial shopping areas and be located as to not occupy prime retail locations.

Residential Areas Framework Plan (p.45):

Area “G”: These two redevelopment sites [Charlestowne Mall and former St. Charles Mall site] have potential to develop with a mix of uses. The City should work with the property owners to explore mixed use development on these sites provided the development can assist in meeting other community objectives.

Mixed Use Outside of Downtown (p.47)

The Land Use Plan identifies both the Charlestowne Mall site in the City’s East Gateway and the Old St. Charles Mall site in the West Gateway as Corridor/Regional Commercial areas. However, both of these sites have potential for Mixed Use development, and similar to Downtown, each could foster a pedestrian-oriented mixed use node, with a mix of retail, restaurant, entertainment, recreation, and residential uses. This dynamic mix of uses in close proximity to major arterial streets has the potential not only to create a vibrant and inviting destination but also serve as a catalyst for needed investment in these important areas of the City. Building orientation in the area should have a strong orientation to major streets and careful consideration should be given to its impact on adjacent residential areas. Additionally, residential uses/ development within these mixed use areas should refer to the Residential Areas Framework Plan for additional considerations and recommendations. In these areas, it is important to maintain a healthy balance of users.

Commercial Area Policies (p. 48)

Continue to work with property owners and community members to finalize an acceptable development for the former St. Charles Mall Site.

This 30-acre site may represent the most significant redevelopment opportunity within the Randall Road corridor. Despite great potential, the opposition voiced by some members of the St. Charles community to past development proposals has highlighted the need for a clear vision for this site. Throughout the outreach exercises conducted as part of the Comprehensive Plan, the citizenry remained split on appropriate uses for the site. Chapter 8 – Subarea Plans provides three development alternatives for the site, however the ultimate solution may be an even different concept altogether. Currently the vacant site is impacting the commercial vitality of the area and negatively impacting nearby sites. What is desired by many residents may not be economically feasible, which is likely the primary reason the site remains vacant.

Chapter 8- Sub Area Plans

The Subject Property is located within the West Gateway Subarea. Goals and Objectives (p. 94) are listed below:

Subarea Goals

The West Gateway subarea provides unique opportunities within a specific context of a corridor capable of competing with other commercial areas of the City, including Downtown. These opportunities and goals are not meant to create competition with Downtown; rather, they strive to complement each other. The overall vision for the subarea includes the following elements:

- *An economically competitive corridor that capitalizes on its unique advantages and regional position and complements downtown.*
- *Redevelopment and repositioning to include the next generation of regional development and services.*
- *An attractive environment that is distinguishable from adjacent communities and respectful of surrounding neighborhoods.*
- *A multi-use area that provides a balance in and ease of access between residential, commercial, and retail activities.*

Subarea Objectives

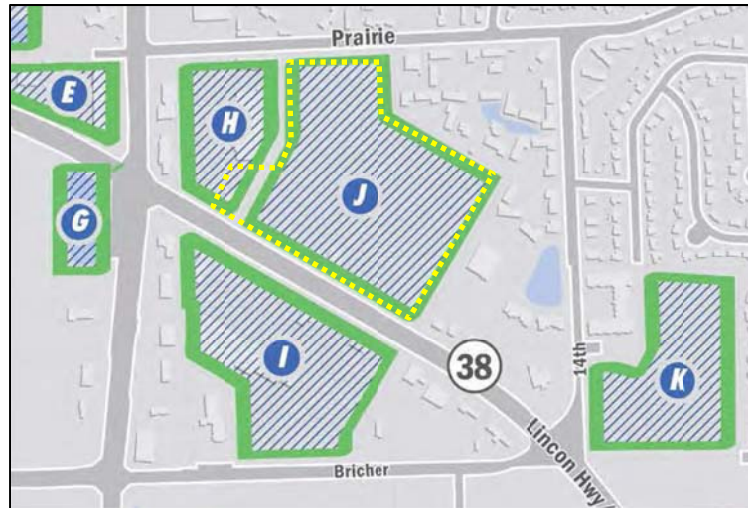
- *Improvement of the appearance of the Randall Road Corridor and the identity of the St. Charles community through installation of streetscaping, wayfinding, and gateway elements.*
- *Enhancement of the character of both existing and new development through on-site landscaping, attractive building design and materials, and more consistent signage regulation.*
- *Improved mobility and access throughout the corridor, including between adjacent development sites or blocks.*
- *Comprehensive bicycle, pedestrian, and transit access through infrastructure and technology improvements.*
- *Preservation of surrounding neighborhoods through the use of screening and buffering from commercial development.*
- ***Redevelopment of the St. Charles Mall site with activities and a character that complement Randall Road and maintain an appropriate relationship with adjacent neighborhoods.***
- *Creation of market-responsive development parcels that can accommodate projects of an appropriate scale and phasing over time.*
- *A transitioning land use pattern that is supportive of Bus Rapid Transit (BRT) along Randall Road.*
- *Achieve balance by promoting connections between the Downtown and the West Gateway area without competing with the Downtown.*

West Gateway Sub Area Plan Catalyst Sites (p.97)

The Subject Property is identified as Catalyst Site “J” and includes a small portion of Site H.

The Prairie Center Concept Plan site area is shown in the yellow dashed box.

Three different redevelopment alternatives for Sites H, I, and J are shown on p. 98.



- **Site J:** *This 30-acre site may represent the most significant redevelopment opportunity within the Randall Road corridor. Despite great potential, the opposition voiced by some members of the St. Charles community to the St. Charles Towne Centre proposal highlights the complexity and sensitivity of the site’s future development. Throughout the outreach process, residents voiced different ideas for the site, underscoring the fact that the community remains split on the best use of the site. On the following page, this Plan presents 3 different alternatives for the site’s redevelopment. It is important to note that the final development option should be market viable. Due to the significance and complexity of this site, any redevelopment proposal should be subject to the Planned Unit Development approval process.*
- **Site H:** *The Jewel-Osco is an active grocery store providing nearby residents with access to daily necessities. Situated between the old St. Charles Mall site and Randall Road, the store is a neighborhood commercial use located on a regional commercial corridor. Through either a land-swap or incorporating the site into the larger redevelopment of the St. Charles Mall, the grocery use could be located further east with strong orientation to Lincoln Highway/IL 38, allowing the Randall Road frontage to develop more intensely, maximizing its location along the regional corridor.*
- **Site I:** *The Tri-City Center is a neighborhood scaled shopping center with strong orientation to Lincoln Highway and limited visibility from Randall Road. The mall has struggled to stay competitive and is characterized by excessive vacancies. Redevelopment of the site should explore repositioning the site towards Randall Road, which averages 39,000 cars per day (Lincoln Highway averages only 17,000). Redevelopment of the site should also explore improving the site’s visibility and access to Randall Road by acquiring and eliminating some of the existing outlot buildings.*

St. Charles Mall (Site H, I and J) Redevelopment Alternatives (p.98)

Three different redevelopment land use plan alternatives are depicted on this page, along with a list of considerations applying to each alternative.

Page 98 of the Comprehensive Plan is included on the next page, with the boundaries of the Prairie Center Concept Plan site area identified.

St. Charles Mall (Site H, I and J) Redevelopment Alternatives



Regional Relocation

This concept illustrates how the redevelopment area can be repositioned to better capitalize on Randall Road as a regional commercial corridor. By relocating both the Jewel-Osco, along with portions of the Tri-City Center to front Lincoln Highway, deeper development parcels can be created that front on Randall Road. These new lots would utilize existing Randall Road development as out lots, and could accommodate regional big-box development, however consideration should be given to taking some of this development offline to improve exposure and access to Randall Road. Other small-format development could be developed along the Lincoln Highway frontage to serve nearby residents and patrons from throughout the region traveling along or shopping within the Randall Road corridor.

Considerations

- » Can accommodate regional commercial development and big-box, as well as other regional uses such as entertainment, educational facilities, etc.
- » Preserves much of the existing out-lot development fronting on Randall Road
- » Represents no significant deviation from current Randall Road development pattern or function
- » Relocates local retail and services
- » Adds no unique character elements to Randall Road corridor
- » Competing with established retail areas on Randall Road
- » Will require additional assembly and/or cooperation with other property owners
- » Provides adequate parking, appropriately screened and landscaped to appear subtle and discreet from surrounding neighborhoods



West Neighborhood Center

This alternative concept preserves much of the existing development along Randall Road and recognizes the limited commercial potential of the mall site should this occur. The Tri-City Center remains, hopeful that the Mall site's redevelopment will foster more synergy along the corridor. The eastern portions of both the mall site and the Tri-City Center site would be redeveloped as a series of mixed use or multi-family/townhouse nodes that provide local retail and services along Lincoln Highway. Densities and housing types should be mindful of market viability, reflecting the need for more aging and affluent households. Both residential and commercial areas should feature attractive pedestrian environments as well as appropriate transitions to surrounding neighborhoods. Redevelopment should be sensitive to differences in building height to avoid harsh transitions.

Considerations

- » Preserves existing development commercial development
- » Creates the small opportunity for a unique "Main Street" environment
- » Provides the opportunity for new residential units creating a potential customer base for businesses
- » Does not take full advantage of the prominence of Randall Road as a regional commercial corridor
- » Tri-City revitalization may be dependent on the success of the Mall redevelopment
- » Does not require site assembly or participation of other property owners



Comprehensive Mixed Use Center

This alternative concept illustrates a redevelopment effort coordinated between both the old mall site and the Tri-City Center site. Randall Road remains fronted with existing shallow-lot retail, while Lincoln Highway/IL Route 38 consists of mixed use development. Interior portions of each block could accommodate a number of uses, while peripheral edges of the redevelopment area accommodate multi-family/townhouse development that transitions to surrounding neighborhoods. Redevelopment should be sensitive to differences in building height as to avoid inappropriate transitions. Open space establishes a framework throughout the site and provides a unique amenity.

Considerations

- » Offers the greatest potential to alter the character of the Randall Road and Lincoln Highway corridors
- » Integrates a variety of uses that may be more responsive to changing market trends
- » Provides the opportunity to fully integrate infrastructure and open space systems into development
- » Represents a comprehensive master planned development concept that can be difficult to effectively implement
- » Replaces a majority of the existing investment in the development area
- » Requires policy and regulatory changes to foster implementation
- » Will require additional assembly and/or cooperation with other property owners
- » Allows residential uses above commercial uses, but not stand-alone multi-family buildings
- » Promotes multi-family products and amenities that foster owner occupied units, such as covered parking, high quality finishes, integrated recreation, etc.

Concept Legend

- Regionally-Oriented Retail
- Locally-Oriented Retail
- Mixed Use
- Office/Secondary Commercial
- Single Family Attached/Multi-Family
- Integrated Open Space

Potential Redevelopment Models

Single Family Attached/Multi-Family



Local Retail



Mixed Use



Integrated Open Space



V. ZONING

The subject property is zoned BR Regional Business District (except for the former Burger King parcel, zoned BC Community Business).

BR District Purpose Statement, Section 17.14.010 C.

The purpose of the BR Regional Business District is to provide locations along Strategic Regional Arterial corridors for shopping centers and business uses that draw patrons from St. Charles, surrounding communities and the broader region. The BR District consists primarily of large-scale development that has the potential to generate significant automobile traffic. It should be designed in a coordinated manner with an interconnected street network that is consistent with the City’s Comprehensive Plan. Uncoordinated, piecemeal development of small parcels that do not fit into a larger context are discouraged in the BR District. Compatible land uses, access, traffic circulation, stormwater management and natural features, all should be integrated into an overall development plan. Because this district is primarily at high visibility locations, quality building architecture, landscaping and other site improvements are required to ensure superior aesthetic and functional quality.

Development Potential Under existing BR Regional Business Zoning

The BR district permits a wide range of physical development forms and commercial land uses, including intensive retail uses (restaurants, stores, home improvement centers, shopping malls), automobile-oriented uses (gas stations, auto service and sales establishments), and miscellaneous specialized facilities (hospital, university, indoor recreation facilities).

Zoning Review of PUD Plan

Certain zoning deviations are required as a part of the PUD proposal. The table below compares the BR zoning requirements vs. the proposed PUD plan. Deviations necessary through the PUD are in ***bold italics***:

Zoning Uses and Bulk Requirements		
	BR zoning requirement	Proposed per PUD Plan
Permitted and Special Uses	Per Table 17.14-1 of the Zoning Ordinance	Per Table 17.14-1, <i>plus “Dwelling, Multi-Family” as a permitted use where shown on the PUD Plans</i>
Minimum Lot Area	1 acre	27 acres- Single zoning lot for the entire development; <i>No requirement for each building to meet the requirements of a principal building on a lot (17.22.010.A)</i>
Minimum Lot Width	None	574.5 ft. (along Prairie St.) 1218 ft. (along Route 38)
Maximum Building Coverage	30%	24%
Maximum Gross Floor Area per Building	None	Up to 55,872 for mixed use buildings Up to 66,650 for residential buildings
Maximum Building height	40 ft.	<i>52 ft. for mixed use buildings</i> <i>51.5 ft. for residential buildings</i>
Setbacks along public streets	20 ft. for buildings, parking	<i>Prairie Street: 10 ft. building setback</i> <i>Route 38: 25 ft. for buildings & parking</i>

Side yards (east and west property line)	15 ft. for buildings 0 ft. for parking	10 ft. at east property line (Residential F1) 10 ft. at west property line (Retail/Rest. A) 0 ft. for parking
Landscape buffer yard	40 ft. adjacent to residential zoning	No landscape buffer provided.

PARKING

Parking for the project is provided both below buildings and at grade, both along the private streets within the development and within parking lots.

The applicant has provided a list of assumed commercial use square footages. This information was used to calculate the total parking requirement per the Zoning Ordinance. Based on this information, the PUD plans show an actual parking count deviation of 11%

The applicant has requested a 15% deviation through the PUD, to be calculated based on the actual uses as the project is constructed.

Use Category	Parking Requirement	Units or Square footage	Parking Required
Residential:			
1 bedroom: 1.2 spaces per du (280 units)	1.2 per du	280 units	336
2 bedroom: 1.7 spaces per du (315 units)	1.7 per du	315 units	535.5
Independent Living: 0.25 space per du (75 units)	0.25 per du	75 units	18.75
Restaurant or Tavern/Bar	10 per 1,000 sf	33,150 sf	331.5
Other Commercial Uses:			
Personal Services	3 per 1,000 sf	20,000 sf	60
Health/Fitness	5 per 1,000 sf	5,000 sf	25
Retail/Indoor Recreation & Amusement	4 per 1,000 sf	52,000 sf	208
Medical/Dental Clinic	4 per 1,000 sf	6,000 sf	24
Coffee or Tea Room	5 per 1,000 sf	6,000 sf	30
Total required:			1,569 spaces
<u>Provided per the PUD Plan:</u>			
Enclosed (cover spaces under buildings)		670 spaces (1 space per residential unit)	
At grade, in parking lots and along streets		728 spaces (Shared between all uses)	
Total Provided:		1,398 spaces	
Deficiency:		171 spaces	
Total Deviation per Plans:		11%	
Deviation requested through PUD:		15%	

- The actual parking requirement for commercial uses that occupy the square footage could be higher (more restaurant) or lower (with general office use instead of retail use, for example). The actual residential parking requirements could be lower if more senior housing units are provided.
- The Zoning Ordinance provides for the approval of Shared Parking for multi-use developments:
“The same off-street parking spaces may be shared between two (2) or more separate uses on the same lot, but only to the extent that the demand for such spaces by the separate uses will not occur at the same hours during the same days of the week. No shared parking shall be approved unless the Director of Community Development makes a finding that the use of shared parking spaces will not occur at the same hours during the same days of the week, based upon the type of uses and their hours of operation.”
- The applicant has submitted documentation in support of up to a 25% deviation from the parking requirements based on shared parking. However, through the PUD, the applicant is requesting only a 15% deviation. A letter has been submitted listing the factors supporting the shared parking. In summary, those factors include:
 - A percentage of residential and commercial space anticipated to be vacant at any given time.
 - Walkability across the site reducing the need for parking spaces for all customers (given the distances, pedestrian network, and mix of land uses).
 - Potential for age-restricted residential units (which have a lower parking demand)
 - Different peak parking demands for the different uses that are sharing the at-grade parking.
 - The availability of surplus parking at the adjacent Jewel property (which is owned by the applicant).

BUILDING ARCHITECTURE

Architectural Elevations have been submitted showing the typical Residential Building and Mixed Use Building architecture. Drawings have not been submitted for the Retail/Restaurant buildings. The Retail/Restaurant elevations will be reviewed as the part of a future PUD Preliminary Plan submittal.

The development is subject to the Design Review Standards and Guidelines for buildings located in the BR Regional Business District, Section 17.06.030 of the Zoning Ordinance.

The elevation drawings for the Residential and Mixed-Use building appear to comply with all of the standards, except for the following:

- 17.06.030.A.1: *Building façades over one-hundred (100) feet in length shall incorporate wall projections or recesses a minimum of three (3) feet in depth, extending over twenty percent (20%) of the façade.*

Architectural elevations have not been submitted for the rear of the Residential and Mixed-Use buildings, however based on the building and site layout, the rear elevations are expected to be similar in design to the front elevations.

LANDSCAPING

A schematic landscaping plan has been submitted, with details for planting layouts around each of the different building types (Mixed Use, Residential and Retail/Restaurant).

The landscaping requirements in the Zoning Ordinance are written to apply to individual lots, with a building and/or parking lot located entirely within the lot. The proposed site plan integrates buildings, parking lots and streets together on the same lot, which makes direct application of the landscaping requirements unclear.

At the time of building permit, a Final Landscape Plan will need to be provided for each area of the site to be developed. These plans will need to comply with the schematic preliminary landscape plan.

Staff is proposing that the landscaping requirements of Zoning Ordinance Chapter 17.26 be applied as follows:

- *Building Foundation landscaping* (17.26.080) would apply around all residential buildings, but would not be required along the Mixed Use Buildings and Retail/Restaurant buildings (as these have been designed with pedestrian access and wider sidewalks along each building).
- *Public Street Frontage landscaping* (17.26.090.A) would apply to the Illinois Route 38 frontage, but not along Prairie Street, since this frontage has been designed with pedestrian access and wider sidewalks. (If Residential buildings are constructed along Prairie Street instead of mixed use buildings, then Building Foundation landscaping would be provided in this location.
- *Interior Parking Lot landscaping* (17.26.090.C) would be required per the landscape plan. (The 10% landscape area requirement would not apply, as it is unclear how you would designate streets vs. parking aisles vs. parking lots).

VI. ENGINEERING

Preliminary Engineering Review

Revised Preliminary Engineering Plans were submitted for a technical review by staff. Most outstanding review comments are technical in nature and are not expected to result in further changes to the site plan.

The City commissioned utility studies on the project, including a traffic impact study, sanitary sewer evaluation, and water system modeling. The studies are included in the meeting packet materials. The City controlled the scope of each study and the applicant provided a deposit to the City which covered the full cost of the studies.

For more information regarding the engineering review, see the attached memo from Chris Bong, Development Engineering Division Manager.

Fire Department Review

The Fire Department has completed their review of the site plan. The plan as drawn is acceptable for Fire Department access. Compliance with the Fire Code for each building will be determined during Final Engineering and Building Permit review.

Project Phasing

The applicant has not provided building phasing plan, but rather has proposed that buildings be constructed based upon market demand. Based on this information, it is unknown what building or what portion of the project would be constructed first. Additionally, the applicant has requested to install the engineering public improvements incrementally as each building is constructed.

The City's PUD and Subdivision process requires that at the time of Final Plat approval, Final Engineering Plans are to be provided depicting all required public improvements within the subdivision. Prior to the signing of the Final Plat of Subdivision by the City, a Financial Guarantee for the subdivision improvements is to be submitted, and those improvements are to be installed within two years after the recording of the Final Plat. The procedure is listed in the PUD Final Plans and Final Engineering Procedures (City Code Section 17.04.410.E) and within the Procedures chapter of the City's Subdivision Code, Chapter 16.04.

The proposal to allow the engineering improvements to be phased as necessary as buildings are constructed deviates from the procedure outlined in the City Code. Therefore, this request constitutes a deviation as a part of the Special Use for PUD application.

VII. SCHOOL AND PARK DISTRICT

The project will be required to comply with Dedications Chapter of the City's Subdivision Code (Chapter 16.10). This chapter requires either a land donation or an equivalent cash contribution to the School and Park districts based on population generation formulas in the City Code.

The applicant has submitted a Land-Cash Worksheet. Plans and the worksheets have been forwarded to the School and Park Districts for comment.

The applicant and staff have engaged in discussions with the St. Charles Park District regarding a park site within the project. The Park District has expressed an interest in the open space area located adjacent to the detention basin. The revised plans include this park site.

Discussions between the applicant and the Park District regarding this potential park site dedication are ongoing and a plan has not been finalized. A letter from the Park District is included in the packet.

VIII. INCLUSIONARY HOUSING

The City's Inclusionary Housing Ordinance, Title 19 of the City Code, requires either the provision of affordable units within new residential projects, or payment of a fee-in-lieu for units. The City Council can decide whether to accept units or a fee for a given project.

Per the City’s Inclusionary Housing Ordinance, “Affordable Housing” is defined as housing that is within the means of households at 80% Area Median Income (AMI) for ownership units and 60% AMI for rental units, adjusted for household size. In order to be considered affordable, housing costs cannot make up more than 30% of a household’s annual income.

For example, the 2015 maximum rent and income limits:

Household Size	Income Limit	Bedrooms	Maximum Rent
1 to 2 person	\$36,480	1	\$855
3 or more person	\$41,040	2	\$1,026

The applicant has submitted the required Inclusionary Housing Worksheet indicating that the requirements will be met by providing 10% of the units within the development as affordable units.

The affordable housing proposal contemplates a “Density Bonus” of 61 units in addition to 609 market rate units, for a total of 670 units.

Housing Commission Recommendation regarding Location Variance

The applicant has requested a variance under Section 19.02.100, “Location, Phasing and Design,” to allow for the affordable units to be constructed in one or more buildings, as opposed to being distributed throughout the site.

On 11/17/16, the Housing Commission reviewed and recommended approval of the applicant’s request for a variance to allow for the affordable units to be constructed in one or more buildings, as opposed to being distributed throughout the site. The applicant has represented that they are currently working with an affordable senior housing developer.

IX. TAX INCREMENT FINANCING (TIF) DISTRICT

The property is located in a Tax Increment Financing (TIF) District that was created in 2000 and will expire in tax levy year 2023 which is collected in calendar year 2024.

According to the City’s Finance Department, as of April 30, 2016, the TIF district has a bond balance of \$1,305,000. For the City’s current fiscal year (FY 2016-2017), the debt service on the bond is approximately \$222,050. Of this amount, the TIF District will pay approximately \$124,379 and the City’s General Fund will subsidize the remaining \$97,671.

The City Council entered into a Redevelopment Agreement in 2002 for the purpose of constructing an auto mall on the property.

X. SUGGESTED ACTION

Staff has found the application materials to be complete. Upon resolution of outstanding staff comments, the proposal has the ability to meet City Code requirements.

**Community & Economic Development
Development Engineering Division**

Phone: (630) 443-3677

Fax: (630) 377-4062



Memo

Date: January 6, 2017

To: Russell Colby

From: Chris Bong, P.E.

RE: Prairie Centre Preliminary Engineering Update

Since the previous update memo the developer has proposed to increase the total unit count from 609 to 670. As a result, the engineering studies needed to be updated to reflect the increased unit count. The studies have been updated and staff has reviewed the latest preliminary engineering plans and associated engineering studies.

The preliminary engineering plans are not fully approved; however, they appear feasible and we see no reason to delay Plan Commission discussion. Below is a summary of the status of the engineering elements.

Stormwater

The developer proposes to build an onsite detention pond and also upgrade the existing developer-owned detention pond on 14th Street. The developer is required to comply with the Stormwater Ordinance including analyzing pre- and post-development flow rates, which will result in a decrease in downstream stormwater flows. Preliminary analysis shows that there are no significant adverse impacts downstream and the latest preliminary plans provide the adequate stormwater capacity to comply with the ordinance.

Traffic

The HLR traffic impact study revealed existing concerns within the study area, particularly along Randall Road and Prairie Street. While the Prairie Centre development related traffic is expected to contribute to these concerns, the analyses show that the problems will exist with or without the subject development. In summary, the HLR study recommended few traffic improvements as a direct result of this development.

KDOT and IDOT were provided copies of the study for review and we have received comments from both (see attached). The most notable comment that differs from the HLR study was from IDOT in that they are recommending a westbound right-turn lane along IL Rt. 38 at the mall entrances. The IDOT comments were received late last week so the engineer/developer has not yet drafted a response to IDOT.

Regarding the additional residential units, the study has been updated by HLR and the increases in traffic due to the additional 61 units were not notable. It should be added that the version of the study IDOT and KDOT reviewed did not include the additional units. The study will need to be resubmitted to those agencies for an updated review along with a response to their comments.

Sanitary System

The existing sanitary sewer network serving the parcel is tributary to a collector sewer flowing east along Fellows Street and then south along Seventh Court to Gray Street. The Fellows Street collector sewer serves the neighborhood known as the Davis School area and has had a history of sanitary sewer backups during large rainfall events. The developer is proposing an alternate route for the sanitary flow from Prairie Centre that will divert development flows away from the Fellows Street collector sewer to the Gray Street collector sewer.

Modeling of the proposed sewer routing showed that at pre-development 3 of the pipe segments are currently over capacity during a 10-year storm design event. The proposed Prairie Centre sewer flows will cause an additional 2 pipe segments to be over capacity during that same event. These pipes are not drastically over capacity but will require upsizing at some point in the future. The study contemplates a future project to upsize the older pipe segments at the far downstream end of this collector sewer.

The study was revised to incorporate the additional 61 units and the results were not notable.

Water System

Water modeling indicates that on a preliminary basis, necessary fire flows will be available at the proposed buildings and fire hydrants. The model will need to be updated based on the final building program and watermain layout prior to final City Council approval.

KANE COUNTY

DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

October 6, 2016

Mr. Chris Bong
City of St. Charles
Two East Main Street
St. Charles, IL 60174

[VIA EMAIL]

RE: Prairie Centre Traffic Impact Study
Randall Road & IL Route 38 (NE Quadrant)
(Old St. Charles Mall Site)

Dear Chris:

Thank you for the opportunity to review the Traffic Impact Study for the proposed Prairie Centre site, dated 8-17-16, prepared by HLR. While the proposed development does not have any direct access to a County highway, there will be traffic loading onto Randall Road nearby (a County highway). We have completed our review and offer the following comments:

1. We concur with the study's findings regarding the project's characteristics including traffic generations, trip distribution, and traffic assignments. The 15% internal capture rate assumption between the on-site residential uses with the restaurants and retail is reasonable. We also concur with their findings regarding pass-by traffic characteristics for the development. It should be noted that the adjacent commercial development on the south side of IL Route 38 will also attract internal trips, which was not assumed in the traffic study. This traffic pattern is evident from a review of 2016 existing traffic volumes between the two commercial developments north and south of IL 38.
2. The study indicates that a significant amount of site-generated trips will use Randall Road & IL Route 38. As the site develops, vehicle progression (signal timing) along these two Strategic Regional Arterials will need adjustments to handle the additional traffic loading. Once a majority of the site is developed, KDOT recommends the developer conduct a re-optimization study of the adjacent traffic signals which are all on an interconnected system. Specifically, the intersections of Randall/Oak, Randall/Prairie, Randall/38, Randall/Bricher, 38/West Mall Entrance, and 38/Bricher/14th Street should be included in the optimization. KDOT can work with the City on a logical timeframe for when this optimization would occur.

If you have any questions, contact me at 630-584-1171.

Sincerely,

Kurt E. Nika, P.E.
Chief of Traffic Operations & Permitting

Cc: Alex Garbe, HLR (via email)
File



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

PERMITS

Location: IL 38 (Roosevelt Rd.) and Randall Road (NEC)

Municipality: City of St. Charles, Kane County

Re: Prairie Center Redevelopment

Reference No.: 045-72782

December 29, 2016

Mr. Chris Bong, P.E.
City Engineer
City of St. Charles
Two East Main Street
St. Charles, IL 60174

Dear Mr. Bong:

We have completed our review of the Traffic Impact Study (TIS) for the subject location. Our comments are marked on the enclosed TIS, which must be returned with your next submittal, and are detailed below:

PROGRAMMING – GEOMETRICS COMMENTS

See enclosed comments & markups

TRAFFIC PROGRAMS – STUDIES COMMENTS

1. At the intersection of Randall Road and Prairie Street, an exclusive northbound to eastbound right-turn lane is warranted for existing as well as Year 2026 Build and No Build Conditions. The capacity analyses do not reflect an exclusive northbound right-turn lane along Randall Road at Prairie Street. Is an exclusive right-turn lane proposed as part of the future Kane County Add-Lane project along Randall Road?
2. It is unclear in the capacity analyses what heavy vehicle percentages were used for primary traffic along the major routes such as Randall Road as well as IL Route 38. Reprint capacity reports to show percentage of heavy vehicles at the 4 signalized intersections analyzed in the study.
3. Along IL Route 38 between Randall Road and the West Mall Access, the through volumes for the various peak hours analyzed in the TIS do not balance. With only 2 limited access (Right-In/Right-Out) driveways between these 2 signalized intersections, the through volumes along the State highway should balance better. Revise all appropriate exhibits accordingly.
4. Along Randall Road between IL Route 38 and Prairie Street, the through volumes for the various peak hours analyzed in the TIS do not balance. With no access driveways between these 2 signalized intersections, the through traffic volumes along the Kane County highway should balance better. Revise all exhibits accordingly.

5. The development's impact to the intersection of IL Route 38 and West Mall Access needs to be mitigated. The development is increasing the eastbound left-turn volume by a factor of 20 in the AM peak, a factor of 9 in the PM peak, and a factor of 10 in the Saturday peak hour. At the same time, the development is increasing westbound through and right-turning traffic by 17% in the AM, 6.6% in the PM peak, and 10% in the Saturday peak hour over existing conditions. In addition to the proposed 3-lane southbound approach (left-turn lane, through lane and exclusive right-turn lane) with minor approach left-turn phasing, additional capacity along IL Route 38 needs to be provided. An exclusive westbound right-turn lane needs to be developed along IL Route 38 at the West Mall Access. The existing bus stop and shelter will need to be shifted to the north in conjunction with the new right-turn lane. The existing traffic signal should also be brought up to current standards to provide a traffic signal head per travel lane. Pedestrian accommodations, at West Mall Access, should also be upgraded to current ADA standards (LED countdown pedestrian signals with push buttons, detectable pads, ramps, etc.).
6. The Department concurs with the recommendation to add an exclusive northbound to eastbound right-turn lane on Bricher Road at IL Route 38. If the improvement is not a part of this new development, is the City of Saint Charles proposing to do this project via a highway permit or as a local roads project?
7. Submit three (3) copies of the revised Traffic Impact Study accordingly for continued review; concurrently, submit three (3) copies of an Intersection Design Study (IDS) for IL Route 38 at West Mall Access. Include in the appendix, the IDS for IL Route 38 at Randall Road as well as Randall Road at Prairie Street, from the Kane County Highway Department.

Please revise your TIS in accordance with the above comments and resubmit three (3) revised TIS reports and four (4) full size copies of IDS sheets for all intersections along with a written disposition to all comments to continue the review process.

If you have any questions regarding this matter, please contact Jonathan Karabowicz at (847) 705-4149.

Very truly yours,

John A. Fortmann, P.E.
Region One Engineer

By: 

Thomas G. Gallenbach, P.E.
Traffic Permit Engineer

Traffic Permits – TIS Review

To: Heaven-Baum/Gallenbach/Karabowicz (Traffic/Permits)
From: Harmet/Baczek/Salley/Prola/Perry (Programming/Geometrics Studies Unit)
Subject: St. Charles Prairie Centre Development
Illinois Route 38 (Roosevelt Road) and Randal Road (NEC)
City of St. Charles, Kane County | Reference No. 045-72782
Current: December 8, 2016
Previous: N/A

The Geometrics Studies Unit (GSU) has completed its review of the Traffic Impact Study (TIS) submitted for the subject project. All comments should be incorporated or properly disposed of prior to Geometric Approval.

General Comments:

1. Please revise the ITE code labeled for CVS Pharmacy on page 6 of the TIS.
2. Please balance the traffic volumes in Exhibits 3, 4, 8 and 9.
3. This development should provide two exclusive right turn lanes on Illinois Route 38 at its intersection with East and West Mall Entrances. The GSU recommends providing a westbound right-turn lane with no taper into the East Mall Entrance from the access drive provided between "Brown Chicken" and "Hot Springs Spas". For the West Mall Entrance the GSU recommends providing a westbound right-turn lane with a 200-ft taper and 185-ft of storage per BDE Figure 36-3.I. Please coordinate the relocation of the existing bus stop in the northeast corner of the intersection with Pace.
4. Crosswalks should be provided across Illinois Route 38 at the intersection of West Mall Entrance by this development. Pedestrian push buttons along with countdown timers should be provided at this intersection's traffic signals as well by the development.
5. Please include an Intersection Design Study with the next submittal for the intersection of Illinois Route 38 and West Mall Entrance.
6. Please provide either a side-path or a sidewalk along the frontage of this development to Illinois Route 38.
7. ADA details for impacted and/or proposed curb ramps should be included in the next submittal on separate plan sheets. Please follow the enclosed ADA Detail Template prepared by IDOT District One for all proposed curb ramps within the project limits. An ADA Statement of Maximum Extent Practicable (MEP) Form (BDE 3101) needs to be submitted for approval for design element(s) within a Pedestrian Access Route (P.A.R.) that are not in conformance with ADA requirements.
8. Please address all other markups.
9. Please return markups with next submittal.
10. Please include a disposition of comments with the next submittal.

Should there be any questions regarding these comments or should additional guidance be necessary, please contact Mr. Jason Salley at (847) 705-4085 or Ms. Evelina Perry at (847) 221-3073.



ST. CHARLES PARK DISTRICT

101 South Second Street • St. Charles, IL 60174 • Ph: 630-584-1055 • Fax: 630-584-1396 • stcparks.org

December 27, 2016

Mr. Russell Colby
Planning Division Manager
City of St. Charles
Community Development Department
2 East Main Street
St. Charles, IL 60174

RE: Concept Plan for Prairie Centre and Open Space

Dear Russell:

The St. Charles Park District has reviewed the concept plans for Prairie Centre, specifically for the purpose of evaluating the opportunities for public open space and recreational amenities. We are exploring concepts that meet the goals of the Park District and community while being sensitive to the high density and real estate available for this purpose.

As stated in a previous letter, the first priority is to ensure that the recreational needs of the residents are accommodated in the development. This could mean a combination of public areas (park, playground, greenspace) owned and operated by the St. Charles Park District and private amenities (fitness center, pool, tot lot) provided by developer and maintained by an HOA. The Park District does not wish to assume any responsibility for the pond or accept the surface area as park land dedication.

The area behind "Residential B2" is the focus of a park land donation. The size and shape of the greenspace in this area changes based on B1's designation of Residential or Mixed Use as there are increased parking requirements for Mixed Use. In the latest plan, B1 is confirmed Mixed Use and in turn, the surface area of the detention has grown to the north and east, reducing some square footage of the high and dry parcel that was of interest to the Park District. This new plan also shows increased greenspace on the south side of the detention. This is a positive improvement to the overall site plan, but the result could be the added detention to the north. While we understand storm water mitigation is expensive, perhaps this one small area, designated below, could be considered to have a non-traditional approach applied, such as underground storage. Another idea to reduce the narrow detention pool in the north east corner would be to reduce the storm water by that equal amount elsewhere in the development where appropriate. This would increase the amount of open space for the residents and the opportunity for recreational amenities.



We look forward to continued discussions on incorporating public open space and parkland in the Prairie Centre development. As always, feel free to contact me with any questions.

Sincerely,

Laura M. Rudow

Laura Rudow, Superintendent of Parks and Planning
ST. CHARLES PARK DISTRICT

Cc: Holly Cabel, Director
Park District Board of Commissioners