

December 21, 2016

Russ Colby, Planning Director
City of St. Charles
2 E. Main Street
St. Charles, IL 60174

Re: Prairie Center (Former St. Charles Mall Site)
Proposed Prairie Center Project: Application number 2016 AP 026 and
2016 AP 027 (the "PUD Petition")
Applicant: Shodeen Group, L.L.C.
Owner: Towne Centre Equities, LLC

Dear Mr. Colby:

Following are the questions taken from the transcript of the Public Hearing conducted before the Plan Commission on 12-06-16 along with a response to each question. For additional information and context of the question, we have identified the speaker raising the question. Further, we request, that this response also be included in the Public Record as an exhibit so that we do not have to read it aloud at the next public hearing.

COMMENT:

MEMBER PRETZ: *I'll save the other one for the next meeting. And it has to deal with the -- your response to the comprehensive plan request that I said, which I do appreciate you doing. One line in there -- I'm not sure what I'm not sure what page it was on, but it's the paragraph -- and I'll read the paragraph. It's the paragraph right above page 86, line 18 to 23. They're all important, all of these different factors, but I think the more you can provide as far as how your development, your project, fits the overall City plan is a benefit to you. And I would also recommend that, in the next meeting -- not today unless you want to -- that you go through those points because there may be some areas that, as you present those points -- and, hopefully, the other Commissioners agree with me. But as you go through that, if there are clarifications that are needed or additions or some corrections, whatever, I think it's for your benefit to have all of those brought up in detail in the minutes of our public hearings. And that would be my recommendation to you.*

RESPONSE:

We appreciate this comment and have followed your recommendation. The following response is lengthy as we wanted to document the numerous locations where the submitted plan is consistent with the Comprehensive Plan.

The City of St. Charles 2013 Comprehensive Plan ("Comprehensive Plan") provides a variety of goals and objectives relative to broad categories ranging from City-wide land uses to site specific analysis. Rather than address the general goals and objectives applicable to residential and mixed uses, this discussion will focus on how the Prairie

SHODEEN

17 North First Street
Geneva, Illinois 60134

phone 630.232.8570
facsimile 630.232.7895

www.shodeen.com

Center Development complies with the City's specific vision for the Prairie Center Development property.

I. Chapter 1. Introduction and Background.

A. The City of St. Charles Mission Statement:

"Preserve our heritage, foster opportunity, build community, and enhance quality of life for all." See Comprehensive Plan, page 1.

The proposed Prairie Center Development embodies the broad goals of the St. Charles Mission statement as adopted by the Comprehensive Plan. Specifically, Prairie Center is the most economically viable redevelopment proposal for the "Old St. Charles Mall" site, which honors its commercial history and proximity to the vital Randall and Route 38 corridors. Within the site itself, the site plan is designed to foster a strong sense of community within the context of the greater City of St. Charles area by providing a high quality, livable neighborhood for residents and businesses alike.

B. Purpose of the Comprehensive Plan

"...At the most basic level, the Comprehensive Plan is intended to direct orderly growth and change as well as maintain and enhance the livability of the City. The Comprehensive Plan provides a vision for the future to describe an ideal St. Charles, based on community input and consensus, to ensure that quality of life remains high..." See Comprehensive Plan, page 4.

Prairie Center represents the type of orderly and high quality growth anticipated by the Comprehensive Plan. Although the site is challenging and the topic of much discussion, all members of the St. Charles community recognize the site will be developed at some point. The Prairie Center proposal is sensitive to this reality and represents the highest and best use of the property – a lively, creative, and livable neighborhood where the quality of life is high.

C. Use of the Comprehensive Plan

"...[The Comprehensive Plan] guides the creation or amendment of City regulations as well as individual actions and investments. For example, the Plan provides policy direction on annexing property, changing zoning, reviewing development and redevelopment projects, and identifying public infrastructure improvements.

The Comprehensive Plan establishes the "ground rules" for private improvement in the community. It is intended to be used by the City Council, Plan Commission, other boards, commissions, and agencies, and City staff to review and evaluate development proposals, to ensure projects are consistent with the long-term planning objectives of the community. The Plan also provides direction to assist in undertaking public improvements, ensuring the City is prepared to meet the challenges of the future and continue to efficiently and effectively allocate its resources.

Finally, the Plan serves as an important marketing tool to promote the City's unique assets and advantages. As a marketing tool, the Plan can spur desirable development and redevelopment throughout the community, in the growth areas, within the downtown area, or along aging commercial corridors." See Comprehensive Plan, page 4.

As will be discussed throughout this document, Prairie Center is built around the City's vision for the site as depicted in the Comprehensive Plan. The proposal creatively integrates the values of the plan together with economic and market realities to resolve site challenges.

D. Community Profile.

Among other things, the Comprehensive Plan recognizes the changing nature of the City's residential demographics:

"Housing Market Implications

The City of St. Charles is projected to experience continuing growth in the older more affluent age/income cohorts. Younger (25 to 34 year old) households are also projected to increase. Both of these groups are typically the primary market for multi-family and single family attached housing, both for-sale and rental. These units include condominiums, townhomes, row homes, and apartments. On the other end of the spectrum, the City is also projected to experience a moderate increase in some of the lower household income sectors over the next several years. While the increase is not large, officials should continue to monitor the availability of quality affordable housing dispersed throughout the City.

Overall, the St. Charles housing market has been stable in comparison to the larger regional and national market. This should continue to have a positive impact in attracting reinvestment and buyers of all product types." See Comprehensive Plan, page 5.

Prairie Center incorporates housing for younger and senior households together with affordable housing in an upscale and economically feasible development.

E. Past Plans and Studies.

- 2000 Downtown Strategy Plan
- 2002 River Corridor Master Plan
- 2003 St. Charles Bicycle and Pedestrian Facilities Plan
- 2007 Economic Development Plan
- 2007 Applied Composites Area Plan
- 2008 Strategic Plan
- 2010 Transit Circulator Study
- 2011 Park District Comprehensive Master Plan
- Kane County 2040 Plan
- CMAP's Go To 2040

In this section, the Comprehensive Plan cites numerous past and current plans and studies as part of the existing conditions report. It should be noted that Prairie Center complies with, among other things, the 2010 Circulator Study and Kane County 2040 Plan. The Kane County 2040 plan promotes housing near the Randall Road corridor that is accessible to public transportation; Prairie Center is located adjacent to the corridor and will have two (2) bus stops. The 2010 Circulator Study identifies the Prairie Center site

as part of the transit circulator, and serves the same through the creation of jobs, residences, and facilities accessible by public transportation.

F. Retail Market Analysis

“Retail Market

Market Areas

The potential for commercial development at any given location is influenced by several factors, including local and regional demand for goods and services, the health of commercial districts, the location of surrounding commercial nodes, and the consumer spending patterns of the area’s population.

For the purposes of this analysis, separate retail market areas have been defined for the communities three major commercial areas: Downtown St. Charles, Randall Road, and Charlestowne Mall. These retail market areas represent the geography from which St. Charles businesses will draw the majority of their customers and is used in estimating potential demand for retail goods and services. The Charlestowne Mall area and Randall Road corridor have larger market areas that reflect their larger regional draw while the downtown has a smaller market area which primarily relies on local residents.” See Comprehensive Plan, page 6.

Clearly, there is strong local and regional demand for commercial redevelopment at the Prairie Center site with a particular emphasis on the regional market accessible via Randall Road and Route 38. Accordingly, Prairie Center incorporates retail and other commercial space to meet the demands and enhance the City’s tax base.

G. Retail Gap Analysis.

The Comprehensive Plan identifies several areas of the City where the demand for retail services exceeds the supply, resulting in a so called “gap”.

“Randall Road – 15 Minute Drive

For households within a 15 minute drive of the Randall Road corridor, it is estimated that there is an unmet retail demand of nearly \$290 million. The 63,398 households within the market area contribute to a retail demand of approximately \$2.5 billion, while the supply is only \$2.2 billion. This equates to an unmet demand of more than \$4,500 per household.” See Comprehensive Plan, page 7.

The Prairie Center Development will help reduce the retail gap by providing much needed retail space near the Randall Road corridor which is accessible to residents of Prairie Center and the City as whole. The mixed uses of Prairie Center will balance economic opportunities in goods, services, and employment in the City.

H. Community Outreach.

It is important to note that the proposed development plans were tendered to the City and discusses as part of the west subarea workshop. See e.g. Comprehensive Plan, page 11. We have worked hard with the community to craft a plan that both reflects market conditions and fits with the vision of the Comprehensive Plan.

II. Chapter 2. Vision.

A. In 2028...

The Comprehensive Plan contains a vision for the City in the year 2028, which includes, in pertinent part:

"...The City has been successful in capturing development that has transformed portions of the community into strong and sustainable areas...The former St. Charles Mall site has been redeveloped with viable uses that are an asset to surrounding neighborhoods...an attractive "front door" to St. Charles that offers great opportunities for living, working, playing and shopping. Randall Road continues to be a critical regional corridor with growth that serves St. Charles and surrounding communities. Development on Randall Road has been modernized to respond to new market needs...created a strong local tax base, broadened the range of local goods and services, and strengthened the regional image of the City.

New housing provides increased options for those who want close access to regional commercial goods and services. Multi-family housing development, with a higher proportion of owner-occupied units, contributes to the great character and image of the community. All neighborhoods share a common goal of strengthening local character through high quality housing, easy connections and mobility to surrounding amenities, and a pride in the assets that help establish the identity of St. Charles...Residents of all ages are accommodated by a variety of housing types that allow long-time residents to age in place. High-quality schools, parks, and local services provide the opportunity for residents to be life-long citizens of St. Charles and have become the foundation of a community filled with pride and self-identity..." See Comprehensive Plan, page 17.

Prairie Center is part of the City's vision for 2028. The mix of residential and commercial uses creates an economically strong and sustainable neighborhood in which residents are able to live, work, play, and shop. Proximity to adjacent neighborhoods, public transportation, and the Randall Road and Route 38 corridors combine with attractive design elements to create an attractive gateway into the western portion of the City. Much needed retail space will enhance the local tax base and host a variety of goods and services. Senior and other housing types will allow long-time residents to age in place, remaining independent and close to their families in the St. Charles area.

III. Chapter 3. Goals and Objectives.

A. Residential Areas-Goal 1.

"Goal 1

Maintain the City's image and desirability as a great place to live by preserving and enhancing the diversity, quality, character, safety, affordability, and appeal of residential neighborhoods.

Objectives

- 1. Promote residential development and redevelopment of a variety of housing and dwelling unit types and densities in accordance with the Land Use Plan, and ensure the Zoning Ordinance and other regulatory tools are updated appropriately.*
- 2. Work with home owners associations and property management companies to enforce property maintenance requirements in private residential developments.*
- 3. Strictly enforce buffering, landscaping, screening and lighting requirements of adjacent commercial areas to minimize the negative impacts of commercial development on residential uses.*
- 4. Discourage "cut through" commercial traffic on local streets through signage, enforcement, traffic calming and other measures that focus vehicles on streets designated to carry through-traffic." See Comprehensive Plan, Page 22.*

Prairie Center will enhance St. Charles' reputation as a great place to live, work, shop, and play, by offering a variety of retail and other commercial uses in a walkable, pedestrian friendly neighborhood setting. Moreover, Prairie Center will be affordable for younger families and senior residents seeking affordable housing. Every effort has been undertaken to integrate Prairie Center as a transition from adjacent land uses to create a harmony or synergy; on the one hand, Prairie Center buffers residential neighborhoods from the traffic and intensity of the Randall and Route 38 corridors. Conversely, Prairie Center connects residents and adjacent residential neighborhoods with high quality commercial spaces on the property.

B. Residential Areas-Goal 3.

"Goal 3

Develop new housing that is representative of the local character and take advantage of the local goods and services the City offers.

Objectives

- 1. Consistently administer and enforce residential development regulations, including compliance with setbacks, height, tree preservation, stormwater, bulk, density and other development regulations.*
- 2. Consistently administer and enforce residential construction regulations, including construction hours, fencing, trash and debris, parking, and other construction related activities that can impact nearby properties.*
- 3. Develop a Residential Design & Pattern Book and Manual to ensure that new and infill residential construction (including infill and teardown construction) and additions are of an appropriate scale and character to surrounding architecture.*
- 4. Amend development policies to ensure that new neighborhoods include basic pedestrian infrastructure and open space allowances." See Comprehensive Plan, page 22.*

Prairie Center is the type of new and innovative housing development to showcase the character of St. Charles. The design emphasizes pedestrian movement and open space while offering residential and commercial opportunities for local businesses.

C. Residential Areas-Goal 4.

“Goal 4

Enable residents to be life-long citizens by adopting an “aging in place” approach to development, maintenance, and related services.

Objectives

- 1. Explore the creation of a property maintenance program to assist residents, particularly seniors, with affordable lawn cutting and snow removal services.*
- 2. Promote the economic importance, and support the provision of, a variety of housing types (such as single-family, multi-family and senior housing) and economic choices (owner-occupied and rental) within the City that meet the specific needs of elderly residents, including accessibility, single-story units, multi-sensory technologies, etc., and help sustain a high quality of independent living.*
- 3. Maintain the existing affordable housing stock so that long-term residents and workers can afford to live in St. Charles.” See Comprehensive Plan, page 22.*

Prairie Center allows City residents to age in place by offering a full spectrum of housing, ranging from entry-level apartments to senior living. Existing City residents will be able to “downsize” to more affordable housing on site, serviced by underground parking and elevators. With commercial uses on the property, seniors will not have to rely on their automobiles.

D. Commercial & Office Areas-Goal 1.

“Goal 1

Develop attractive and highly functional retail and commercial areas that are market responsive, create a diverse tax base, and serve the needs of the City’s residents and, in some areas, a larger regional market.

Objectives

- 1. Maintain a range of retail and service activities throughout the City.*
- 2. Build upon the existing commercial zoning district structure to define and designate more specific functional roles for the various commercial areas within the City distinguished by developments with local, community, and/or regional service markets.*
- 3. Fully implement and enforce design standards expressed in the Design Review Standards and Guidelines (Chapter 17.06 of the Zoning Ordinance) and Corridor Improvement Program.*
- 4. Ensure that new commercial development and redevelopment is designed in scale with, and complementary to, existing adjacent development that aligns with the vision for future character.*
- 5. New or expanded parking structures should be designed to complement the architecture and urban form of the surrounding area.*
- 6. Ensure that all new, improved, and existing commercial developments are effectively screened and buffered from adjacent residential uses.*

7. *Ensure that all retail, office, and service commercial activities are logically organized by use and concentrated within or near areas of similar or compatible uses.*
8. *Recognize, support and encourage the catalytic role of new campuses and buildings of higher education in appropriate locations within the City.*
9. *Recognize, support and encourage the catalytic role of medical services in appropriate locations within the City.*
10. *Where applicable, require the design of new commercial developments to incorporate public amenities such as parks, plazas, arcades and connections to existing or proposed trails.*
11. *Integrate existing programs, such as the Downtown Façade Improvement Program and Corridor Improvement Grant Program, with potential new funding sources to assist businesses and property owners with façade improvements, landscaping, parking improvements, and modernization of aging structures and facilities.*
12. *Continue to evaluate the costs and benefits of using incentives and other techniques to initiate redevelopment of key opportunity sites.*
13. *Initiate programs to encourage the improvement and rehabilitation of older commercial buildings and areas which are, or are becoming, functionally obsolete including improvements to infrastructure, technologies, functionality, access, and operational footprints.*
14. *Implement a more systematic and proactive property maintenance and code enforcement process in commercial areas of the City.” See Comprehensive Plan, page 23.*

The mixed use of Prairie Center is obviously highly functional because it brings a range of commercial uses closer to residential development. At this time, we anticipate a range of commercial uses from small local businesses to medium or larger sized businesses for a regional draw.

E. Commercial & Office Areas-Goal 2.

“Goal 2

Enhance the economic viability, productivity, appearance and function of the City’s commercial corridors, including Randall Road, Main Street, Lincoln Highway, and Kirk Road.

Objectives

1. *Promote a healthy and mutually reinforcing mix of commercial, retail, and service uses along key corridors within the City including Randall Road, Main Street, Lincoln Highway, and Kirk Road.*
2. *Utilize a “character node” approach by requiring high-quality development along Randall Road and Main Street at key intersections with other arterial or collector streets that serve as the “front door” into the primary commercial corridors.*
3. *Establish design and improvement standards for commercial areas to guide the scale, appearance, orientation, and overall character of new development.*
4. *Encourage appropriate signage along corridors to ensure safe traffic movements into, out of, and through commercial areas.*
5. *Encourage large shopping centers or corporate campuses and office development to enhance the image of major corridors by orienting attractive facades, high-quality signage, and decorative landscaping towards the primary street frontage.*

6. *Review and update signage ordinances being flexible to the desire and necessity of business identification but mindful of its potential to block views, create visual clutter and detract from the appearance of the City and its commercial areas.*
7. *Promote the relocation of certain types of incompatible businesses that generate externalities related to aesthetics, access, noise, light or other nuisances to more appropriate places instead of the highly visible locations along major corridors.*
8. *Develop and install a streetscape program consisting of elements that strengthen the unified theme of the commercial areas such as benches, bus shelters, trash cans, streetlights, medians, way finding signage and other amenities.*
9. *Work cooperatively with IDOT and KDOT to facilitate desired improvements within their right-of-way including improved landscaping, lighting, and gateway signage.*
10. *Encourage the integration of transit infrastructure, facilities and technologies into the public right-of-way, private street networks, and major structures or destinations.*
11. *Identify underperforming and underutilized parcels and sites, such as the southeast corner of Main Street and Kirk Road, and work with property owners and developers to promote their redevelopment, encouraging parcel assembly where appropriate.*
12. *Promote the modernization and/or redevelopment of the Charlestowne Mall and other outdated commercial sites.*
13. *Promote coordinated and shared vehicle access to commercial properties along the City's commercial corridors and remove redundant and unnecessary curb cuts to improve traffic flow and vehicular and pedestrian safety.*
14. *Consider adopting parking capacity maximums that preserve the character of commercial development and reduce storm water runoff.*
15. *Encourage shared parking programs and policies in commercial areas wherever possible." See Comprehensive Plan, page 23.*

The Prairie Center development is the most economically viable, productive, and attractive development proposal for the site in many years. In the absence of a development like Prairie Center, it is highly likely that the property will remain vacant and underutilized for years and decades to come. This is a unique opportunity to develop a challenging site in accordance with the City's Comprehensive Plan to provide a truly mixed use development.

F. Economic Development-Goal 1.

"Goal 1

Prioritize improvements to existing areas and developments including adaptive reuse and redevelopment.

Objectives

1. *Build on and continue to implement the 2007 Economic Development Plan as a basis for strengthening retail, service, office, and industrial uses through St. Charles.*
2. *Where appropriate, consider using incentives such as Tax Increment Financing as a means of fostering redevelopment in Downtown, the Charlestowne Mall site, and other areas of the City identified as priority investment locations.*

3. *Promote the use of tax credit incentives and other grant programs to fund renovation and expansion.*
4. *Identify resources for the maintenance of the City's physical facilities including buildings, properties, and infrastructure. Consider implementing green infrastructure throughout the public realm to reduce long-term maintenance costs and attract additional funding and support.*
5. *Identify additional small business assistance programs to stabilize and improve conditions for existing businesses.*
6. *Renovate or redevelop aging shopping centers and commercial areas, such as the Charlestowne Mall, in order to maximize their contribution to the City's tax base.*
7. *Enhance the appearance of commercial districts to attract businesses and customers, particularly Downtown and Randall Road.*
8. *Improve commercial building design and development controls by developing and utilizing Design and Development Guidelines and other tools.*
9. *Accommodate renovation and redevelopment through an expedient, yet thorough permitting process.*
10. *Ensure that new development pays its fair share of public facilities and service costs, which are attributable to the demand for additional facilities or services." See Comprehensive Plan, page 26.*

Prairie Center will strengthen the City's inventory of retail, service, and office uses by offering a unique, walkable, accessible, and diverse setting that is attractive to many businesses. No TIF or other incentives will be used to redevelop the site and build the tax base. Obviously, the quality of the Prairie Center development will enhance the appearance of the Randall Road and Lincoln Highway corridors, transforming a virtually abandoned site to a bustling neighborhood. Finally, Prairie Center will pay its fair share of public facilities and service costs.

G. Economic Development-Goal 2.

Goal 2

Work with the City's economic development partners to maintain and strengthen a diverse tax base through the attraction, retention, and expansion of businesses in the City.

Objectives

1. *Support the St. Charles Chamber of Commerce, Convention and Visitor's Bureau and the Downtown St. Charles Partnership and other non-profit organizations who share similar goals in their efforts to attract, market, and promote local businesses.*
2. *Support the need for the St. Charles Chamber of Commerce, Convention and Visitor's Bureau, and the Downtown St. Charles Partnership to evolve based on their unique combination of successes and new challenges.*
3. *Coordinate with the St. Charles Chamber of Commerce and Downtown St. Charles Partnership to organize a task force whose mission is to identify opportunities to reduce the cost of doing business in St. Charles in order to enhance the City's competitiveness.*
4. *Continue to market St. Charles as a community of diverse businesses whose presence enhances the community's reputation as a place to live and work.*

5. *Promote the City's commercial corridors and Downtown through joint marketing efforts, community events, and district identification signage.*
6. *Develop and implement a strategic marketing and recruitment plan for targeted businesses types.*
7. *Coordinate planning and economic development activities in a manner which provides regular opportunities for contact between business and development interests within the City.*
8. *Seek an appropriate mix of retail, commercial service, office, and industrial uses throughout the City.*
9. *Maximize retail sales tax-generating uses, where appropriate, by concentrating retailers in Downtown and the City's commercial corridors.*
10. *Seek opportunities for new employment growth through the retention and expansion of existing employers. See Comprehensive Plan, page 26.*

As an economic development partner, we have worked with the City of St. Charles to craft an economically viable redevelopment of the site that is sensitive to community. The Prairie Center development represents the culmination of this effort to provide an appropriate and diverse mix of residential, retail, office, and other commercial uses.

IV. Chapter 4. Land Use Plan.

A. Residential Land Use:

"These two redevelopment sites have the potential to develop with a mix of uses. The City should work with property owners to explore mixed use development on these sites provided the development can assist in meeting other community objectives." See Comprehensive Plan, page 45.

As more fully set forth herein, the Prairie Center Development will creatively integrate a variety of commercial and residential uses to meet the objectives of the St. Charles Comprehensive Plan.

B. Residential Recommendations.

"Recommendations

Detached single family homes are the most common type of residential use within St. Charles. While this is often the most desirable use for a given area, the City should ensure that housing options continue serve the diverse population of the St. Charles community. In particular, development that meets the specific needs of elderly residents, ranging from multi-family units to independent living, should be encouraged to allow residents to age in place. Where multi-family developments are suggested, the City should work to make sure they occur in a more coordinated and organized fashion.

The City should investigate new methods to improve the conditions of all residential neighborhoods, including maintenance programs and incentives for developing vacant properties, while continuing to enforce building and design codes, regulations, and standards." See Comprehensive Plan, page 38.

Due to the size of the site, Prairie Center is able to coordinate and organize the development of much needed high quality multi-family development. Rather than a piecemeal redevelopment of the site with disparate owners and users, the City has the tremendous opportunity to work with one developer to establish a unified design aesthetic and philosophy to serve the City's diverse needs. As discussed elsewhere, elderly residents will be served by the development.

C. Commercial Recommendations.

"Recommendations

Most of the commercial uses in St. Charles are clustered within the Plan's four subareas: West Gateway, East Gateway, Downtown, and Main Street. Specific recommendations for each of these subareas are presented in Chapter 9.

In general, the City should promote a mix of commercial uses that are compatible and consistent with the vision for each commercial district. This can be done through multiple methods including zoning revisions, relocation incentives, development incentives, and others. Potential catalyst projects that could stimulate further redevelopment should be given priority. The City should ensure adequate parking is conveniently available to businesses, possibly by facilitating shared parking scenarios. Site access should be improved not only for vehicles by managing traffic using signal coordination, signal timing, and physical roadway alterations, but also for pedestrians by connecting commercial and residential areas with a complete sidewalk network. The City should enforce standards for design, site configuration, landscaping, buffering and screening, and signage for all commercial development. Comp. Plan page 39.

As fully set forth in this document, it is abundantly clear that the Prairie Center development satisfies the City's vision for the site, the region, and the zoning district. Moreover, the development will serve as a catalytic project, encouraging development of other underutilized sites in the Randall Road and Lincoln Highway corridors. We will provide ample parking for residents and business alike, conveniently serviced by sidewalks and in the case of underground parking, elevators.

D. Mixed use.

"Mixed Use

Mixed use areas should be characterized by uses and development patterns that provide a vibrant, safe, attractive, and "walkable" pedestrian environment. Mixed use areas should have strong pedestrian orientation and seek to create a more interesting and engaging pedestrian experience, accommodating pedestrian generating uses on the ground floor, and other uses above. Mixed use areas should provide a balance of uses unique to each site based on its location. Retail, entertainment, and dining uses are ideally suited for the ground floor with residential, educational, medical and/or office uses located on the upper floors. The primary objective is to provide an appropriate and compact mix of uses to foster an active and interesting district. Parking in the mixed use areas should be provided on-street, or in subtly located parking garages or parking lots. Although the Land Use Plan designates only Downtown St. Charles as a Mixed Use area, the Commercial Area Framework Plan identifies other locations where Mixed Use development could occur." Comp Plan, page 39.

E. Commercial Areas Policies:

The Commercial Areas Policies expand on the general concepts set-forth in the Comprehensive Plan:

“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.” See Comprehensive Plan, page 48.

The Comprehensive Plan clearly recognizes the challenge of an economically feasible development of the site in light of community opposition. Despite the apparent split in community opinion, the Prairie Center Development complies with the varied facets of the Comprehensive Plan relative to the site.

F. St. Charles Commercial Areas Framework Plan:

“Mixed Use Outside of Downtown

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.” See Comprehensive Plan, page 47.

The Prairie Center Development is tailored to the City’s vision for mixed uses outside of the downtown area. The twenty-seven (27) acre site will incorporate an economically viable mix of residential, retail, restaurant, office, and open space uses within a walkable, pedestrian friendly environment. Proposed amenities such as underground parking, common open space, connecting sidewalks, and a clubhouse with a swimming pool make Prairie Center a vibrant and inviting place to live, work, and play. The development’s proximity to the vital Randall Road and Illinois 38 corridors make the site attractive for a

healthy balance of users from first-time tenants to seniors who want to live near their families in the greater St. Charles area.

G. Residential Areas Framework Plan.

The St. Charles Commercial Areas Framework Plan contemplates integration of residential uses in mixed-use commercial areas, and expressly references the *Residential Areas Framework Plan* for additional consideration and recommendations. The Prairie Center Development conforms to the multi-family, mixed use, and senior housing components of the Residential Areas Framework Plan as outlined below.

“Multi-Family

Multi-family residential structures contain multiple housing units, are usually stacked vertically and attached horizontally, and typically have common hallways and other amenities. Examples of multi-family residential developments include apartments, condominiums, and senior housing. Most multi-family developments within the City are located in, or near, areas of intense commercial development with access to goods, services and the transportation network. In addition to areas designated Multi-Family Residential, the land use plan also provides for multi-family units within the Mixed Use land use designation.” See Comprehensive Plan, page 42.

The Prairie Center Development incorporates six-hundred nine market rate apartments and sixty-one affordable apartments for traditional and senior housing. Apartments will be dispersed in three or four story buildings of a “stacked flat” floor plan, served by common hallways and elevators, precisely as contemplated by the City’s Residential Areas Framework.

“Mixed Use

The Land Use Plan for St. Charles includes a designation for Mixed Use within the Downtown. Mixed Use areas should be characterized by uses and development patterns that provide a vibrant, safe, attractive, and “walkable” pedestrian environment. This includes active commercial uses on the ground floor, and opportunities for multi-family residential units on upper floors. Although the Land Use Plan designates only Downtown St. Charles as a Mixed Use area, the Residential Areas Framework Plan identifies other locations where Mixed Use development could occur, including the former St. Charles Mall Site along IL Route 38 and the current Charlestowne Mall site on the City’s east side.” See Comprehensive Plan, page 42.

The Prairie Center Development site plan encourages pedestrian traffic between residences, open space and recreational facilities like the community clubhouse and pool, and a variety of first-floor commercial uses via connecting sidewalks. Design elements are intended to promote physical activity, convenience, and social interactions among residents and members of the businesses community. These features serve to make the mix of uses in Prairie Center more harmonious and integrated.

“Senior Housing

Senior Housing is an essential component of the City’s residential offerings and should be appropriately accommodated in select locations. The notion of “aging in place” is

important, as it allows residents to remain in the City as they progress through the different stages of life. Although the Residential Areas Plan does not call out specific locations for senior housing, the Plan does recognize the importance of developing additional senior housing within the community to accommodate the City's existing and future senior population.

In general, senior housing can be in the form of single-family detached, attached, or multi-family dwellings. As locations are considered for accommodating senior housing development, preference should be given to proximity of transit, goods, and services. The ability to walk to restaurants, shops, transit, recreation, entertainment, and services is often important to seniors as it reduces their dependence on the automobile for daily needs. Given issues of proximity, areas within or near the Downtown, Randall Road, or near the intersection of Kirk Road and Main Street should be considered ideal for senior housing." See Comprehensive Plan, page 42.

The Prairie Center Development fully integrates the City's vision for senior housing in St. Charles. As the senior population continues to grow, Prairie Center will serve the full panoply of seniors. Existing residents can downsize to a more affordable and supportive environment; new residents can move closer to family in town. Onsite commercial uses will permit seniors to safely and easily walk rather than rely on automobiles. Seniors will have access to public transportation by virtue of a bus shelter located on the property and adjacent to Illinois 38.

V. Chapter 8. Subareas Plans.

A. Sub-Area Plans.

The Prairie Center Development site is located within the "West Gateway Subarea" and identified as Site J. The Comprehensive Plan defines certain goals and objectives for the subarea as follows:

"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.” See Comprehensive Plan, page 94.*

The Comprehensive Plan identifies the Prairie Center Development property as a “catalyst site”, a property that could have a “catalytic impact” on the surrounding area.

“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.” See Comprehensive Plan, page 97.

The ShoDeen Group respects the concerns of the St. Charles community regarding the site and has endeavored to address all reasonable and legally justifiable concerns. The proposed development strikes a balance in favor of compliance with City land use regulations and the Comprehensive Plan while developing a project that is economically viable, necessary, and attractive for the community.

B. West Neighborhood Center.

Chapter 8 of the Comprehensive Plan envisions three different redevelopment alternatives for the general area of the Prairie Center Development, which include adjacent properties not subject to Shodeen's proposal. The Prairie Center Development is most like the alternative designed "West Neighborhood Center".

"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" See Comprehensive Plan, page 98.*

While the physical layout of the Prairie Center Development is not identical to the *West Neighborhood Center* alternative, the proposed development incorporates all elements of the particular vision: office/service, local retail, restaurants, and residential uses in an attractive, walkable, and economically viable manner. The proposed site plan itself utilizes a creative approach to site improvements, efficient use of land, adequate public utilities and street improvements, while remaining true to the City's vision for the West Neighborhood Center alternative for Shodeen's part of Site J. Prairie Center will serve as a natural buffer between the Randall Road and Illinois 38 corridors and the existing residential neighborhoods. In addition, Prairie Center will encourage development of adjacent properties and enhance the City's tax base by putting a historically underutilized site into productive and viable uses.

VI. Chapter 9. Culture and identity plan.

"Recommendations

To the greatest extent possible, physical access to open spaces and trails along the Fox River should be established or maintained.

High-quality design should ensure that development along the river is attractive, and that critical viewsheds are preserved for all to enjoy.

Existing or potential new environmental impacts should be mitigated through on-site filtering of stormwater before discharge into the river, preservation of adjacent trees and native plantings that reduce erosion, and the prohibition of uses that negatively impact the river corridor through air/water quality impacts, noise, access to sunlight, etc.

New neighborhood development or local infill should respect the surrounding context in the design of street networks, infrastructure, housing stock, and other built elements. Infill development should strive to reflect the context in terms of site design, massing and scale, and architectural design. New neighborhoods should be designed to integrate local site characteristics, such as existing trees, unique topography, local building materials, etc. In all areas of the City, efforts should be made to preserve the tree canopy and other character-defining elements.

Commercial development should integrate high-quality design and construction with an emphasis on site design, building orientation, architecture, and building materials. The City should continue to enforce Design Guidelines and offer the Façade Improvement Program in Downtown, and consider implementing a similar program elsewhere in the City.

A comprehensive streetscape program should be explored for the City's key corridors and gateway areas. This streetscape plan should integrate green infrastructure, local branding, pedestrian and bicycle-scale use, locally-inspired art and craft, and other elements that have been discussed elsewhere in this document. Although streetscape elements may and should vary in different locations, the overall themes and performance characteristics should be consistent.

The City should continue to explore opportunities for public art throughout the community at both City-wide and local levels. Community gateways could include artwork that announces entry to the City, while significant open spaces or event locations could include public artwork that reflects City-wide values or vision. Local public art could be installed throughout neighborhoods to reinforce St. Charles' identity as a mosaic of unique neighborhoods within the larger context of a community.

The City should require and enforce the use of buffering techniques, such as setbacks, landscaping, fencing, and berms, where they can limit the impact of surrounding development. These techniques can mitigate nuisances such as noise, light, or building scale." See Comprehensive Plan, page 112.

As an infill development, Prairie Center respects the surrounding residential and commercial contexts by screening and transition from residential to commercial uses. At the same time, Prairie Center accommodates traffic generated by residents and businesses alike, providing much needed high-quality housing options while not otherwise overburdening City infrastructure.

VII. Chapter 10. Design guidelines.

A. Gateway & Corridor Design Guidelines

“These guidelines and development policies apply to all primary gateway areas and all major commercial corridors. They are intended to foster attractive and appropriate commercial development and redevelopment that is mindful of the fact that these areas were primarily designed with a vehicular orientation. Today, however, it is recognized that this approach is deficient and that even auto-oriented corridors should provide a safe and attractive pedestrian and bicycle circulation network with appropriate amenities. Commercial development within the commercial corridors will contribute significantly to the overall image and character of the City as perceived by motorists passing through the City as well as those shopping, dining, or visiting the area.” See Comprehensive Plan, page 132.

As an integral part of a gateway area, Prairie Center is mindful of its place in the image and character of the City. To that end, Prairie Center carefully contemplates and incorporates the design guidelines set forth in the Comprehensive Plan.

B. Building Scale & Design

“A multiple-story architectural element, such as a clock tower, spire, or bell tower, may be appropriate as a design “highlight” at key locations along the corridor.

Distinguishing architectural features are encouraged, such as decorative cornices, columns, reliefs, and other façade ornamentation and detailing.

Covered walkways and colonnades are encouraged along the fronts of the buildings to create a pedestrian orientation.

Architectural details should be visible from the street. Buildings should not be setback so far as to diminish the aesthetic impact of the building on passing pedestrians and motorists. Buildings should be attractive at both a pedestrian and vehicular scale.

Buildings can have either a pitched or flat roof, but rooflines should complement the overall design and architecture of the building. Rooflines and parapets should look complete when viewed from all sides of the building.

Rooftop-mounted equipment and vents should be screened from view along all sides of a building. Rooftop screening should be incorporated into the overall design of the building and be an integral part of the architecture.

Dumpster enclosures should be of materials and incorporate design elements that complement the primary structure. Dumpster enclosures should be well landscaped and located at the rear or sides of buildings so as to be unseen from the public street or primary building entry.” See Comprehensive Plan, page 132.

The Prairie Center development complies with the building scale and design guidelines by carefully incorporating architectural features to be impactful from adjacent streets and the site itself. Rooflines, rooftop equipment and dumpsters are attractively and efficiently designed.

C. Building Placement & Orientation.

“Buildings should have a strong visual and physical relationship to the corridor to enhance the identity and pedestrian orientation of the corridor. Buildings should be attractive at both a pedestrian and vehicular scale.

Although the corridor is primarily oriented to the automobile, commercial buildings should have a strong pedestrian orientation with display windows, attractive detailing, and convenient and “hospitable” entrances.

The East and West Gateway areas are characterized by large building setbacks, side yards, and surface parking lots. Where this exists a street frontage should be maintained through the use of low-profile landscaping and decorative walls or fencing.

All buildings should “front” the corridor wherever possible. When front doors do not face these primary streets, display windows or distinctive facade treatments should be provided along the visible public road frontages.

Long, blank facades along the corridor should be avoided. Articulation and covered walkways, such as arcades, are encouraged along the fronts of multi-tenant commercial buildings to create interest and a “pedestrian-friendly” orientation.

All service entrances, dumpsters, loading facilities, and outdoor storage should be located at the rear of buildings. They should be screened from view along sidewalks and roadways through the use of decorative screening, masonry walls, and/or evergreen plantings.

Any business permitted to have a “drive-thru” facility should be sited so that drive-thru lanes and pickup windows are not prominently featured. Any canopies over drive-thru windows or lanes should match the material and architectural character of the primary building.

Any outdoor seating areas, such as those provided by restaurants or cafés, should be well landscaped and incorporated into the overall site design. Outdoor seating areas should be set back and screened from parking areas and driving aisles.

Awnings and canopies could be used to provide weather protection and to add visual interest at the street level. They should be integrated into the façade and be in character with the architectural style of the building. Arched or rounded awnings should be discouraged, unless they are compatible with and appropriate to the architectural style of a building. Internally illuminated or back lit awnings and canopies, shingle and mansard canopies, and plastic awnings should not be permitted.

Buildings should be used to frame outdoor plaza or seating areas in order to create attractive and pedestrian-oriented seasonal spaces.

Architectural massing elements, such as turrets, chamfered corners, or articulated facades, should be used to define important public spaces or prominent locations throughout gateway areas, such as pedestrian shopping areas or gateway intersections.” See Comprehensive Plan, page 133.

Prairie Center has a strong pedestrian orientation utilizing sidewalks and public spaces, while remaining related to adjacent streets. The site is appropriately landscaped to fit naturally within the context of adjacent residential and commercial uses.

D. Building Materials & Colors

“The use of appropriate building materials is a key to compatible new development and rehabilitation of existing structures. Quality materials should be used on all sides of the building, providing an attractive “360 degree” appearance.

New commercial and industrial buildings should be constructed primarily of traditional masonry building materials such as brick or stone. These materials should be used on all sides of the building. Recommended accent materials include stone, simulated stone, terra cotta, and wood or metal trim.

“Exterior insulation finish systems” (EIFS) should not be permitted as a primary building material. Stucco, consisting of 3-coat Portland Cement, should be used instead. Rough sawed wood, aluminum siding, and plastic or metal panels are discouraged within the gateway commercial areas.

The predominant colors for new buildings should consist of earth tones. While the natural brick and stone colors should predominate, contrasting and complementary colors should also be used to accent building components, highlight architectural elements and to help distinguish St. Charles’ gateways.

Damaged and deteriorated exterior building materials should be repaired or replaced.” See Comprehensive Plan, page 133.

All buildings in the Prairie Center development will have an appropriate and uniform color palate based in earth tones, and employ the same building materials to foster a unique but appealing sense of place.

E. Transit, Bike & Pedestrian Mobility

“Development sites should provide a continuous sidewalk and/or bike path along both sides of the street.

Development should provide a clearly marked and continuous pedestrian path from public sidewalks within the right-of-way to building entrances.

Sidewalks and multi-use paths should be sited and designed so that they provide adequate buffering from vehicular traffic on roadways.

Circulation plans should minimize conflict points between pedestrian and vehicles and ensure visible and accessible cross walks are installed where conflicts occur.

Development should provide on-site bicycle parking and/or storage at an appropriate ratio to vehicular parking.

Where appropriate, development should integrate on-site transit facilities and amenities, and account for and designate on-site circulation routes for transit vehicles or private shuttles." See Comprehensive Plan, page 133.

Prairie Center carefully incorporates pedestrian facilities as design elements, ranging from sidewalks along streets and water features, to convenient access to ground level and underground parking facilities.

F. Lighting

"Lighting helps promote safe and secure parking and pedestrian areas, and it can also serve to enhance the appearance of a property.

Lighting should be used to illuminate entries, signage, displays, and pedestrian and parking areas, as well as to highlight significant architectural elements.

Front and rear building entries should be adequately lit for overall security and visibility.

Building lighting should be subtle and understated. Light fixtures should be designed and oriented to produce minimal glare and spillover onto nearby properties.

Down-lighting should be encouraged on all commercial buildings; spot-lighting should be limited to major features and key landmarks, including gateway entry features.

Incandescent lighting creates a warm atmosphere and should be encouraged. If neon lighting is used, colors should be compatible with and complement the façade of the building. High pressure sodium (orange lighting), or a diffused, soft white light is also encouraged. Metal halide lighting should be avoided. Excessive lighting should be avoided to reduce light pollution.

Most exterior lighting should be concealed to provide indirect illumination. Where concealment is not practical, light fixtures should be compatible with building architecture.

Parking lots should be retrofitted to create a more pedestrian scale and minimize light pollution and glare. This can be accomplished by using shorter lighting standards (12'-18') to help establish pedestrian environments within individual developments. Taller light standards (25'-40') and flood lighting should be avoided.

Light poles and standards with an historic or traditional design should be used for all parking lots, walkways and pedestrian areas.

Bollard lighting can be appropriate as accent lighting and could be used in pedestrian seating areas and to highlight pedestrian walkways and crossings in parking lots.” See Comprehensive Plan, page 134.

All lighting installed in Prairie Center will encourage safety while avoiding light pollution.

G. Vehicular Access and Storage

“Development should create logical linkages to surrounding areas by extending existing street grid patterns and incorporating on-site streets wherever possible.

Adequate parking is essential within gateway areas, however, excessive parking can be detrimental to its aesthetic. Within St. Charles’ gateways, parking lots should be designed and located so that they are safe, attractive and efficient.

Parking areas of no more than 60 feet in depth should be located between the building and the public rights-of-way. This depth will be sufficient to accommodate a single driving aisle with 90° parking on both sides. Additional parking areas can be provided adjacent to the building on interior portions of the lot.

The number of curb cuts along corridors should be minimized, adjacent parking lots should be connected, and access points should be unified. Development should either create new internal streets or take advantage of existing ones, and all parking areas should be accessible from cross streets whenever possible to prevent cars from having to use primary streets to access adjacent lots.

All parking areas should be paved or bricked, striped and have surfaces in good condition. The use of pervious brick paver systems is encouraged.

Parking lots should be screened from view along sidewalks and roadways through the combined use of free forming berms, low masonry walls, hedge plantings, and shrubs.

Parking lots should have curbed perimeters and curbed landscaped islands. Clearly marked pedestrian pathways should be provided within the interior of parking areas to avoid large expanses of asphalt and to enhance pedestrian safety.

Parking lot landscaping should include “landscape islands” at a suitable ratio to provide visual relief from large fields of parking. Landscape islands should consist of canopy trees, attractive groundcover, and/or decorative bushes.

All parking lots should be designed for proper drainage and should consider the use of best management practices, including bioswales, to store and filter runoff.

Parking lots that are used during evening hours should be adequately illuminated.

Whenever possible, parking lots should be shared between multiple stores and businesses to allow for a more efficient lot layout and to minimize curb cuts. Cross access between adjacent parking lots should also be encouraged.” See Comprehensive Plan, page 134.

Prairie Center will accommodate a variety of parking types to serve each use on the property, considering all applicable design guidelines and regulations.

H. Landscaping and Site Improvements

“A local Fox Valley aesthetic should be reinforced through the use of native/adapted trees, shrubs, vines, perennial grasses and forbs as appropriate for the context, habitat, and conditions of a particular site. The use of these plants, along with adapted cultivars and non-native companion plants is encouraged for all ornamentally planted spaces. Low-input turf should be used and maintained with minimal water and chemical use where appropriate for use and context.

Planters and landscaped areas should buffer parking and service areas. Plantings should consist of low evergreen and/or deciduous shrubs planted in conjunction with low-growing annual or perennial plants and groundcover. Large expanses of exposed mulch are to be avoided.

A landscaped buffer at least five to eight feet in width should be provided around the perimeter of surface parking lots. Perimeter landscape plantings will include a continuous hedge accented by trees and ground cover but should not obstruct tenant signage and views to buildings and site features.

In conjunction with landscaping, decorative fencing is encouraged to delineate and screen parking and service facilities, outdoor storage areas, etc. Low-profile, decorative wrought iron fencing or masonry walls are recommended. Chain link fencing should not be permitted.

All landscaping should be maintained in a healthy and attractive condition. Maintenance programs should be established as part of new development approvals to ensure that private landscaping is adequately cared for and that its value is retained over time. Internal irrigation systems are preferred and encouraged.

Where site size or configuration does not allow for the minimum five-foot perimeter landscaping, vertical landscaping elements should be employed to provide an effective screen between parking lots and the public right-of-way.

Locations of high visibility such as entrances, signage locations, etc. are good opportunities to integrate naturalistic, ornamental perennial plantings that reinforce the local St. Charles character.

Trees, shrubs, walls/fences, “living” or green walls, and/or vining structures should be used to screen intense commercial or other potentially conflicting land uses from

residential properties. Visual screening, sound attenuation, and locally authentic, aesthetic beauty are all important considerations.

All landscaping within and adjacent to the public right-of-way should be compatible with existing plant materials in the area and be composed of native and salt tolerant species.” See Comprehensive Plan, page 135.

All landscaping, screening, and other site improvements will comply with the vision of the comprehensive plan and applicable City regulations.

I. Business Signage

“Exterior building signs should be limited to business identification and description; exterior advertising signs should not be permitted. The size, material, color, and shape of building signs should complement the architectural style and scale of the building.

Wall-mounted signs are encouraged, although signage should not project above the cornice line or be mounted on the roof of a building.

Raised, individual letters mounted directly on the building, as well as signs that use light colors for lettering and darker colors for backgrounds, are preferred. Box signs should be prohibited.

When a building contains multiple ground-floor tenants, signage for all businesses should be compatible in design and consistent in placement.

Street numbers should be prominently displayed at the main entrance to every business and be clearly visible from the street.

Free-standing signage within the corridors should be limited to low-profile monument signs for multi-tenant commercial properties. Monument signs should be attractively landscaped and constructed of traditional building materials similar to the primary building on the site.

The letters of a monument sign should be internally illuminated with a white light source. External illumination may be appropriate for a natural metal or engraved stone monument sign. Excessive light and light pollution should be avoided.

“Gateway” signage and design features at key locations along the corridors are encouraged. Gateway treatments may include special signage, landscaping, and/or lighting. Where necessary, private development sites should accommodate gateway elements or incorporate prominent architectural features that demonstrate the importance of a certain location.

The size of signs should complement façade proportions, and should be constructed from the appropriate scale of the building.

The design and color of the sign should complement the architectural style of the building, and be integrated as a component of the building's facade.

Internal illumination is preferred for building mounted signs. Externally lighted signs may also be acceptable if they are compatible with other architectural components.

Pole signs, pylon signs, and billboards should be prohibited and the City should actively work towards amortizing and removing existing non-conforming signs. See Comprehensive Plan, page 135.

As Prairie Center is developed and utilized in the years to come, it is anticipated that business signage will evolve to satisfy the needs of users in compliance with the comprehensive plan and applicable City regulations. Nonetheless, signage at the site will remain unified and consistent throughout.

VIII. Chapter 11. Implementation.

A. The City's role.

"For the Comprehensive Plan to be successful, it must be based on support and participation between the City, other public agencies, various neighborhood groups and organizations, the local business community, property owners, developers, and residents. The City should be the leader in promoting cooperation and collaboration with these and other community stakeholders to implement the Comprehensive Plan." See Comprehensive Plan, page 139.

As discussed throughout this document, we have worked hard with the City of St. Charles and the community during the development of the comprehensive plan itself and the design of the Prairie Center project to bring a quality development to the City. We look forward to continued cooperation and collaboration with the City and its residents.

B. Cooperation.

"...For the Comprehensive Plan to be successful, however, it must be based on a strong partnership between the City, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The City should be the leader in promoting the cooperation and collaboration needed to implement the new Comprehensive Plan. The City's partners should include:

Other governmental and service districts such as the school district, park district, Kane County, private utility companies, the Illinois Department of Transportation (IDOT), the Forest Preserve District of Kane County, etc;

Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and,

The St. Charles community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community." See Comprehensive Plan, page 140.

As discussed above, we look forward to working with the City to transform an underutilized and difficult to develop site to a productive and economically viable asset to the City of St. Charles.

COMMENT:

MS. BELL-LASOTA: *Resubdividing and selling to developers sounds like a really great idea if that is what you imagine will market the retail and we'll finally get some mixed-use retail. However, my question would be, would the developers be held to be consistent with the PUD and would they build the buildings? Or would the Shodeen Group build the buildings that would then be purchased by these developers? Who would be the builder and how can we protect the project to continue that narrative over time? How can we ensure the appearance is consistent with the vision and spirit of the PUD?*

RESPONSE: The final approved zoning and development rights run with the land and not with the developer. Thus any future land owner will need to comply with the zoning in place unless that owner and the Village agree to again change the zoning on the property.

COMMENT:

MS. BELL-LASOTA...*the Shodeen Group made the statement that the Plan Commission is not charged with the responsibility to review or comment on the affordable housing ordinance. What will that appearance be? What will the livability be?*

RESPONSE:

The final approved zoning will have architectural controls in place for all buildings. As stated above, the zoning runs with the land.

COMMENT:

MEMBER PRETZ...*And it deals with page 32, line 24, page 33, line 1 and 2, of your response to the questions. That was "So what phase were you intending in the next plan," et cetera, et cetera. I would like more detail of how the project is going to roll out.*

RESPONSE: The construction is going to be market driven. Once we have approval from City Council, we can then truly market this new development opportunity. As previously discussed, the construction of buildings labeled Mixed Use-B1, Mixed Use-B2, Mixed Use-B3 need to be deferred in order to determine if there is demand for the additional commercial space that might be placed in these buildings. We have already started receiving inquiries relative to some commercial space as well as to the residential portions within the development.

We believe that this document answers most if not all of the questions raised. We will make ourselves available to discuss any of these questions in further detail at the next public hearing.

Sincerely,

Towne Centre Equities, LLC

By: Towne Centre Management, LLC, its Manager

By: _____



David A. Patzelt, a Manager

**Application Information from 12/6/16 Plan Commission meeting
packet**

December 1, 2016

Russ Colby, Planning Director
City of St. Charles
2 E. Main Street
St. Charles, IL 60174

Re: Prairie Center (Former St. Charles Mall Site)
Proposed Prairie Center Project: Application number 2016 AP 026 and
2016 AP 027 (the “**PUD Petition**”)
Applicant: Shodeen Group, L.L.C.
Owner: Towne Centre Equities, LLC

Dear Mr. Colby:

Following are the questions taken from the transcript of the Public Hearing conducted before the Plan Commission on 10-18-16 along with a response to each question. For additional information and context of the question, we have identified the page number and line number that the question was taken from.

Page 32 Line 2-3

What is the pavement treatment that you anticipate there?

Response:

The intent is to have either colored and/or stamped asphalt or other paving product or treatment to distinguish and enhance the intersections and the pedestrian crossings. Thus, on the PUD Plan we have colored this area differently than the pavement field.

Page 32 Line 24, Page 33 Line 1-2

So what phase were you intending on the next plan? How were you intending to phase it, phase the development?

Response:

The construction of the buildings will be market driven. After PUD approval, if marketing efforts produce demand for commercial space in a mixed use building, that particular building would be the first built. If, instead, residential is first demanded, then residential will be the first building. Then, generally buildings around the first building will be the next constructed.

Page 33 – Line 22-23

Where do you envision first floor retail?

Response:

In buildings identified as “mixed use.” The Retail will face both sides of the buildings.

Page 34 – Line 1-4

Could you comment on those areas first that you see as being definitely mixed use or where you would prioritize mixed use?

SHODEEN

17 North First Street
Geneva, Illinois 60134

phone 630.232.8570
facsimile 630.232.7895

www.shodeen.com

Response:

We believe that the buildings identified on the plans as Mixed Use D1, D2 and D3, which are immediately north of the outlots along Route 38, will be the first mixed use buildings to be occupied. However construction of the various products will be market driven, and thus requires flexibility in the order in which the Developer elects to build its building to meet market demand.

Buildings identified as Mixed Use B1, B2 and B3 are “optional mixed use.” Meaning that if the demand for the retail/office in the commercial portion of the mixed use buildings does not develop, these buildings will be “residential only”.

Page 35 – line 7- 12

So the mixed use building B-1 right in the middle that John has been pointing to, this one, as are these two, would be market driven in the sense of the retail component. So if there were a demand for retail here, we would put it here.

Response:

As stated in response to Page 34 Line 1-4 above, Mixed Use buildings D1, D2 and D3 will be mixed use. Buildings identified as Mixed Use B1, B2 and B3 are “optional mixed use.” If Mixed Use D1, D2, and D3 are fully occupied and there is more demand, we will consider more retail/office in mixed use buildings B1, B2, and B3.

Page 35 Line 23-24 and Page 36 Line 1-4

D1, D2, D3, south-facing facades, that is, facing 38. The north facing parts of those buildings, are you anticipating that those would also be first floor retail facing north or would those be residential entrances?

Response:

Yes

Page 36 Line 20-22

Member Doyle: Okay, that is helpful. It would be the same unit throughout the full north-south length of the building most likely?

Response:

No not necessarily. It will be commercial facing north and south but the same tenant may not extend all the way through from the north side to the south side. You could have a tenant that only faces north or only faces south. But, when you drive around the buildings, all of the sides will appear to be a front of the building.

Page 37 Line 9-12

Do you consider the possibility of that space being used for a plaza or for outdoor dining and, therefore possibly having those entrances to the garage located elsewhere?

Response:

Yes we have considered many outdoor spaces up against the buildings for plazas or outdoor dining. But you need to keep in mind the length of ramp needed to get under the building for underground parking. Maximum slope is about 10% so in order to drop 10’ down you need a ramp of about 100’ long.

Page 37 Line 19-24 Page 38 Line 1

One of the reasons that the ramping is here is because we simply haven't the real estate to be able to use – we've got to get down for a mixed use building. You know, the residential buildings we can lift out of the ground a little bit and cheat. So our finished floor is above grade basically.

Response:

The residential parking level floor is about 5' below the street grade. The mixed use parking level is about 10' below the street grade. Both ramps have a maximum slope of about 10%. Thus the length of the ramp for the residential buildings is about 50'. The length of the ramp for the mixed use buildings is about 100'.

Page 39 Line 15-21

I want to confirm. You said that the residential buildings, they are all three-story buildings, not four-story buildings? Mr. Talty: They are three-story buildings, yes. Member Doyle: Okay, I thought that I saw that.

Response:

Residential buildings are 3 floors of residential on top of one underground parking level. The parking level floor is approximately 5' below the street elevation with about 4' above street level, but mostly concealed by bermed-up dirt.

Mixed use buildings are 3 residential floors on top of one street level of commercial on top of on underground parking level. The parking level floor is about 10' below the street grade. The commercial level is approximately level with the street.

Page 40 Line 4, Line 7-11

Mr. Talty: You're proposing – I noticed in the Staff packet the estimated parking requirements, there's about a 10 to 12 percent deviation depending on which plan, and the City has a provision for shared parking requests.

Response:

There are two issues being discussed here. One on why we show two parking demands and the second issue involves "Shared Parking."

Parking Demand: There is a difference between parking demand because one of the plans excludes the optional mixed use buildings and the second plan includes the optional mixed use. With the additional optional mixed use, there is a higher demand of parking thus we provide more parking spaces.

Shared Parking: City ordinances permit the developer to seek a reduction in parking supply based on submitting justification for factors such as shared parking. The shared parking concept involves practices such as someone parking and going to multiple uses. As an example, parking at your apartment and walking to a restaurant. You in essence only occupied one space. It also involves the concept of different peak demand for different uses occurs at different times of the day. City staff has agreed that a 15% reduction in parking may be applied to our total parking demand based on shared parking.

Page 41 Line 22-24

Member Doyle: Okay. Then, also I think I read that you expect that overflow parking would utilize the parking on the south side of the Jewel.

Response:

We have not written this or stated this.

Page 42 Line 21-22

Comments from the Fire Department regarding access for aerial trucks.

Response:

The Fire Department will most likely have an updated review letter based on the revised engineering submittal.

Page 44 Line 24, Page 45 Line 1-4

If that becomes a problem, one option is to flip this diagonal parking so that the diagonal parking is on the park side and the drive aisle is on the building side, bringing now the aerial apparatus closer to the building.

Response:

We have eliminated the diagonal parking in front of the residential buildings B2, D3, D4, D5, and E1 and brought the building closer to the road thus eliminating this issue. The Fire Department will most likely have an updated review letter at the next public hearing.

Page 45 Line 22-24

For Staff, will we have a representative from the Fire Department here in December or will we have written resolution of any questions.

Response:

The Fire Department will most likely have an updated review letter before the next meeting based on the revised engineering submittal.

Page 47 Line 7 Page 48 Line 9-12

Member Holderfield: The characteristics of the prairie style in terms of the exterior of a building emphasizes the horizontal, which would be a plus when we're dealing with height...

Response:

We understand and have no objections to the request to incorporate more prairie style design features such as:

1. Reducing the pitch of the pitched roofs
2. Larger overhangs on the roofs
3. Arches over the entry doors
4. Prairie style fixtures
5. Prairie style plantings such as grasses

We request the Plan Commission take a vote on this topic so that one uniform recommendation to the City Council is made by the entire Plan Commission.

Page 51 Line 2-3

Is that you would have open prairie influence of green spaces

Page 51 Line 17-18

I'm going to call that Wright Boulevard

Response:

We have no objection to calling the north/south boulevard Wright Way. Again, we request that the Plan Commission incorporate this in to their recommendation if that is the desire of the entire Plan Commission.

Page 57 Line 2-6

What will be the condition of the site? Will the developer treat the 27 acres as you roll out the first building or will you leave the asphalt, the potholes, the blight intact as you build out these buildings?

Response:

The entire site will not be improved at one time. As buildings are built, the site will be improved around the buildings, for access, ingress and egress around those buildings.

Page 57 Line 13-19

I do see that you will have 10% affordable units...and you have requested that all of the units be in one building. Which building will that be? Have you made a determination of which building that will be? Might it be the residential adjacent to the Jewel?

Response: In accordance with the City Ordinance, we have made a written application to, and appeared before the Housing Commission, which is charged with the review of affordable housing. They have voted and approved our request. Please note that the Plan Commission is not charged with the responsibility to review or comment on affordable housing.

Page 58 Line 21

Will you be building affordable units or will you be giving the City fee in lieu?

Response:

In accordance with the City Ordinance, we have made a written application to, and appeared before the Housing Commission, which is charged with the review of affordable housing. They have voted and approved our request. Please note that the Plan Commission is not charged with the responsibility to review or comment on affordable housing.

Page 59 Line 1-8

The density bonus that says that for every affordable unit that's constructed, you will be allowed one bonus dwelling unit permitted for each affordable unit, not to exceed 120 percent of the base density. My question for the developer: That would be basically not to exceed 20 percent of the 609 units.

Response:

We believe the speaker is not accurately quoting the Affordable Housing ordinance. The Housing Commission is the City body appointed by the City Council to make recommendations on the developer's affordable housing application. Please note that the Plan Commission is not charged with the responsibility to review or comment on the affordable housing ordinance. The Housing Commission has received and approved the Developers Plan required to meet the City Ordinance.

For further clarification, the PUD Petition proposes a total of 609 non-“affordable” dwelling units (the “**Base Dwelling Units**”). In addition to the Base Dwelling Units, the Owner or its successor shall cause provide 10% thereof (61 units) to be affordable dwelling units (“**Affordable Dwelling Units**”) as required by Title 19 of the Municipal Code, subject to the following:

(a) For each Affordable Dwelling Unit provided, the Owner shall be entitled to one bonus dwelling unit (thus increasing the number of Base Dwelling Units to 670 if 61 Affordable Dwelling Units are constructed, hereafter the “**Maximum Dwelling Units**”).

(b) The Affordable Dwelling Units shall be located and constructed as provided in the correspondence dated November 16, 2016 approved by the Housing Commission.

Page 59 Line 12-15

How are you going to define the park space? It will be private park, correct, not an agreement with the Park District, or have you determined that yet?

Response:

The St. Charles Park District was offered land and participation in the development. They have not decided exactly what they would like to do or not do.

Page 59 Line 18-19

Will it have amenities? Will it simply be green space?

Response:

The plans illustrate and indicate typical improvements to the park areas.

Page 62 Line 20-22

I don't know that I'd want to go swimming there. I don't know that I'd want to take my kids swimming there.

Response:

This pool is a private pool for residents within the development. If you do not reside within the development and are not a guest of a resident, then you will not be invited to swim at the pool.

Page 63 Line 14-18

Then we were told that we can't do the ramps on the ends of the buildings, but yet I look and see mixed use in Building D1 has a ramp on the end of the building. So apparently the engineering can work.

Response:

As stated above, the residential parking level floor is about 5' below the street grade. The mixed use parking level is about 10' below the street grade. Both ramps have a maximum slope of about 10%. Thus the length of the ramp for the residential buildings is about 50'. The length of the ramp for the mixed use buildings is about 100'.

Page 63 Line 23-24 Page 64 Line 1

I think it's absolutely a huge mistake to put all the affordable housing in one building.

Response:

In accordance with the City Ordinance, we have made a written application to, and appeared before the Housing Commission, which is charged with the review of affordable housing. Our plan is to MEET THE CITY ORDINANCE with a one deviation, namely that the units be permitted to be located together. The Housing Commission has reviewed, conducted a public meeting, voted and approved this request. That plan is public information through the Housing Commissions meeting minutes. Please note that the Plan Commission is not charged with the responsibility to review or comment on affordable housing.

Page 67 Line 11-14

So I would like you to consider pulling all of that mixed use down and putting it all together so that we really do have a nice shopping area and having it flow.

Response:

We have reviewed this concept and have concluded that it cannot be accommodated. Any increase in commercial space drives an increase in parking. We are unable to provide additional parking and have provided the maximum commercial space that we are capable of supporting.

Page 70 Line 5-10

Also, questions on traffic with the addition of mixed use areas, as the Prairie Street and 7th Street four-way stop is really backed up already about 6:15. So concern about additional traffic along Prairie Street, which is pretty dense right now.

Response:

A Traffic Impact Analysis has been completed by the City's Traffic Engineer and is available for review at City Hall and will be presented at the next Public Hearing.

Page 72 Line 4-6

Has there been any thought in redirecting (traffic) to go into where the street is on the other side, Vanderbilt Street?

Response: Yes, we tried this while completing land studies and found that the grid pattern is more efficient and that the motoring public would be better able to negotiate the development and retail components if they were in a grid like pattern.

Page 76 Line 23-24 Page 77 Line 1-8

Maybe converting the north end of B1 into really a centerpiece sort of structure. I think the D1, D2 there really needs to be serious consideration into converting them into something that's more retail oriented and possibly, even across the street from mixed use B-1, bringing a mirroring use instead of having just the ends of residential units across the street.

Response:

We have maximized our commercial space and cannot increase this use due to our inability to provide additional parking. Also, we are sensitive to the concern of not overly competing with central business district merchants.

Page 78 Line 9-14

By bringing in more retail, I'm not suggesting that you reduce the number of residential units. I would suggest going up with a couple of buildings to maintain the level of residential density but adding retail density that's going to be retail density.

Response:

We appreciate your comment and position that the residential density is not an issue. We have maximized our commercial space and cannot increase this use due to our inability to provide additional parking.

Page 80 Line 2-4

Where ever you are in this area, you're looking at the back of Jewel

Response:

We understand and agree and our plans show we are providing landscaping to screen the back side of Jewel as much as possible.

Page 81 Line 4-7

So I guess the large parking lot I'm not crazy about. I would much rather have it either be more mixed use, more open space. By "open Spec," I'm not saying a field, you know usable.

Response:

We have been working on this with the Park District and City Staff to determine if we can increase the open space within the development as well as provide some Public Park Space. We expect to have more information at the next public hearing on this topic.

Page 82 Line 21-24 Page 83 Line 1-4

It's hard for me to tell exactly where all the walkways are, but how have you integrated that? And what was your plan in terms of the pedestrian friendly environment? And is that walkway around the detention pond? And how would one get easily from the north to the south on foot?

Response:

We have changed the line weight and shading on the most recent Engineering Plan to better illustrate the pedestrian connectivity. As an example, please review sheet 2 of 22.

Page 85 Line 20-24

My questions to you is: Taking a look at that Comprehensive Plan and bumping that up against your proposal here, would you list for me all of the aspects that are supporting our Comprehensive Plan for this particular area?

Response: The PUD Project conforms to the Comprehensive Plan of the City. The Comprehensive Plan identifies this area as the West Gateway Sub-Area, and allows for at least six different types of uses in this sub-area, all intermixed in a variety of ways. These uses include regionally oriented retail uses, locally oriented retail uses, mixed use office/secondary commercial uses, single family attached uses, and multi-family uses, together with integrated open space.

First, the Comprehensive Plan calls for the area (the former St. Charles Mall site) to be developed as a “Neighborhood Center” including new residential units to form a potential customer base for businesses. The Plan allows for a series of mixed-use and/or multi-family townhome nodes to be developed. Residential and commercial uses should feature pedestrian environments and appropriate transitions to surrounding neighborhoods. Especially, a strong pedestrian orientation should be developed in this sub-area, connecting the residential districts to the retail, entertainment, and dining uses, and public transportation on Lincoln Highway and Randall Road. This should form a compact mix of uses to foster an active and interesting district overall.

A second alternative is for development of this sub-area as a “Comprehensive Mixed Use Center” which would include residential uses, and a residential uses above ground-floor commercial uses, in a PUD for the area. The Plan specifically calls for use of open space as a unique amenity in such a development.

Prairie Center draws from the alternatives and incorporates the uses in a refined and marketable way. The proposed PUD Project would create pedestrian nodes of development, with nearby mixed use residential and commercial uses, available by walkways for pedestrian access. There would be additional commercial uses along the IL 38 arterial corridor, available also by vehicular access. The mixed uses in this development would form an overall compact area fostering an active and interesting district.

More specifically, in a more bullet point detail, following in bold text we identify specify goals and chapters of the Comprehensive Plan where the Development complies:

Chapter 3 entitled “**Goals and Objectives of the Comprehensive Plan**” states the following:

Transportation and Circulation

*** Goal 2 - Provide a coordinated transportation network for pedestrians and bicyclists in order to connect them to employment, shopping and recreational areas.**

The Developer of Prairie Centre has coordinated pedestrians, bicyclists, motor vehicles as well as with the provider of the Public Transportation Service (Pace). A complete pedestrian system throughout the commercial and residential areas is provided as well as links to the existing systems. Bicycle racks and parking areas are provided. A Public Bus stop is being relocated at the front entry intersection of this development with Route 38 and Wright Way as well as a second bus stop located at Prairie and Randall Road. The City’s Bus Circulator Plan identifies this property as one of the circulator stops.

*** Objective 2 - Where appropriate, encourage new development/ redevelopment to include connections and amenities for pedestrians, bicyclists and commuters**

The Development complies with this.

*** Goal 3 - Establish a high-quality public transit system as a vital part of St. Charles's transportation network.**

The Development improves the current bus stop and will add riders to the system.

*** Objective 1 - Ensure that levels of public transit service are maintained and enhanced throughout the City.**

The Development complies with this as stated above.

*** Objective 2 - Coordinate with transit providers to align land use policies to provide the greatest possible level of access to areas best served by regional and local bus transit.**

The Development land uses aligns with the existing public transportation system and will bring future residents adjacent to the transportation system.

*** Objective 5 - Work with area employers and businesses to promote and implement traffic demand management and reduction techniques including the use of public transit, carpooling, walking and bicycling.**

With the Development so close to the public transportation system, not only will future residents of the development \ be encouraged to use the system, but other users of the system will be able to commute to the jobs and shopping generated in the mixed use areas of the Development.

Infrastructure and Development

*** Goal – Maintain high-quality, environmentally friendly, and efficient infrastructure systems and networks through regular investment and maintenance to meet the changing needs of the City today and in the future.**

The Development will improve existing infrastructure and is planned as a very efficient use of this existing infrastructure network by putting more users on an existing system makes any system operate more efficiently. The Development meets this requirement for additional investment in both housing and commercial uses for the changing need.

*** Objective 13 - Review and evaluate new development and retrofit/redevelopment proposals to ensure pedestrian mobility and amenities are included and prioritized.**

This Development supports pedestrian mobility, and its amenities (open space and retail) have been included and prioritized.

Chapter 8 entitled “West Gateway Subarea Plan”

*** Subarea Objective - Comprehensive bicycle, pedestrian, and transit access through infrastructure and technology improvements.**

As stated above, this Development contains these items

West Gateway Improvement Plan identifies a sidewalk gap along the frontage of the property.

We have worked with City staff to link the sidewalk internal to the Development with sidewalks on its perimeter.

*** In addition to being accessible by car, the corridor should be safe and welcoming to pedestrians. The City should ensure a complete pedestrian network exists within the Western Gateway, installing sidewalks in identified gaps**

As stated above, we have worked with City staff to link the sidewalk internal to the Development with sidewalks on its perimeter of the West Gateway area.

We believe that the above clearly illustrates many of the areas where the Development complies with the Comprehensive Plan. Certainly there are many more areas. Should you feel that more are needed, please don't hesitate to ask.

Page 86 Line 18-23

So I wanted just to suggest that maybe you have an interactive pool, whether it be a reflective pool or whether it be some kind of a low-profile fountain that you walk into.

Response: As stated earlier, the swimming pool is a private pool for residents of the Development and their guests. The fountain shown on the plan south of the pool could be interactive fountain enjoyed by the public at large.

Page 87 Line 24 Page 88 Line 1-7

If you look on mixed use D3 and residential D2, what the illustration shows is basically sort of a U where the building continues in a north-south fashion to create a bridge there, and the exact configuration of the building is not as much a priority for me whether it's a U or whether it makes an L to bridge the space between it.

Response: We appreciate the creativity and thought put in to this idea. We are concerned that traffic must move through this area so that it is not a dead end. We are certainly open to allowing the buildings to be perhaps "L" shaped with a drive aisle between the two "L's." An even perhaps the second floor carry over the roadway. We suggest that if the Plan Commission likes this concept that the Plan Commission have a condition "encouraging the developer" to create this idea as part of their motion when they approve the plan.

Page 90

DAP NOTE: "Pace Bus Flip Bus Stop..."

Pace has responded back with their review of the development plan. Pace comments are as follows:

"Ezekiel and I have reviewed the plans for the proposed redevelopment and have the below comments.

Thank you for the opportunity to review and comment on the Site Plan for the Prairie Centre development in St. Charles.

Pace currently operates Route 801 both eastbound and westbound along IL 38 in front of the proposed development. Route 801 provides weekday and Saturday service between Elgin and Geneva, serving businesses along IL 38 and Randall Road, the Elgin Terminal, South Elgin, and the Geneva Metra Station. Certain trips also serve the Kane County Judicial Center. Buses generally operate weekdays between 5:30 am and 6:30 pm with hourly buses during the AM and PM rush hours and 2-hour service during the midday. On Saturdays, buses operate between 8:30 am and 4:30 pm with 2-hour service.

This development is also within the service area of Route 592, the St. Charles-Geneva Call-n-Ride. This service offers reservation based, curb to curb shared rides service within a designated service area.

There are Pace bus stops on both sides of IL 38 at the signalized entrance to the site. The westbound stop on the north side of IL 38 is located on the near-side of the intersection and consists of sidewalk from the intersection, a concrete pad, and a bus shelter. The eastbound stop on the south side is also near-side and consists of just a pad. Current data shows little activity at these stops, most likely due to the vacant land use on the north side of the road. With the proposed Prairie Centre development, activity at the bus stops is expected to increase.

The existing traffic signals at the site entrance include pedestrian signals for the north and west legs of the intersection. The sidewalk ramps do not appear to be ADA compliant nor are there cross walks.

There is no sidewalk along the IL 38 frontage of the property.

Pace offers the following recommendations for the development.

- 1. Provide sidewalk along the frontage of the property within the IL 38 right-of-way to improve access to the transit stop.*
- 2. Provide sidewalk along the entrance road and the sidewalk in the IL 38 ROW to provide connections between the development and the transit stop.*
- 3. Provide sidewalk connections between the site and the sidewalk in the IL 38 ROW at locations other than the main entrance road to improve pedestrian access to the site and the transit stop.*
- 4. Provide ADA compliant sidewalk ramps and crosswalks at the intersection.*

These 4 improvements will improve pedestrian access to and from the transit stop by providing residents and users of the development an ADA compliant Pedestrian Access Route and will be in harmony with the goals and objectives of the Comprehensive Plan.

Pace also requests the Development consider relocating the westbound bus stop and shelter to the west (far) side of intersection. The benefits of a far-side stop include:

- § Eliminates conflicts with right turning vehicles who may try to drive around stopped bus*
- § Provides additional right turn capacity for traffic by not blocking right turn movements*
- § Eliminates potential sight line encroachments through the shelter.*
- § Red light will facilitate bus reentry into travel lane if necessary.*
- § Pedestrians cross in the back of the bus, eliminating conflict between bus and pedestrian.*
- § If a right turn lane is proposed:*

- * Shelter will conflict with the widening.*
- * Pace prefers not to stop in turn lanes due to safety conflicts with right turning traffic and thru traffic generally does not let the buses to reenter into the thru lane.*

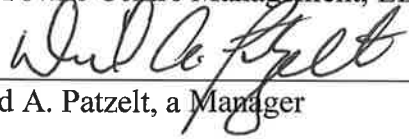
*Rick Willman, P.E.
Transportation Engineer
Pace Suburban Bus
550 W. Algonquin Road
Arlington Heights, IL 60005*

We believe that this document answers most if not all of the questions raised. We will make ourselves available to discuss any of these questions in further detail at the next public hearing.

Sincerely,

Towne Centre Equities, LLC

By: Towne Centre Management, LLC, its Manager

By: 

David A. Patzelt, a Manager

November 16, 2016

Russell Colby
City of St. Charles
2 East Main St. Charles Illinois 60174

Re: St. Charles Prairie Centre
Compliance with St. Charles Inclusionary Housing Ordinance

Dear Russ,

As a follow-up to our correspondence dated September 26, 2016 and October 6, 2016, relative to the City of St. Charles Inclusionary Housing Ordinance, Chapter 19.02, and specifically, Section 19.02.130, please accept this correspondence and the attached worksheet as the information describing how the St. Charles Prairie Centre Residential Development ("Prairie Centre") will comply with the mandatory requirements of Chapter 19.02.

Prairie Centre will comply with Chapter 19.02 by providing sixty-one (61) Affordable Units within the development as required by 19.02.060 and as more fully set forth below. As we intend to comply with the required number of Affordable Units, we will **not** request the City Council permit the payment of a fee in lieu of said units **or** otherwise approve an Alternative Housing Plan.

Pursuant to Section 19.02.130, we offer the following specific information detailing how Prairie Centre will comply with the requirements of your Inclusionary Housing Ordinance:

Section 19.02.130(1):

a. Number: Prairie Centre will provide sixty-one (61) Affordable Units in addition to the six hundred nine (609) proposed Market Rate Dwelling Units to be constructed. Pursuant to Section 19.02.080, the proposed Affordable Units are subject to a density bonus.

While Prairie Centre is currently planned as a "rental" community, market demand may shift to "for sale" housing, thus we request flexibility to offer the Affordable Units as either "for sale" or "for lease".

b. Pricing: The anticipated pricing of the proposed Affordable

SHODEEN

17 North First Street
Geneva, Illinois 60134

phone 630.232.8570
facsimile 630.232.7895

www.shodeen.com

Units, either for sale or for lease, will be in accordance with Section 19.02.110.

c. Schedule: The proposed Units will be constructed in accordance with the Inclusionary Housing Ordinance, specifically section 19.02.100.B, wherein it states that as we build up to fifty percent (50%) of the proposed Market Rate Units (304), we must also build at least thirty percent (30%) or eighteen (18) of the total Affordable Units. The eighteen (18) Units would be built in the same ratio as the three hundred-four (304) Units are built. Thus, if one hundred (100) of the three hundred-four (304) Market Rate Units are built, at least thirty-three percent (33%)($100/304=33\%$) of the eighteen (18) Affordable Units will be constructed. Then as we build between 50% and 75% (305 - 457 Units) of the Market-Rate Units, we must build at least 60% (37 Units) of the total Affordable Units. Then as we build between 75% and 100% (458 - 605 Units) of the Market-Rate Units, we must build 100% (61 Units) of the total Affordable Units.

Section 19.02.130(2):

Section 19.02.100(A) requires that the Affordable Units shall be dispersed among the Market Rate Dwelling Units. We are requesting a variance to this requirement to allow us to offer Affordable Units that traditionally need to be grouped together, such as in a senior living facility or if tax credit housing is provided. If the Affordable Units are grouped, the exterior appearance of the relevant building(s) will be architecturally consistent with all other buildings located within Prairie Center.

Section 19.02.130(3):

No marketing plan for the Affordable Units has been developed at this time. The Market Rate marketing plan will be provided no later than when a marketing plan is provided for the Market Rate Dwelling Units.

Section 19.02.130(4):

No proposed fee in lieu of providing the Affordable Units is being requested thus this section does not apply.

Section 19.02.130(5):

No Alternative Affordable Housing Plan is being submitted or requested thus this section does not apply.

Be advised that we will be seeking External Funding Sources to fund the Affordable Units including grants, tax credits, and/or any other applicable funding mechanism each year that the project is under construction. These funds would be used to fund construction of on-site Affordable Units.

Finally, as requested please find the completed Inclusionary Housing Summary worksheet attached hereto.

Sincerely,

A handwritten signature in blue ink, appearing to read "David A. Patzelt".

David Patzelt
President

INCLUSIONARY HOUSING SUMMARY

Name of Development: St. Charles Prairie Centre
 Date Submitted: 11-16-16
 Prepared by: David Patzelt



Background:

St. Charles Municipal Code Title 19 "Inclusionary Housing", requires developers of new residential developments to provide a proportionate share of affordable housing units within the development, or to pay a fee in-lieu of providing affordable housing units. Developers may also provide a mix of affordable housing units and fee in-lieu.

Affordable housing is defined as housing that has a sales price or rental amount that is within the means of a household with income at or below 80% Area Median Income (AMI) for for-sale units and at or below 60% AMI for rental units, adjusted for household size. See Title 19 for complete definitions.

The maximum price of affordable for-sale units and affordable rental units required by Title 19 shall be no greater than the affordable purchase price and affordable rent established annually by the Illinois Housing Development Authority (IHDA). Contact the Planning Division for the most recent affordable prices from IHDA.

Submission Requirements:

Submit information describing how the residential development will comply with the requirements of Title 19, "Inclusionary Housing". Use this worksheet to calculate the number of required affordable units to be incorporated within the residential development, or the required fee in-lieu payment.

If the development will include affordable units, submit the following additional information:

- The number of market-rate and affordable for-sale and rental units to be constructed, including type of dwelling, number of bedrooms per unit, proposed pricing, and construction schedule, including anticipated timing of issuance of building permits and occupancy certificates.
- Documentation and plans regarding locations of affordable units and market-rate units, and their exterior appearance, materials, and finishes.

Affordable Unit Requirement Calculation

Unit Count Range	# of Units Proposed in Development		% of Affordable Units Required		# of Affordable Units Required
1 to 15 Units	N.A.	X	5%	=	N.A.
More than 15 Units	609	X	10%	=	61

Fee In-Lieu Payment Calculation

# of Affordable Units Required	# of Affordable Units Proposed to Pay the Fee-In-Lieu		Fee-In-Lieu Amount Per Unit		Total Fee-In-Lieu Amount
	0	X	\$72,819.50	=	0



December 2, 2016

Via e-mail to: rcolby@stcharlesil.gov
Mr. Russell Colby, Planning Division Manager
City of St. Charles
2 E. Main Street
St. Charles, IL 60174

Peter C. Bazos
Bradley T. Freeman
Mark Schuster
J. William Braithwaite
Jonathan S. Pope
Aaron H. Reinke

Christopher S. Nudo
of counsel

Writer's Contact:
pbazos@bazosfreeman.com
847-742-8800 x2030

Re: Proposed Prairie Center Project: Application number 2016 AP 026 and 2016 AP 027 (the "PUD Petition")
Applicant: Shodeen Group, L.L.C.
Owner: Towne Centre Equities, LLC

Dear Mr. Colby:

As we discussed this morning, the PUD Petition seeks approval of the PUD Plan for Prairie Center as attached to the PUD Petition. The PUD Plan is evolving through the public hearing process. Also, the PUD Petition seeks approval of various deviations and departures from certain standard requirements of the Municipal Code. The departures and deviations are (i) those that have been (and continue to be) identified by Staff in its report and / or by the Petitioner in its PUD Petition and testimony, and (ii) to the extent not covered in foregoing clause (i), those additional departures and deviations that are otherwise part and parcel of, and discernible from, the PUD Plan.

As we move into the second evening of the continuing public hearing on the PUD Petition, I thought it might be helpful to the Plan Commission if I were to herein summarize some of the less obvious departures / deviations that the current PUD Plan contemplates. By way of background, the PUD Petition proposes that, initially, the Prairie Center PUD project (the "Project") will be platted as a 1-lot subdivision, with access from Lincoln Highway (Rt. 38) on the South, Prairie Street on the North, and cross access to the Jewel parcel to the West. The initial single lot in the Prairie Center Subdivision is likely going to be re-subdivided in the future into 2 or more lots ("Lots"), as buyers for portions of the Project are found. As such:

1. The Prairie Center Subdivision will have no internal public or private streets. Instead, access to Rt. 38 and to Prairie Street to and from all Lots will be via cross-access easements.

2. There will be no minimum or maximum lot size.
3. There will be no maximum building coverage with respect to any Lot. (The PUD Plan itself shows overall building coverage on a Project-wide basis.)
4. The maximum building heights will be as presented as part of the building elevations at the public hearing.
5. There will be no interior minimum front, rear or side yard building or parking set-backs.
6. The building and parking set-backs and yards from the outer perimeter of the Prairie Center Project will be as depicted in the PUD Plan.
7. There will be no perimeter utility easements required around the perimeters of the Lots except as approved as part of the initial 1-lot subdivision final engineering plans.
8. Landscaping (and buffering) shall be satisfied by the landscaping shown on the originally approved PUD Plan.
9. Although the PUD Plan shows a total of 16 Residential Buildings, that number may be increased (by way of separating one or more Residential Buildings into two) or reduced (by combining / connecting one or more Residential Buildings into one), provided that neither of these actions shall increase the number of Maximum Dwelling Units (as that term is defined in item 10 below).
10. The PUD Petition proposes a total of 609 market-rate dwelling units (the "**Base Dwelling Units**"). However, pursuant to the provisions of Title 19 of the Municipal Code, the City is requiring that 61 units be made "affordable" (the "**Affordable Dwelling Units**"). As such, pursuant to Title 19, and as approved by the City's Housing Commission, the owner / developer shall be entitled 60 Bonus Units, which will increase the total number of units to 670 (hereafter the "**Maximum Dwelling Units**").

As noted, as the public hearing progresses, additional departures / deviations may be (i) identified by Staff or the Petitioner and / or (ii) become apparent from the evolving PUD Plan.

Best regards,


Peter Bazos

Cc: David Patzelt

Application Information from 10/18/16 Plan Commission meeting packet

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



COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

SPECIAL USE APPLICATION

(To request a Special Use or Amendment, or a Special Use for PUD or Amendment)

For City Use	
Project Name:	<u>Prairie Center</u>
Project Number:	<u>2015 -PR- 025</u>
Application Number:	<u>2016 -AP- 026</u>

Received Date
RECEIVED
St. Charles, IL

AUG 08 2016

CDD
Planning Division

To request a Special Use for a property, or to request to amend an existing Special Use Ordinance for a property, complete this application and submit it with all required attachments to the Planning Division.

City staff will review submittals for completeness and for compliance with applicable requirements prior to establishing a public hearing date for an application.

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

1. Property Information:	Location: North of IL Rt. 38, East of Randall Road	
	Parcel Number (s): 09-33-302-010, 09-33-302-011, 09-33-302-014; 09-33-302-015 09-33-329-009	
	Proposed Name: Prairie Center	
2. Applicant Information:	Name Shodeen Group, L.L.C.	Phone 630-444-0777
	Address 77 N First Street Geneva, IL 60134	Fax 630-232-4520
		Email dave@shodeen.com
3. Record Owner Information:	Name Towne Centre Equities, L.L.C.	Phone 630-444-8252
	Address 77 N First Street Geneva, IL 60134	Fax 630-232-4520
		Email dave@shodeen.com

Please check the type of application:

- Special Use for Planned Unit Development - PUD Name:** Prairie Centre
- New PUD
- Amendment to existing PUD- Ordinance #: _____
- PUD Preliminary Plan filed concurrently
- Other Special Use (from list in the Zoning Ordinance):** _____
- Newly established Special Use
- Amendment to an existing Special Use Ordinance #: _____

Information Regarding Special Use:

Comprehensive Plan designation of the property: West Gateway Sub-Area

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

What is the property's current zoning? BR

What is the property currently used for? Vacant

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

Commercial along Lincoln Highway; mixed-use business/residential immediately north of the commercial use; and then primarily residential (with some mixed-use business/residential) further to the north, all as shown on the attached Site Plan.

For Special Use Amendments only:

Why is the proposed change necessary?

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

Note for existing buildings:

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

Attachment Checklist:

If multiple zoning or subdivision applications will be submitted concurrently, do not submit duplicate checklist items or plans. Fee must be paid for each application.

APPLICATION FEE:

Application fee in accordance with Appendix B of the Zoning Ordinance. (Special Use for PUD \$1,000; all other Special Use requests \$750)

REIMBURSEMENT OF FEES AGREEMENT:

An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Appendix B of the Zoning Ordinance.

REIMBURSEMENT OF FEES INITIAL DEPOSIT:

Deposit of funds in escrow with the City. Required deposit is based on review items (number of applications filed) and the size of the site:

Number of Review Items	Under 5 Acres	5-15 Acres	16-75 Acres	Over 75 Acres
1	\$1,000	\$2,000	\$3,000	\$4,000
2 or 3	\$2,000	\$4,000	\$5,000	\$7,000
4 or more	\$3,000	\$5,000	\$7,000	\$10,000

PROOF OF OWNERSHIP and DISCLOSURE:

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

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

NOTE: Private covenants and deed restrictions can limit private property rights with respect to the use of land even though the City's Zoning Ordinance may authorize the use or a less restrictive use. We strongly advise that you perform a title search on the property to determine if there any private covenants containing use restrictions or other deed restrictions. As those private covenants and deed restrictions may conflict with the City's Zoning Ordinance, it is further recommended that you consult with an attorney to obtain an opinion with respect to whether your intended use is compatible with those restrictions.

LEGAL DESCRIPTION: For entire subject property, on 8 1/2 x 11 inch paper

PLAT OF SURVEY:

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

FINDINGS OF FACT:

Fill out the attached forms or submit responses on a separate sheet (*Submit "Criteria for PUD" for any PUD application; "Findings for Special Use" for all other Special Use applications.*)

LIST OF PROPERTY OWNERS WITHIN 250 FT.:

Fill out the attached form or submit on a separate sheet. The form or the list must be signed and notarized.

SOIL AND WATER CONSERVATION DISTRICT APPLICATION:

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

Submit the application form and fee directly to the Kane-DuPage Soil and Water Conservation District. Provide a copy with this application.

ENDANGERED SPECIES REPORT:

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnr.illinois.gov/EcoPublic/>

Fill out the online form, print the report and submit with this application.

TRAFFIC STUDY: If requested by the Director of Community Development.

Staff will advise you whether a traffic study is recommended based on the project. Regardless, the Plan Commission or City Council may request a traffic study as a part of the review process.

PLANS:

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

Copies of Plans:

Initial Submittal - Ten (10) full size copies, Three (3) 11" by 17", and a PDF electronic file (On a CD-ROM or may be emailed to the Project Manager). For subsequent submittals, please contact the Project Manager to determine how many copies are required.

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

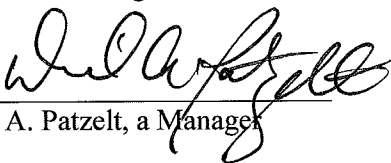
A plan or plans showing the following information:

1. Accurate boundary lines with dimensions
2. Streets on and adjacent to the tract: Name and right-of-way width
3. Location, size, shape, height, and use of existing and proposed structures
4. Location and description of streets, sidewalks, and fences
5. Surrounding land uses
6. Date, north point, and scale
7. Ground elevation contour lines
8. Building/use setback lines
9. Location of any significant natural features
10. Location of any 100-year recurrence interval floodplain and floodway boundaries
11. Location and classification of wetland areas as delineated in the National Wetlands Inventory
12. Existing zoning classification of property
13. Existing and proposed land use
14. Area of property in square feet and acres
15. Proposed off-street parking and loading areas
16. Number of parking spaces provided, and number required by ordinance
17. Angle of parking spaces
18. Parking space dimensions and aisle widths
19. Driveway radii at the street curb line
20. Width of driveways at sidewalk and street curb line

21. Provision of handicapped parking spaces
22. Dimensions of handicapped parking spaces
23. Depressed ramps available to handicapped parking spaces
24. Location, dimensions and elevations of freestanding signs
25. Location and elevations of trash enclosures
26. Provision for required screening, if applicable
27. Exterior lighting plans showing:
 - a. Location, height, intensity and fixture type of all proposed exterior lighting
 - b. Photometric information pertaining to locations of proposed lighting fixtures

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

Town Centre Equities, LLC
By: Towne Centre Management, LLC, its Manager

By: 
Name: David A. Patzelt, a Manager

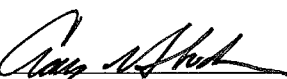
August 3, 2016
Date

**OWNERSHIP DISCLOSURE FORM
LIMITED LIABILITY COMPANY (L.L.C.)**

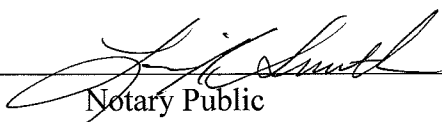
STATE OF ILLINOIS)
) SS.
KANE COUNTY)

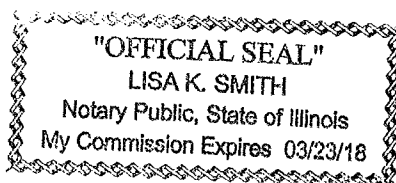
I, Craig A. Shodeen, being first duly sworn on oath depose and say that I am a Manager of Towne Centre Management, L.L.C., a Delaware limited liability company, the Manager of Towne Centre Equities, L.L.C., a Delaware limited liability company (“Owner”), and that the following are all of the members of the said L.L.C.:

- Wennlund Farm, L.L.C.
- Towne Centre Management, L.L.C.
- Koranda Capital Partners, L.P.
- St. Charles Towne Centre, L.L.C.
- RJF Towne Centre, L.L.C.
- Kili, L.L.C.
- Silver Glen Capital, L.L.C.

By: , a Manager
 Craig A. Shodeen

Subscribed and Sworn to before me this 3rd day of August, 2016.


Notary Public



**LEGAL DESCRIPTION
PRAIRIE CENTER**

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF JOE KEIM'S RANDALL ROAD SUBDIVISION, ST. CHARLES TOWNSHIP, KANE COUNTY, ILLINOIS; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF ILLINOIS STATE ROUTE NO. 38, 222.0 FEET FOR THE POINT OF BEGINNING; THENCE NORTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 178.0 FEET; THENCE SOUTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 132.0 FEET; THENCE NORTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 172.0 FEET; THENCE NORTHWESTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 9.0 FEET; THENCE NORTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 163.92 FEET TO A LINE DRAWN PARALLEL WITH AND 560.0 FEET EASTERLY OF THE EAST LINE OF SAID SUBDIVISION (MEASURED ALONG THE CENTER LINE OF PRAIRIE STREET); THENCE NORTHERLY PARALLEL WITH SAID EAST LINE 447.67 FEET TO A POINT THAT IS 40.0 FEET SOUTHERLY OF THE CENTER LINE (MEASURED AT RIGHT ANGLES THERETO) OF PRAIRIE STREET; THENCE EASTERLY PARALLEL WITH SAID CENTER LINE 574.54 FEET TO A LINE DRAWN PARALLEL WITH AND 1134.54 FEET EASTERLY OF SAID EAST LINE (MEASURED ALONG SAID CENTER LINE); THENCE SOUTHERLY PARALLEL WITH SAID EAST LINE 321.03 FEET TO A LINE DRAWN PARALLEL WITH AND 935.0 FEET NORTHEASTERLY OF SAID NORTHEASTERLY LINE (MEASURED AT RIGHT ANGLES THERETO) OF ILLINOIS STATE ROUTE NO. 38; THENCE SOUTHEASTERLY PARALLEL WITH SAID NORTHEASTERLY LINE 677.64 FEET TO A LINE DRAWN AT RIGHT ANGLES TO SAID NORTHEASTERLY LINE FROM A POINT ON SAID NORTHEASTERLY LINE THAT IS 1218.0 FEET SOUTHEASTERLY OF THE POINT OF BEGINNING (MEASURED ALONG SAID NORTHEASTERLY LINE); THENCE SOUTHWESTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 935.0 FEET TO SAID NORTHEASTERLY LINE; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE 1218.0 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

CRITERIA FOR PLANNED UNIT DEVELOPMENTS (PUDs)



For Special Use for PUD or PUD Amendment applications.

The St. Charles Zoning Ordinance requires the Plan Commission to consider the criteria listed below in making a recommendation to the City Council on whether a proposed Planned Unit Development is in the public interest.

As the applicant, the "burden of proof" is on you to provide information that addresses the criteria below in order to demonstrate that the project is in the public interest.

(You may utilize this form or provide the responses on another sheet.)

Prairie Center
PUD Name

August 3, 2016
Date

From the St. Charles Zoning Ordinance, Section 17.04.410.3:

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

i. The proposed PUD advances one or more of the purposes of the Planned Unit Development procedure stated in Section 17.04.400.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.
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, and establishes a high-quality of residential units, 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 art, 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.

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.2):**

- 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 rental housing in St. Charles and the additional residence will serve to support the City's business district.

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

There are adequate utilities, roads and other infrastructure to serve the proposed PUD.

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

The proposed Special Use 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 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 residence.

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.

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

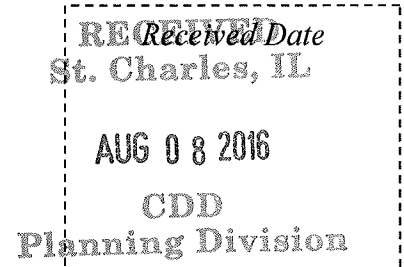


COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

PUD PRELIMINARY PLAN APPLICATION

For City Use	
Project Name:	<u>Prairie Center</u>
Project Number:	<u>2015 -PR- 025</u>
Application Number:	<u>2016 -AP- 027</u>



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

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

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

1. Property Information:	Location: North of IL Rt 38, East of Randall Road	
	Parcel Number (s): 09-33-302-010, 09-33-302-011, 09-033-302-014; 09-33-302-015 09-33-329-009	
	Proposed PUD Name: Prairie Center	
2. Applicant Information:	Name Shodeen Group, L.L.C.	Phone 630-444-0777
	Address 77 N First Street Geneva, IL 60134	Fax 630-232-4520
		Email dave@shodeen.com
3. Record Owner Information:	Name Towne Centre Equities, L.L.C.	Phone 630-444-8252
	Address 77 N First Street Geneva, IL 60134	Fax 630-232-4520
		Email dave@shodeen.com

Please check the type of application:

- New proposed PUD- Planned Unit Development** (Special Use Application filed concurrently)
- Existing PUD-Planned Unit Development**
 - PUD Amendment Required for proposed plan (Special Use Application filed concurrently)

Subdivision of land:

- Proposed lot has already been platted and a new subdivision is not required.
- New subdivision of property required:
 - Final Plat of Subdivision Application filed concurrently
 - Final Plat of Subdivision Application to be filed later

Attachment Checklist:

If multiple zoning or subdivision applications are being submitted concurrently, do not submit duplicate checklist items or plans. Fee must be paid for each application.

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

APPLICATION FEE: Application fee in accordance with Appendix B of the Zoning Ordinance. (\$500)

REIMBURSEMENT OF FEES AGREEMENT:

An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Appendix B of the Zoning Ordinance.

REIMBURSEMENT OF FEES INITIAL DEPOSIT:

Deposit of funds in escrow with the City. Required deposit is based on review items (number of applications filed) and the size of the site:

Number of Review Items	Under 5 Acres	5-15 Acres	16-75 Acres	Over 75 Acres
1	\$1,000	\$2,000	\$3,000	\$4,000
2 or 3	\$2,000	\$4,000	\$5,000	\$7,000
4 or more	\$3,000	\$5,000	\$7,000	\$10,000

PROOF OF OWNERSHIP and DISCLOSURE:

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

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

NOTE: Private covenants and deed restrictions can limit private property rights with respect to the use of land even though the City's Zoning Ordinance may authorize the use or a less restrictive use. We strongly advise that you perform a title search on the property to determine if there any private covenants containing use restrictions or other deed restrictions. As those private covenants and deed restrictions may conflict with the City's Zoning Ordinance, it is further recommended that you consult with an attorney to obtain an opinion with respect to whether your intended use is compatible with those restrictions.

LEGAL DESCRIPTION: For entire subject property, on 8 ½ x 11 inch paper

PLAT OF SURVEY:

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

SOIL AND WATER CONSERVATION DISTRICT APPLICATION:

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

Submit the application form and fee directly to the Kane-DuPage Soil and Water Conservation District. Provide a copy with this application.

ENDANGERED SPECIES REPORT:

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnr.illinois.gov/EcoPublic/>

Fill out the online form, print the report and submit with this application.

PLANS:

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

Copies of Plans:

Initial Submittal - Ten (10) full size copies for non-residential projects OR Twelve (12) full size copies for residential projects; Three (3) 11" by 17"; and a PDF electronic file (On a CD-ROM or may be emailed to the Project Manager). For subsequent submittals, please contact the Project Manager to determine how many copies are required.

SITE/ENGINEERING PLAN:

PRELIMINARY ENGINEERING PLANS – DRAWING REQUIREMENTS/CHECKLIST:

Complete the attached checklist and ensure that all required information is included on the Preliminary Engineering Plans:

1. Accurate boundary lines with dimensions
2. Existing and proposed easements: location, width, purpose
3. Streets on and adjacent to the tract: Name and right-of-way width, center line elevation, and culverts
4. Location, size, shape, height, and use of existing and proposed structures
5. Location and description of streets, sidewalks, and fences
6. Surrounding land uses
7. Legal and common description
8. Date, north point, and scale
9. Existing and proposed topography
10. All parcels of land intended to be dedicated for public use or reserved for the use of all property owners with

the proposal indicated

11. Location of utilities
12. Building/use setback lines
13. Location of any significant natural features
14. Location of any 100-year recurrence interval floodplain and floodway boundaries
15. Location and classification of wetland areas as delineated in the National Wetlands Inventory
16. Existing zoning classification of property
17. Existing and proposed land use
18. Area of property in square feet and acres
19. Proposed off-street parking and loading areas
20. Number of parking spaces provided, and number required by ordinance
21. Angle of parking spaces
22. Parking space dimensions and aisle widths
23. Driveway radii at the street curb line
24. Width of driveways at sidewalk and street curb line
25. Provision of handicapped parking spaces
26. Dimensions of handicapped parking spaces
27. Depressed ramps available to handicapped parking spaces
28. Location, dimensions and elevations of freestanding signs
29. Location and elevations of trash enclosures
30. Provision for required screening, if applicable
31. Provision for required public sidewalks
32. Certification of site plan by a registered land surveyor or professional engineer
33. Geometric plan showing all necessary geometric data required for accurate layout of the site
34. Grading plans showing paving design, all storm sewers, and detention/retention facilities including detention/retention calculations) and erosion control measures
35. Utility plans showing all storm sewers, sanitary sewers, watermains, and appropriate appurtenant structures
36. Exterior lighting plans showing:
 - Location, height, intensity and fixture type of all proposed exterior lighting
 - Photometric information pertaining to locations of proposed lighting fixtures
37. Typical construction details and specifications
38. Certification of site engineering plans by a registered professional engineer
39. Proof of application for Stormwater Management Permit

□ **SKETCH PLAN FOR LATER PHASES OF PUD:**

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

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

ARCHITECTURAL PLANS:

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

TREE PRESERVATION PLAN: *N/A*

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

LANDSCAPE PLAN:

Landscape Plan showing the following information:

1. Delineation of the buildings, structures, and paved surfaces situated on the site and/or contemplated to be built thereon
2. Delineation of all areas to be graded and limits of land disturbance, including proposed contours as shown on the Site/Engineering Plan.
3. Accurate property boundary lines
4. Accurate location of proposed structures and other improvements, including paved areas, berms, lights, retention and detention areas, and landscaping
5. Site area proposed to be landscaped in square feet and as a percentage of the total site area
6. Percent of landscaped area provided as per code requirement
7. Dimensions of landscape islands
8. Setbacks of proposed impervious surfaces from property lines, street rights-of-way, and private drives
9. Location and identification of all planting beds and plant materials
10. Planting list including species of all plants, installation size (caliper, height, or spread as appropriate) and quantity of plants by species
11. Landscaping of ground signs and screening of dumpsters and other equipment

STORMWATER MANAGEMENT:

Written information (reports, calculations, etc.) as described in the Stormwater Management Requirements for Preliminary Plans (attached)

SUBDIVISION PLAT DRAWING REQUIREMENTS/CHECKLIST: *N/A*

If the PUD Preliminary Plan involves the subdivision of land, a completed Subdivision Plat Drawing Requirements Checklist must be submitted.

PUBLIC BENEFITS, DEPARTURES FROM CODE: *N/A*

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

SCHEDULE: Construction schedule indicating: *N/A*

- a. Phases in which the project will be built with emphasis on area, density, use and public facilities, such as open space, to be developed with each phase. Overall design of each phase shall be shown on the plat and through supporting material.
- b. Approximate dates for beginning and completion of each phase.
- c. If different land use types are to be included within the PUD, the schedule must include the mix of uses to be built in each phase.

PARK AND SCHOOL LAND/CASH WORKSHEETS

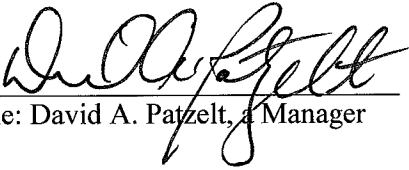
For residential developments, Park and School land/cash worksheets in accordance with Title 16 of the St. Charles Municipal Code with population projections establishing anticipated population and student yields.

INCLUSIONARY HOUSING SUMMARY

For residential developments, submit information describing how the development will comply with the requirements of Title 19, "Inclusionary Housing" of the St. Charles Municipal Code.

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

Town Centre Equities, LLC
By: Towne Centre Management, LLC, its Manager

By: 
Name: David A. Patzelt, a Manager

August 3, 2016

City of St. Charles Land/Cash Worksheet

Instructions: Enter unit counts in yellow boxes; blue boxes automatically calculate required land donation & cash contribution

Dwelling Type/Bedroom Count	# of Units	Park	Est. Park Pop.	Elem.	Est. Pop.	Middle School	Est. Pop.	High School	Est. Pop.
Detached Single Family									
3 bedroom	0	2.899	0	0.369	0	0.173	0	0.184	0
4 bedroom	0	3.764	0	0.53	0	0.298	0	0.36	0
5 bedroom	0	3.77	0	0.345	0	0.248	0	0.3	0
Attached Single Family (Townhomes)									
1 bedroom	0	1.193	0	0	0	0	0	0	0
2 bedroom	0	1.99	0	0.088	0	0.048	0	0.038	0
3 bedroom	0	2.392	0	0.234	0	0.058	0	0.059	0
4 bedroom	0	3.145	0	0.322	0	0.154	0	0.173	0
Multi Family (Condo/Apartment)									
Efficiency	0	1.294	0	0	0	0	0	0	0
1 bedroom	287	1.758	504.546	0.002	0.574	0.001	0.287	0.001	0.287
2 bedroom	322	1.914	616.308	0.086	27.692	0.042	13.524	0.046	14.812
3 bedroom	0	3.053	0	0.234	0	0.123	0	0.118	0
Estimated Population	609		1120.854		28.266		13.811		15.099
Park Acreage @ 10 acres per 1,000 population			11.20854	acres					
Park Land Dedication			0	acres					
Park Cash in Lieu @ \$240,500 per acre			\$2,695,653.87						
Elementary School Acreage @ .025 acres per student					0.70665				
Middle School Acreage @ .0389 acres per student							0.5372479		
High School Acreage @ .072 acres per student									1.087128
Total School Acreage			2.3310259						
Total School Cash in Lieu @ \$240,500 per acre			\$560,611.73						

1 1/2 Mile Jurisdiction Park Cash in Lieu

\$1,961,494.50

(Not for development within City of St. Charles)

1 1/2 Mile Jurisdiction School Cash in Lieu

\$407,929.53

(Not for development within City of St. Charles)

RECEIVED
St. Charles, IL

AUG 24 2016

CDD
Planning Division



October 11, 2016

Mark Koenen, City Administrator
City of St. Charles
2 E. Main Street
St. Charles, IL 60174

Peter C. Bazos
Bradley T. Freeman
Mark Schuster
J. William Braithwaite
Jonathan S. Pope
Aaron H. Reinke

—
Christopher S. Nudo
of counsel

Writer's Contact:
pbazos@bazosfreeman.com
847-742-8800 x2030

Re: Proposed Prairie Center Project: Application numbers 2016 AP 025 (the "Map Amendment Petition") and 2016 AP 026 and 2016 AP 027 (collectively the "PUD Petition")

Dear Mr. Koenen:

As you know, our clients have filed the above-referenced Map Amendment Petition and the PUD Petition (collectively, the "Petitions"). Subsequently, the City Staff sent our client a certain "Application Completeness Review Letter" dated August 15, 2016 (the "Completeness Review Letter"). This letter is intended to respond to certain issues raised in the Completeness Review Letter, and to amend the Petitions in the manner described below:

A. As to Section 1 of the Completeness Review Letter, please let this correspondence serve as an amendment to all of the filings made by our client under application numbers 2016 AP 025, 2016 AP 026, and 2016 AP 027, so as to add an additional tax parcel identification number that was inadvertently omitted, namely 09-33-302-015. (The legal description of the land covered by this missing PIN was already included in the Petitions.)

B. As to Section 3(c) of the Completeness Review Letter, please let this correspondence serve as an amendment to the Map Amendment Petition so as to correct the legal description for the property for which the map amendment is sought to that legal description attached hereto as **Exhibit A** (the "Map Amendment Legal Description").

C. As to Section 5(e) of the Completeness Review Letter, and relative to the PUD Petition, attached hereto as **Exhibit B** is a document that constitutes the Petitioner's statement of public benefit as to the requested PUD and the departures requested as a part thereof.



D. As to Section 5(f) of the Completeness Review Letter, and relative to the PUD Petition, attached hereto as Exhibit C is a document that constitutes the Petitioner's response to Staff's request for a development schedule as to the proposed PUD project.

E. As to Section 6 of the Completeness Review Letter, Section 17.04.420 of the City Code, there are various recording and construction commencement requirements pertaining to PUDs, with special requirements for those PUDs that involve phasing. We ask you to confirm (or correct) our understandings as to the application of Section 17.04.420 to the Prairie Center Project:

1. The proposed Prairie Center PUD is, as currently submitted, a single-lot, single-phase project.

2. If the City Council approves the special use for the Preliminary PUD, then the applicant has two (2) years to gain approval of and to record the final PUD, subject to the Council's right to extend this time limit on a year-by-year basis.

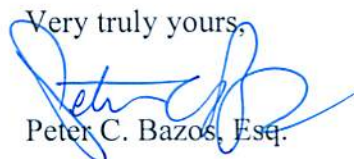
3. If the applicant does record a final PUD plat within the time period required in #2 above, then this applies to the entire Prairie Center project (which, again, is a single-phase, single lot project). As such, even if all buildings contemplated by the Prairie Center PUD are not commenced within the 5-year period described in the second paragraph of Section 17.04.420, the Prairie Center PUD would nevertheless remain valid and in force.

4. Because the Prairie Center PUD is a single-phase / single lot PUD, commencement of the construction of at least one (1) building anywhere within the project will satisfy the construction commencement requirements of Section 17.04.420 B for the entire project, his allowing the remaining buildings to be built in accordance with the Applicant's construction schedule, without risk of loss of the approved PUD.

5. As buildings are incrementally built within this single-lot PUD, only those utilities required to serve the buildings being built would be required. (In other words, the required engineering improvements could be phased to match the phased construction of the buildings within the PUD.)

Mr. Koenen, we would greatly appreciate receiving from you and/or your Staff an acknowledgement that this correspondence (and the attachments hereto) are accepted by the City as an amendment to the previously-filed Petitions to the extent set forth hereon. Thank you.

Very truly yours,



Peter C. Bazos, Esq.

PCB/awy

CC: John M. McGuirk, Esq.
Russell Colby
David Patzelt
Mark Schuster, Esq.

1250 Larkin Avenue #100 Elgin, IL 60123
847-742-8800 (o) 847-742-9777 (fx)

www.sbfklaw.com

BAZOSFREEMAN

Bazos, Freeman, Schuster & Braithwaite, LLC

EXHIBIT A MAP AMENDMENT LEGAL DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF JOE KEIM'S RANDALL ROAD SUBDIVISION, ST. CHARLES TOWNSHIP, KANE COUNTY, ILLINOIS; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF ILLINOIS STATE ROUTE NO. 38, A DISTANCE OF 222.0 FEET FOR THE POINT OF BEGINNING; THENCE NORTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 178.0 FEET; THENCE SOUTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 132.0 FEET; THENCE NORTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 172.0 FEET; THENCE NORTHWESTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 9.0 FEET; THENCE NORTHEASTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 163.92 FEET TO A LINE DRAWN PARALLEL WITH AND 560.0 FEET EASTERLY OF THE EAST LINE OF SAID SUBDIVISION (MEASURED ALONG THE CENTER LINE OF PRAIRIE STREET); THENCE NORTHERLY PARALLEL WITH SAID EAST LINE 447.67 FEET TO A POINT THAT IS 40.0 FEET SOUTHERLY OF THE CENTER LINE (MEASURED AT RIGHT ANGLES THERETO) OF PRAIRIE STREET; THENCE EASTERLY PARALLEL WITH SAID CENTER LINE 574.54 FEET TO A LINE DRAWN PARALLEL WITH AND 1134.54 FEET EASTERLY OF SAID EAST LINE (MEASURED ALONG SAID CENTER LINE); THENCE SOUTHERLY PARALLEL WITH SAID EAST LINE 321.03 FEET TO A LINE DRAWN PARALLEL WITH AND 935.0 FEET NORTHEASTERLY OF SAID NORTHEASTERLY LINE (MEASURED AT RIGHT ANGLES THERETO) OF ILLINOIS STATE ROUTE NO. 38; THENCE SOUTHEASTERLY PARALLEL WITH SAID NORTHEASTERLY LINE 677.64 FEET TO A LINE DRAWN AT RIGHT ANGLES TO SAID NORTHEASTERLY LINE FROM A POINT ON SAID NORTHEASTERLY LINE THAT IS 1218.0 FEET SOUTHEASTERLY OF THE POINT OF BEGINNING (MEASURED ALONG SAID NORTHEASTERLY LINE); THENCE SOUTHWESTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 935.0 FEET TO SAID NORTHEASTERLY LINE; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE 1218.0 FEET TO THE POINT OF BEGINNING;

EXCEPT THE SOUTHWESTERLY 205.00 FEET, AS MEASURED AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE THEREOF (SAID SOUTHWESTERLY LINE ALSO BEING THE NORTHEASTERLY LINE OF ILLINOIS STATE ROUTE NO. 38);

IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

1250 Larkin Avenue #100 Elgin, IL 60123
847-742-8800 (o) 847-742-9777 (fx)

www.bazosfreeman.com

S:\wpdocs\Work\39164\Letters and Memos\#25C Final Ltr to St Charles to Amend Petitions.docx

BAZOSFREEMAN

Bazos, Freeman, Schuster & Braithwaite, LLC

EXHIBIT B STATEMENT OF PUBLIC BENEFIT

APPLICANT'S STATEMENT OF PUD PUBLIC BENEFITS

To: City of St. Charles

Re: Applications 2016AP026 and 2016AP027

The undersigned, Shodeen Group, L.L.C., being the Applicant under the above-referenced Petitions, does hereby state that the requested Planned Unit Development ("PUD"), while not strictly conforming to the underlying BR zoning classification of the Subject Property, contains requested departures and relief from the minimum requirements applicable to said underlying zoning district (collectively "Departures") that are needed in order to (a) promote a creative design that better serves the community goals and (b) otherwise eliminate development standards that are impractical for the development for the Subject Property. The Applicant further states that the proposed PUD will provide benefits to the community that would outweigh benefits the community would enjoy from the development of the Subject Property in strict conformance to the underlying zoning classification in the following respects:

1. The PUD will provide community amenities such as recreational areas and heavily landscaped lawns and private sitting areas beyond those required by the underlying zoning ordinance.
2. The PUD will preserve open space and promote natural beauty by providing substantial amounts of underground parking that is not otherwise required by the underlying zoning ordinance.
3. The PUD will provide superior landscaping and buffering of the project beyond what is otherwise required by the underlying zoning ordinance.
4. The PUD calls for the construction of buildings that are much more up-scale in design on their exterior, and which contain interior amenities (such underground parking and elevators) that go beyond what is otherwise required by the underlying zoning ordinance.
5. The residential units to be constructed within the PUD will provide heightened accessibility for residents of all ages (including seniors) by reason of the buildings including elevators as well as underground parking beyond that which is required by the Americans with Disabilities Act or other applicable codes.

1250 Larkin Avenue #100 Elgin, IL 60123
847-742-8800 (o) 847-742-9777 (fx)

www.bazosfreeman.com

S:\wpdocs\Work\39164\Letters and Memos\#25C Final Ltr to St Charles to Amend Petitions.docx



6. The PUD will provide dwelling units which meet the City's affordability standards as set forth in the City's codes and ordinances.
7. The PUD will provide a mixed-use project including both residential and commercial/retail, which will bring about the development of an otherwise fallow piece of land within the City and will also provide commercial services not only to the residents of the Subject Property, but also to nearby residents within the community, all without materially detracting from the commercial viability of the central business district of the City.

Respectfully submitted,
Shodeen Group, L.L.C.

By: _____

David A. Patzelt

Title: _____

BAZOSFREEMAN

Bazos, Freeman, Schuster & Braithwaite, LLC

EXHIBIT C PUD DEVELOPMENT SCHEDULE

1. Commencement of at least one (1) building within the approved PUD will occur within two (2) years of the City's approval of the Final PUD.
2. Subsequent buildings within the approved PUD will be commenced and completed as the market for such buildings may demand.

1250 Larkin Avenue #100 Elgin, IL 60123
847-742-8800 (o) 847-742-9777 (fx)

www.bazosfreeman.com

S:\wpdocs\Work\39164\Letters and Memos\#25C Final Ltr to St Charles to Amend Petitions.docx

August 23, 2016

Russell Colby
City of St. Charles
2 East Main
St. Charles IL 60174

Re: Shared Parking

Dear Russ:

The City of St. Charles Ordinance 17.24.040 allows for the reduction in parking requirement based on the concept of "shared parking" wherein the people within one vehicle may use two (2) or more uses within a land area during the same vehicular trip. This is clearly evident in parts of the City especially where you have mixed use zoning and where people are walking between uses. Planners and Engineers typically use *generic* parking standards that apply to general land use categories such as residential, office and retail. These *generic* standards have been developed by professional organizations such as the Institute of Transportation Engineers (ITE) and are unconstrained and unadjusted values, which generally reflect the maximum supply that could be needed. This ITE conservative data is used by planners and allows them to err on the side of caution but has serious drawbacks. Much of this data has been used in the suburban areas of Chicago, including most communities in Kane County. It is based on low-density, single user developments with limited transportation choices, and no walkability. Providing this *generic* parking standard in outlying greenfield areas is less burdensome because of the availability of land for the parking lots. This philosophy has led to the overbuilt parking lots as seen along the Randall Road corridor. Every day of the week, at any hour of the day, you can drive the corridor and find a plethora of available vacant parking spaces. Providing this parking, in the same ratios as in the greenfield areas, is a significant expense and deterrent to infill development. Community planners cannot ignore planning issues and strategies such as smart growth principles, shared parking, walkability, and public transportation in the infill developments when analyzing and determining parking requirements. Parking in infill and mixed use developments is more complex as found by The United States Environmental Protection Agency (USEPA), the Institute for Transportation and Development Policy (ITDP) as well as Victoria Transport Policy Institute (VTPI) who all have further studied and evaluated parking demand and parking management.

Urban Land Institute (ULI), ITE, ITDP, VTPI and other entities have published reports and data on proper parking management. This includes Shared Parking, Second Addition by ULI, Parking Management, strategies, evaluation and planning, by Todd Litman of VTI, Shared Parking, by ITDP as well as Smart Growth Alternatives to Minimum Parking Requirements by Christopher V. Forinash, U.S. EPA.

The Urban Land Institute and the International Council of Shopping Centers work that was published in Shared parking, Second Edition uses independent surveys as well as other

SHODEEN

SHODEEN GROUP, LLC
77 N. First Street
Suite 7
Geneva, Illinois 60134

phone 630.444.0777
facsimile 630.232.8695

www.shodeen.com

information provided in other documents to provide a comprehensive collection of parking data, particularly for mixed use developments such as the proposed project, to dramatically and justifiably reduce the ITE parking requirements. By evaluating peak demands as well as shared coefficients, these entities encourage the reduction in parking supply in mixed use developments such as the proposed Prairie Centre Development.

In November of 2013 VTPI found;

“Paradigm Shift

Parking planning is undergoing a paradigm shift, a fundamental change in how a problem is perceived and solutions evaluated. The old paradigm assumes that parking should be abundant and free at most destinations. It strives to maximize supply and minimize price. The old paradigm assumes that parking lots should almost never fill, that parking facility costs should be incorporated into the costs of buildings or subsidized by governments, and that every destination should satisfy its own parking needs.

The new paradigm strives to provide optimal parking supply and price. It considers too much supply as harmful as too little, and prices that are too low as harmful as those that are too high. The new paradigm strives to use parking facilities efficiently. It considers full lots to be acceptable...It emphasizes sharing of parking facilities between different destinations. It favors charging parking facility costs directly to the users, and providing financial rewards to people who reduce their parking demand.

The old paradigm tends to resist change...The new paradigm recognizes that transport and land use conditions evolve so parking planning practices need frequent adjustment.

The old paradigm results in predict and provide planning, in which past trends are extrapolated to predict future demand, which planners then try to satisfy. This often creates a self-fulfilling prophecy, since abundant parking supply increases vehicle use and urban sprawl, causing parking demand and parking supply to ratchet further upward...

It is important to define parking problems carefully. For example, if people complain about a parking problem, it is important to determine exactly what type of problem, and where, when and to whom it occurs.”

ITDP reported in their “What is shared parking?” report;

“Shared parking can reduce parking requirements by 20 – 40%, creating positive economic, social and environmental benefits....Outdated local ordinances can inhibit the possibility of applying shared parking to an area. To successfully implement new parking standards, it is necessary to mitigate any standing barriers to a shared parking initiative.

1. Understand the actual parking demand in a neighborhood...

Understand current parking supply versus what is being used...

Determine who is paying for current parking such as land owners or users...

2. Eliminate minimum parking standards

Minimum parking standards based on land uses lead to an over-supply of parking...

3. Change zoning laws and encouraging shared parking arrangements

Zoning laws can be changed to allow or encourage shared parking in existing areas with clustered businesses...

4. Educate owners and tenants on bundled parking and the associated costs

By unbundling the price of parking, people will be more likely to choose other transportation options in lieu of driving...

5. Promote public transportation and walkability through coordinated investment

Investment in sidewalks, cycling infrastructure, bus services and aesthetics of the area will improve overall access and reduce driving.

Roundtrip car sharing programs will reduced car ownership and therefore parking demand.

The documents entitled A Practical Method for Developing Context-Sensitive Residential Parking Standards by Matthew R. Cuddy, Assessing Alternative Approaches to Setting Parking Requirements by Joshua Engel-Yan in the ITE Journal, as well as Land Use Impacts on Transport: How Land Use Factors affect Travel by Todd Litman provide us with the following table of Parking Requirement Adjustment Factors.

More Accurate and Flexible Standards

More accurate and flexible standards means that parking requirements at a particular location are adjusted to account for factors such as those in Table 4 (Cuddy 2007; Engel-Yan and Passmore 2010; Litman 2009).

Table 4 Parking Requirement Adjustment Factors

Factor	Description	Typical Adjustments
Geographic Location	Vehicle ownership and use rates in an area.	Adjust parking requirements to reflect variations identified in census and travel survey data.
Residential Density	Number of residents or housing units per acre/hectare.	Reduce requirements 1% for each resident per acre: Reduce requirements 15% where there are 15 residents per acre, and 30% if there are 30 residents per acre.
Employment Density	Number of employees per acre.	Reduce requirements 10-15% in areas with 50 or more employees per gross acre.
Land Use Mix	Range of land uses located within convenient walking distance.	Reduce requirements 5-10% in mixed-use developments. Additional reductions with shared parking.
Transit Accessibility	Nearby transit service frequency and quality.	Reduce requirements 10% for housing and employment within ¼ mile of frequent bus service, and 20% for housing and employment within ¼ mile of a rail transit station.
Carsharing	Whether a carsharing service is located nearby.	Reduce residential requirements 5-10% if a carsharing service is located nearby, or reduce 4-8 parking spaces for each carshare vehicle in a residential building.
Walkability	Walking environment quality.	Reduce requirements 5-15% in walkable communities, and more if walkability allow more shared and off-site parking.
Demographics	Age and physical ability of residents or commuters.	Reduce requirements 20-40% for housing for young (under 30) elderly (over 65) or disabled people.
Income	Average income of residents or commuters.	Reduce requirements 10-20% for the 20% lowest income households, and 20-30% for the lowest 10%.
Housing Tenure	Whether housing are owned or rented.	Reduce requirements 20-40% for rental versus owner occupied housing.
Pricing	Parking that is priced, unbundled or cashed out.	Reduce requirements 10-30% for cost-recovery pricing (i.e. parking priced to pay the full cost of parking facilities).
Unbundling Parking	Parking sold or rented separately from building space.	Unbundling parking typically reduces vehicle ownership and parking demand 10-20%.
Parking & Mobility Management	Parking and mobility management programs are implemented at a site.	Reduce requirements 10-40% at worksites with effective parking and mobility management programs.
Design Hour	Number of allowable annual hours a parking facility may fill.	Reduce requirements 10-20% if a 10 th annual design hour is replaced by a 30 th annual peak hour. Requires overflow plan.
Contingency-Based Planning	Use lower-bound requirements, and implement additional strategies if needed.	Reduce requirements 10-30%, and more if a comprehensive parking management program is implemented.

This table summarizes various factors that affect parking demand and optimal parking supply.

Neighboring City of Batavia, contracted with Rich and Associates to complete a parking analysis for their mixed use downtown area. Within that study, Rich and Associates concluded that Rich & Associates believes there is a shared parking factor that should be applied. They then compared that factor to other similar Chicago suburban communities for comparison to better reflect how those communities parking numbers compared to Batavia as. Following is a copy of this comparison chart.

Comparable Cities Calculated Requirements

Land-Use	Batavia		Values from Previous Rich & Associates Studies									
	Zoning	Shared Use Model	Downer's Grove	Westmont	Berwyn	Wilmette	Libertyville	Winnetka	Des Plaines	Min	Max	Average
Retail	4.00	3.20	2.40	2.22	2.35	2.35	2.35	2.65	2.35	2.22	2.65	2.38
Restaurant	10.00	8.24	4.50	6.00	9.00	9.00	6.25	5.50	9.00	4.50	9.00	7.04
Office	4.00	3.23	1.42	2.56	2.85	2.85	2.20	2.93	2.85	1.42	2.93	2.52
Personal Svce	5.00	5.02	2.40	2.72	1.40	1.40	7.95	NA	1.40	1.40	7.95	2.88
Government	4.00	3.23	3.10	2.85	NA	2.90	3.00	2.00	NA	2.00	3.10	2.77
Health Club (Recreation)	6.67	6.77	2.11	NA	NA	0.85	NA	NA	NA	0.85	2.11	1.48
Religious Institution	10.00	1.00	NA	0.30	NA	0.30	NA	0.60	NA	0.30	0.60	0.40
Instructional Service	5.00	4.24	NA	NA	NA	NA	NA	NA	NA	0.00	0.00	NA
Residential	1.50	1.12	NA	1.50	1.00	NA	1.25	1.50	1.00	1.00	1.50	1.25
Mfg (Light Assembly)	2.00	1.70	NA	NA	NA	0.40	NA	NA	NA	0.40	0.40	0.40

Locally, in November of 2008, a Chicago metropolitan traffic engineering firm by the name of Metro Transportation Group, Inc.(Metro) prepared a Parking Demand Analysis for Shodeen and the City of St. Charles relating to mixed use development. Within that report, Metro stated;

“The calculation of parking demand typically involves the application of peak demand ratios to commons measures of development size such as 1,000 square feet of leasable space and the number of residential. To the resulting peak parking demand, a number of adjustments are then made to account for seasonal and time of date variations as well as variables such as mode split and user type. For mixed use developments...shared parking concepts can be utilized to account for land uses which have non-current peak parking demand (office and residential as an example) and/or captive market users who are patrons of more than one land use. By accounting for shared trip making and collective utilization of a common parking area, a more appropriate parking supply can be developed. Together, these factors can reduce the parking supply that would otherwise be required if all the peak rates were simply totaled.”

This study concluded with;

*“The use of shared parking techniques to more accurately determine the true parking demands associated with a development as large and diverse as Towne Centre is consistent with standard engineering practices. The application of these principles results in a savings of nearly **30 percent** when compared with each land uses' unadjusted parking demand.”*

Prairie Centre

Prairie Centre as designed is a mixed use, walkable development. General practice is to use 1000' to ¼ mile walkable for share parking. Attached is an exhibit illustrating that generally the entire Prairie Centre site lies within this ¼ mile spacing. Thus the entire site is walkable and all of the parking spaces can be shared. Prairie Centre mixed use is sized to accommodate the service, recreational and shopping needs for the residents of Prairie Centre and the surrounding area. This would include the higher density residential neighborhoods that abut it. It is reasonable to assume that people will walk from those developments to Prairie Centre. However, no discounting of these abutting parking spaces is accounted for. The Prairie Centre Parking Analysis lists the City of St. Charles Parking un-adjusted Requirements for each proposed use, as well as, a vacancy factor and a Shared Parking Reduction Factor. These factors are reasonable and should be accepted. (Refer to Parking Analysis on the drawing set)

The current City of St. Charles parking requirements (un-adjusted) per the zoning ordinance states that the required off-street parking for:

Multi-Dwellings: Studio, efficiency & One-Bedroom Dwelling Units shall be 1.2 spaces per unit, Two-Bedroom Dwelling Units shall be 1.7 spaces per unit.

Independent Living Units: 0.5 spaces per Dwelling Unit

Office Use: 4 spaces per 1,000 sf

Restaurant Use: 10 spaces per 1,000 sf

Retail Sales Use: 4 spaces per 1,000 sf

Rather than reduce land use to meet City Requirements, based on the ordinance and the facts noted above, a Shared Parking analysis along with Smart Growth Alternatives to these parking requirements should be applied. Applying these types of principles can and should reduce the required land use parking areas by creating a "Shared Parking reduction."

The following is a list of potential scenarios that should be considered as discounts to reduce the required minimum parking requirements.

Discount 1:

The Prairie Centre Residential Vacancy will always be something less than 100%. This could be as a result of an actual vacancy in the unit or as a result of the occupants out of town. As a result, we are requesting that a credit be issued to reflect this unintended consequence. Although we have underground garage parking for the residents, the amount of outside surface parking spaces will also be available. A reduction of at least 5% should be considered for this.

Discount 2:

The Prairie Centre Commercial Vacancy will always be something less than 100%. The percent of unoccupied rental office, retail, and restaurant space and more importantly,

unused parking spaces will be available. As a result there will always be at least a 5% vacancy of parking spaces.

Discount 3:

The Prairie Centre development utilizes Smart Growth Principles and Design Guidelines for Walkable Communities. The streets are designed with the pedestrian in mind; walkable and useable streets by allowing on-street parking, seating areas, street trees and planters create a unique experience. Locating parking areas on-street, behind, and under buildings are essential in creating a walkable community. Should the overall block length exceed 300 feet, Prairie Centre offers mid-block cross walks or open space areas. Design Guidelines for Walkable Communities prepared by Kevin McNally, explains the principles and most importantly the benefits of walkable communities. Here is an excerpt: "Generally, residents of an area typically have a walking threshold of ¼ mile, or a 5-minute, radius from their homes, meaning anything outside of this area is not within comfortable walking distance (Urban Design Principles)." "By creating destinations within the 5 minute radius of housing, the streets become more lively and active because people have less need to use an automobile to travel to and from stores, entertainment, and recreation areas." The Prairie Center Development embodies these same principles by offering walkable streets, walkable block length, park areas, direct access to public transit (Existing Bus Stop along Rt. 38), office, shops, restaurants and more importantly, parking areas located throughout development-on-street, behind building, and under buildings. The idea of Shared Parking is evident with this type of development and as a result, should be considered for a reduction of parking spaces. The entire development is walkable-mostly under the ¼ mile walking threshold. A 10% reduction in the required parking spaces is requested.

Discount 4:

The Prairie Centre development anticipates it may include a portion of Age targeted and/or Senior Housing, specifically independent living apartments. The City of St. Charles parking requirements for this use, we can reduce parking to 0.50 spaces per unit. Stephan B. Corcoran presented at the Institute of Transportation Engineers a Senior Housing Trip Generation and Parking Demand Characteristics. This document describes senior housing types, factors affecting trip generation and parking, daily traffic generation and peak-hour generation rates. In addition, the document compares 9 local senior developments and generates a peak parking rate of 0.40 parking spaces per unit. Here is an excerpt from this analysis: "*The peak parking demand at most senior facilities occurred midday with an average peak demand of 0.40 vehicles per dwelling unit for residents, employees and visitors. Mother's Day is the highest parking day of the year with many facilities short of spaces for that one day.*" Thus we request if the Age Targeted/senior Living/Independently Living is utilized, that a parking factor of 0.40 spaces per unit be required.

Discount 5:

On November, of 2008, Metro Transportation Group conducted a parking demand and shared parking analyses for the proposed Prairie Centre Mixed Use Development. The Methodology behind this analysis was review the individual peak demands for individual land uses. Metro Transportation concluded that the use of shared parking techniques, as outlined above, to more accurately determine true parking demands results in a savings of 30% when compared with each land uses' unadjusted parking demand. An additional 10% shared parking ratio should be applied.

Additionally, during this analysis the City of St. Charles believes excess parking supply may be provided at the Jewel Grocery Store located immediately to the west of the Prairie Centre Development-approximately 1,000 feet away.

In conclusion, a 5% vacancy discount, plus a 10% walkable discount plus a 10% discount for mixed use development for a total of a 25% reduction in the required parking spaces is requested.

Sincerely,

A handwritten signature in black ink that reads "David Patzelt /cf". The signature is written in a cursive style with a slanted, slightly informal appearance.

David Patzelt



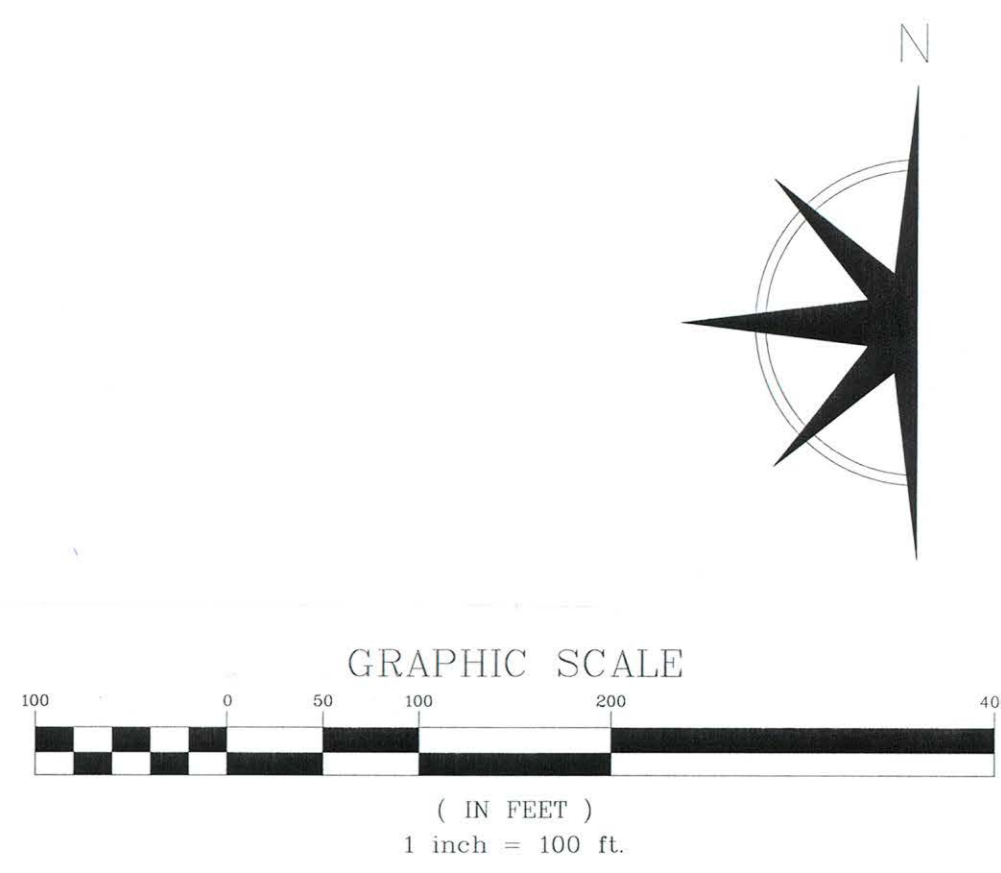
EXISTING RETAIL BLDG.
11,000 SF @ 4 Bay Spaces / 1,000 SF
44 SPACES PER
EXCESS OF 16 -

JEWEL FACADE
(EXISTING)
60,000 SF @ 3 1/2, 000 SF
300 PARK SPACES PER
EXCESS OF 47

1/4 MILE - 1,320' OR 5 MIN.
WALKING TIME (MP.)

BLOCK LENGTH IS 200'-600' LONG
W/ MID-BLOCK PATHS, SIDEWALKS AND
OPEN SPACE CORRIDORS.

PRAIRIE CENTRE
1/4 MILE WALKABLE THRESHOLD



PREPARED FOR:
SHODEEN, INC
77 NORTH FIRST STREET
GENEVA, IL 60134

PREPARED BY:
ESM CIVIL SOLUTIONS, LLC
Civil Engineering - Land Entitlement - Project Feasibility
1315 Macom Drive - Suite 205 Naperville Illinois 60564
o: 630-300-0933 c: 630-624-0520

REVISIONS			REVISIONS		
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	6-29-16	ADDED HYDRANTS & RELOCATED VALVE VAULT PER CITY			
2	07-05-16	REVISED SIDEWALK AND ADDED STREET LIGHTS			
3	7-08-16	REVISED PER CITY PLANNING & ENG REVIEW			

OVERALL SITE PLAN				
PRAIRIE CENTRE				
FILE NAME:	DSGN. BY: ESM	JOB NO: 16033	FLD. BK: ----	SHEET NO.
DISC NUM: ----	DRN BY: MCA	DATE: 5-13-16	SCALE: 1"=100'	2 of 22



October 17, 2016

Mark Koenen, City Administrator
City of St. Charles
2 E. Main Street
St. Charles, IL 60174

Peter C. Bazos
Bradley T. Freeman
Mark Schuster
J. William Braithwaite
Jonathan S. Pope
Aaron H. Reinke

Christopher S. Nudo
of counsel

Writer's Contact:
pbazos@bazosfreeman.com
847-742-8800 x2030

Re: Proposed Prairie Center Project: Application numbers 2016 AP 025 (the "Map Amendment Petition") and 2016 AP 026 and 2016 AP 027 (collectively the "PUD Petition")

Dear Mr. Koenen:

As you know, our clients have filed the above-referenced Map Amendment Petition and the PUD Petition (collectively, the "Petitions"). Subsequently, the City's attorney, John M. McGuirk, sent to me a letter dated October 17, 2016. In his aforesaid letter, Mr. McGuirk pointed out that, absent relief approved by the City Council, the City would require the following (the "Standard Subdivision Requirements"):

- (a) Final engineering for the entire PUD project, including all buildings; and
- (b) A bond or other form of security (Financial Guaranty) for all of the the public improvements shown in the approved final engineering plan; and
- (c) Construction of all of the public improvements within 2 years of recording of the final plat.

Through this letter, the Petition hereby amends its PUD Petition so as to additionally request that the City Council allow the following departures from the Standard Subdivision Requirements:

- (1) The PUD project may be built in phases as the market dictates;
- (2) Notwithstanding that this is planned to be a 1-;Lt subdivision, the owner / developer shall be required to provide only such final engineering and post only such Financial Guaranty as pertains to the initial phase of construction for which a permit will be sought; and



- (3) The same process as described in #2 could be followed as to future phases of the development; and
- (4) The 2-year time limit be waived.

Mr. Koenen, we would greatly appreciate receiving from you and/or your Staff an acknowledgement that this correspondence (and the attachments hereto) are accepted by the City as an amendment to the previously-filed PUD Petition to the extent set forth hereon. Thank you.

Very truly yours,

/Peter C. Bazos/
Peter C. Bazos, Esq.

PCB/awy

CC: John M. McGuirk, Esq.
Russell Colby
David Patzelt
Mark Schuster, Esq.