



AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item number: 4a

Title: Presentation of a Concept Plan for The Quad St. Charles

Presenter: Rita Tungare

Meeting: Planning & Development Committee

Date: May 8, 2017

Proposed Cost: N/A

Budgeted Amount: N/A

Not Budgeted:

Executive Summary (if not budgeted please explain):

In November 2013, the City Council approved an amendment to the Charlestowne Mall PUD to create new zoning and development standards for the redevelopment of the mall property, which is to be known as The Quad St. Charles. Since that time, the City has reviewed a number of plans for subdivision of the property and development of outlot buildings along Main St.

The owners of the property, SC 3800 Main LLC, have submitted a Concept Plan for The Quad that proposes the following changes to the mall building and the remainder of the site:

- Retaining the existing anchor store buildings (Von Maur, Carson Pirie Scott, Classic Cinemas).
- Keeping portions of the mall building, but significantly reducing the size of the building.
- Constructing new building entrances to create outward-facing entries into the mall building.
- Additional freestanding commercial buildings south of the mall.
- Residential townhomes north of mall (155 townhome units).
- Residential apartments east of the mall (256 apartment units).

The Concept Plan includes a “Summary of Development” that provides background and context to the plan documents that have been submitted for review.

The City’s Comprehensive plan identifies the future land use of the site as “Corridor and Regional Commercial” with “Potential Mixed Use.” The property is located within the East Gateway Sub Area. The property is identified as a Catalyst site and different redevelopment options for the site and adjacent property are shown in the Sub Area Plan. See the Staff Memo for additional information.

The Plan Commission reviewed the Concept Plan on 4/18/17. A summary of their comments is attached.

Attachments (please list):

- Staff Memos (Summary of Plan Commission comments, Staff Analysis Memo)
- Application and Concept Plan
- Plan Commission review meeting transcript

Recommendation/Suggested Action (briefly explain):

Given the scope of the project, it is recommended that the Committee focus their comments on the land uses and site plan. Detailed information on the traffic/utilities/stormwater will be analyzed and reviewed later at the Preliminary Plan stage. Staff suggests providing comments on the following:

- Comprehensive Plan: Does the Concept Plan meet the objectives of the Comprehensive Plan?
- Proposed Land Uses (townhomes and multi-family residential)
- Building Architecture.
- Site Design/Layout, including the street network and location/arrangement of open spaces.
- Additional information needed for a future application.

Community & Economic Development
Planning Division

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ST. CHARLES
SINCE 1834

MEMO

TO: Chairman Ed Bessner
And the Members of the Planning & Development Committee

FROM: Russell Colby, Planning Division Manager

RE: Concept Plan – The Quad St. Charles (Charlestowne Mall) – **Plan Commission Comments**

DATE: May 2, 2017

The Plan Commission reviewed the Concept Plan on 4/18/17. Below is a summary of the comments that were shared by a majority of the Plan Commission members.

1. Comprehensive Plan / Land Use
 - a. Mixed use is appropriate and consistent with the Comprehensive Plan.
 - b. Residential uses proposed in the Concept Plan are appropriate for the site as a transition from the mall building to surrounding neighborhoods.
 - c. Consider mixing the location of the residential land uses within the site to make the site more balanced.
2. Building Architecture
 - a. Building architecture needs to be cohesive, and the residential buildings should provide a transition from the architectural style of the mall building to the adjacent residential neighborhoods.
3. Site Design
 - a. Street network
 - i. A more integrated street network across the site would create a more unified site layout and identity, and better integrate the residential and commercial uses.
 - ii. Consider organizing the site around boulevards through the site (both east-west and north-south)
 - iii. Pursue cross access to the Stuart Crossing/Jewel property to directly connect the site to Kirk Road
 - iv. A traffic study should be conducted to provide recommendations regarding connections to Stuarts Drive and Foxfield Road.
 - b. Open spaces/landscaping:
 - i. Consider adding more usable open spaces for residents- solicit input from the Park District.
 - ii. Further define the plaza area at the center of the site as an active gathering space.
 - iii. Enhanced landscaping is desirable.

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ST. CHARLES
 SINCE 1834

STAFF ANALYSIS MEMO

TO: Chairman Ed Bessner
 And the Members of the Planning & Development Committee

FROM: Russell Colby, Planning Division Manager

RE: Concept Plan – The Quad St. Charles (Charlestowne Mall)

DATE: May 2, 2017

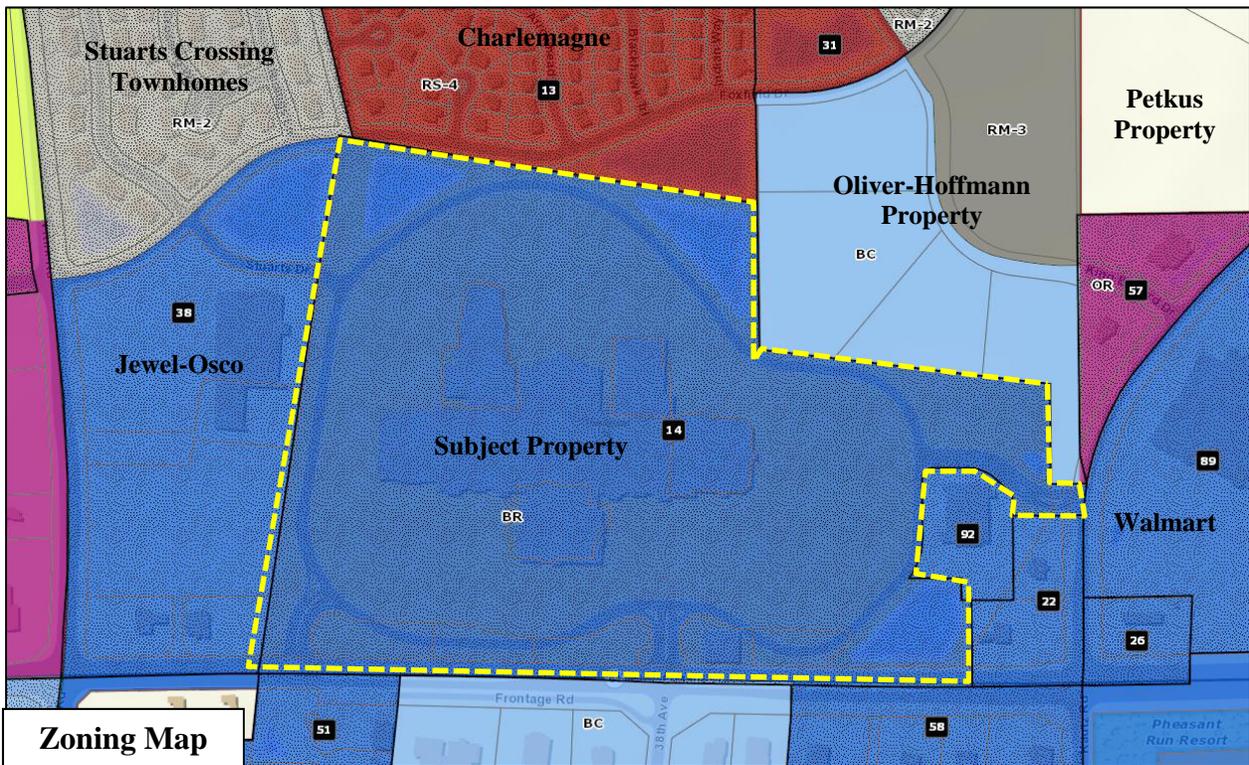
I. APPLICATION INFORMATION:

Project Name: The Quad St. Charles

Applicant: SC 3800 Main, LLC (Record Owners)

Purpose: Concept Plan review for redevelopment of Charlestowne Mall property

General Information:		
Site Information		
Location	3700-3850 E. Main St.	
Acres	82 acres	
Applications	Concept Plan	
Applicable Zoning Code Sections/ Ordinances	Table 17.14-2 Business and Mixed-Use Districts Bulk Regulations Ordinance 2013-Z-19 – The Quad/Charlestowne Mall PUD Ordinance	
Existing Conditions		
Land Use	Enclosed shopping mall	
Zoning	BR – Regional Business (PUD)	
Zoning Summary		Current Land Uses
North	BC-Community Business (Oliver Hoffmann) RS-4 Residential PUD (Charlemagne Sub.)	Vacant/farmed Single Family Residential
East	BC-Community Business & BR Regional Business	Retail/Restaurant
South	BC-Community Business & BR Regional Business	Retail/Restaurant/Office
West	BR- Regional Business PUD (Stuart’s Crossing)	Retail/Restaurant
Comprehensive Plan Designation		
Corridor/Regional Commercial, Potential for Mixed Use		



II. BACKGROUND

In November 2013, the City Council approved an amendment to the Charlestowne Mall PUD to create new zoning and development standards for the redevelopment of the mall property, which is to be known as The Quad St. Charles. PUD Ordinance 2013-Z-19 is attached.

The 2013 PUD ordinance approved the following documents:

- A Concept Site Plan meant to demonstrate the design intent of the project.
- A PUD Standards exhibit listing the zoning and subdivision requirements that will apply to future development proposals at the site.

Since the 2013 PUD amendment, the following plans have been approved for the The Quad:

2014:

- PUD Preliminary Site and Engineering Plans for the overall site (Ordinance 2014-Z-9, revised by Ordinance 2014-Z-8).

2015:

- Final Plat of Subdivision for the Quad Unit 1, to create a building lot for the Classic Cinemas Theater (Ordinance 2015-Z-10, revised by 2015-Z-23).
- Final Plat of Subdivision for The Quad Unit 2, to create building outlots along Main Street and realign the mall ring road (Ordinance No. 2015-Z-2).

2016:

- PUD Preliminary Plan for The Quad Unit 2, Lot 1, for a Cooper's Hawk Restaurant (Ordinance 2016-Z-8).
- PUD Preliminary Plan for The Quad Unit 2, Lot 4, for a two-unit retail building including a Starbucks store with a drive through facility (Ordinance 2016-Z-9).

Site work to remove landscape berms along Main Street and realign the mall ring road was completed in 2015. The Starbucks building was recently completed, and the Cooper's Hawk Restaurant is expected to be completed in May.

No changes to the mall building or the rest of the property have occurred since plans were approved in 2014.

III. CONCEPT PLAN

The owners of the property, SC 3800 Main LLC, have submitted a Concept Plan for the Quad St. Charles that proposes the following changes to the site:

- Retaining the existing anchor store buildings- Von Maur, Carson Pirie Scott and Classic Cinemas.
- Keeping portions of the mall building, but significantly reducing the size of the building (including demolition of the former Sears store, former Kohls store, the food court, and the eastern side of the mall).
- Constructing new building entrances to create outward-facing front entries into the remaining mall building.

- Additional freestanding commercial buildings south of the mall, including the previously planned buildings along Main Street and additional buildings within the parking lots facing Main Street.
- Residential townhomes north of mall (155 townhome units).
- Residential apartments east of the mall (256 apartment units).

The Concept Plan includes a “Summary of Development” that provides background and context to the plan documents that have been submitted for review.

IV. COMPREHENSIVE PLAN

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

During the planning process, a significant amount of discussion was devoted to three key focus areas. These focus areas are included as Sub Area plans within the plan document. The Subject Property and surrounding commercial areas are part of the East Gateway Sub Area.

Two chapters of the Comprehensive Plan include multiple references to the future development of the Subject Property:

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

The sections below reference policies and recommendations which are directly applicable to the development of the Subject Property. These sections are provided below for reference. It is recommended to review the entire chapters of the plan for additional context.

Chapter 4- Land Use Plan

Future Land Use Map (p.40) designates the site as “Corridor/Regional Commercial.”
Areas designated as Corridor/Regional Commercial are intended to accommodate larger shopping centers and developments that serve a more regional function, capitalizing on traffic volumes along the City’s busy streets and drawing on a customer base that extends beyond the City limits. These areas are appropriate for “big box” stores, national retailers, and regional malls or a “critical mass” of multiple stores and large shared parking areas. Commercial service uses can also have an appropriate place in corridor/regional commercial areas, but must be compatible with adjacent and nearby retail and commercial shopping areas and be located as to not occupy prime retail locations.

Residential Areas Framework Plan (p.45):
Area “G”: These two redevelopment sites [Charlestowne Mall and former St. Charles Mall site] have potential to develop with a mix of uses. The City should work with the property owners to explore mixed use development on these sites provided the development can assist in meeting other community objectives.

Mixed Use Outside of Downtown (p.47)
The Land Use Plan identifies both the Charlestowne Mall site in the City’s East Gateway and the Old St. Charles Mall site in the West Gateway as Corridor/Regional Commercial areas. However, both of these sites have potential for Mixed Use development, and similar to

Downtown, each could foster a pedestrian-oriented mixed use node, with a mix of retail, restaurant, entertainment, recreation, and residential uses. This dynamic mix of uses in close proximity to major arterial streets has the potential not only to create a vibrant and inviting destination but also serve as a catalyst for needed investment in these important areas of the City. Building orientation in the area should have a strong orientation to major streets and careful consideration should be given to its impact on adjacent residential areas. Additionally, residential uses/ development within these mixed use areas should refer to the Residential Areas Framework Plan for additional considerations and recommendations. In these areas, it is important to maintain a healthy balance of users.

Chapter 8- Sub Area Plans

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

Subarea Goals

The East Gateway subarea represents a unique opportunity for economic development, revitalization and stabilization with for a specific context within the City of St. Charles. The overall vision for the subarea includes the following:

- *Revitalization of the Subarea’s retail areas that maximizes the locational assets within this area of the City.*
- *Improved connectivity and circulation within the Subarea providing logical and efficient connections between compatible uses.*
- *Better separation of incompatible land uses to protect residential neighborhoods while at the same time help define the City’s business areas.*
- *Attractive streets and sites to distinguish this Subarea and key corridors from neighboring communities.*
- *A mix of uses that that help diversify the City’s economy and provide places to live, work, and shop.*

Subarea Objectives

- *Improve the appearance of the Kirk Road and Main Street Corridors to assist in strengthening the community’s identity and appearance through installation of streetscaping, wayfinding and gateway elements.*
- *Use landscaping appropriately to enhance commercial areas, screen unsightly areas, and provide an attractive streetscape and overall setting for the area.*
- *Improve the overall connectivity and mobility within the Subarea through both public streets and internal connection to provide a predictable and navigable environment.*
- *Preserve surrounding neighborhoods through the use of screening, buffering, and better separation from commercial development.*
- *Create market-responsive development parcels that can accommodate projects of an appropriate scale and phasing over time.*
- *Take advantage of proximity to DuPage Airport and Pheasant Run as activity generators.*
- *Reposition the Charlestowne Mall site to foster its renaissance or its redevelopment.*
- *Enhance the character of both existing and new development through site improvements, facade enhancements, consistent signage regulation, and at-tractive building design and materials.*

East Gateway Sub Area Plan Catalyst Sites (p.104)

The Subject Property is identified as Catalyst Site “D”, which includes some adjacent parcels:

Constructed in 1991, the Charlestowne Mall has been well maintained and is in good physical condition, however a lack of a critical mass of retailers and a high volume of vacancy have placed the Charlestowne Mall in jeopardy. Once a shopping destination within the community and surrounding area, most retailers have left the interior of the mall. Von Maur, Classic Cinemas, Carson Pirie Scott and Kohls occupy four of the mall's five anchor spaces and are complemented by a handful of smaller retailers and services. Internal hall-ways are desolate, parking fields are vast and empty and the Charlestowne Mall needs intervention to reposition the site to improve the mall's future viability or its full-scale redevelopment.

The Charlestowne Mall “Framework Plan”, “Repositioning Alternatives” and “Repositioning Option A” are shown on the next three pages (p. 105-107).

Charlestowne Mall Framework Plan

The Charlestowne Mall site represents the single greatest opportunity to redefine the character and function of the East Gateway. This Framework Plan highlights recommendations that could be implemented regardless of the timing or end vision for the repositioning of the mall structure itself. Within this framework, specific repositioning alternatives can be considered as mall tenancy, local market conditions, and other factors play out over time.

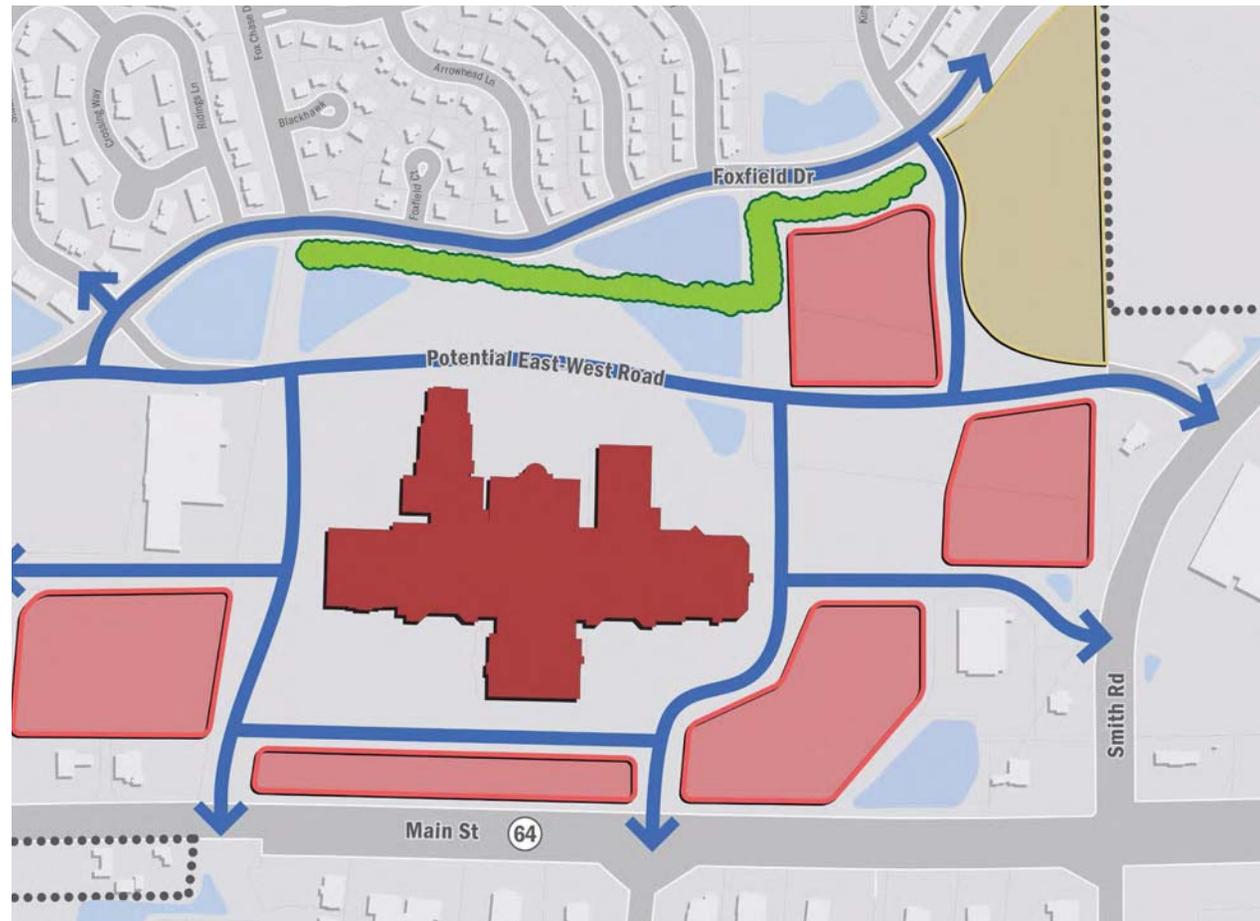
 **Proposed Street or Circulator.** These include public streets and on-site circulators designed to enhance on-site access and mitigate the impacts of traffic on surrounding neighborhoods. The key recommendation is a new street that would run along the north side of the mall property and make Foxfield Drive a residential street.

 **Out Lot Commercial, Retail, and Office Development.** This includes development sites located along Main Street that could capitalize on high visibility and more prominent access point offered by the proposed grid of streets and circulators. This also includes development sites located to the rear of the mall property with less visibility but enhanced access from the proposed grid of streets and circulators.

 **Single Family Attached/Multi-Family Residential.** Attached single family or multi-family development is permitted in this area and would complement existing housing development. It would also increase the number of residents that could support the mall site and other commercial properties in the eastern portion of the City.

 **Natural Buffer/Screening.** Screening and buffering should be provided between commercial and residential uses. This will minimize the impacts of non-residential uses on existing and future neighborhoods.

 **Repositioned Charlestowne Mall.** Within the proposed framework of streets and peripheral uses, the mall structure could be repositioned to be more responsive to contemporary consumer needs. The following page illustrates some proposed alternative approaches.



Legend

- Existing Retail Anchors
- Local Commercial/Retail Infill
- Local "Main Street" or Circulator
- Landscaped Open Space or Event Space



Charlestowne Mall Repositioning Alternatives

The Charlestowne Mall has struggled to maintain occupancy, with the majority of its commercial spaces sitting vacant. The following repositioning alternatives illustrate how different approaches may be taken to redefine the form, function, and context of the mall in an effort to make it more competitive in the contemporary market and more responsive to consumer demands.

Each of the alternatives can be accommodated by the Charlestowne Mall Framework Plan on the previous page, though minor modifications would be required. The intent of the alternatives is to provide residents, elected officials, and the development community with somewhat of a flexible roadmap as a number of factors come to pass over time. It should be also noted that a fourth option exists - **Option D** - which would include leaving the mall intact, in its current location, with facade improvements to the existing building, in addition to other improvements made around the periphery of the mall as identified on the Charlestowne Mall Framework Plan (previous page).

Option A

This concept illustrates how much of the existing mall could remain intact while access is enhanced through the implementation of a local street network. Most importantly, the existing east-west axis of the mall would be converted to a multi-modal street that would accommodate comfortable and attractive commercial sidewalks, vehicular traffic in each direction, and on-street parking. The mall's existing central space would become a green event or gathering plaza. At each end, roundabouts would provide the opportunity for gateway elements, artwork, or other anchoring elements. Small commercial spaces could be removed to create pocket plaza spaces that could host café seating, kiosks, seasonal markets or other uses in front of primary anchors.

Considerations

- » Would maintain much of the existing mall fabric and primary anchors
- » Creates multi-modal access to storefronts throughout the entire mall
- » Creates an attractive streetscape environment for all tenants
- » Roof over the internal street could be completely removed, or partially removed to allow for some areas of year-round activity
- » Does little to address the exterior image and aesthetics of the mall structure and property

Option B

This concept demonstrates how the eastern portion of the existing mall could stay mostly intact while the western portion would be reconceived as an entertainment and events complex. By removing retail space on the southwest face of the mall, retail activities could be concentrated towards the eastern end of the mall, and the vacated space could accommodate a plaza or green space. This space could accommodate outdoor events, and would build off of the cinema as the centerpiece of the entertainment complex. It would also extend south towards Main Street, creating an attractive "front door" for the mall by integrating landscaping, water, and sculptural elements. The west end of the entertainment complex could include active ground-floor uses with a decorative parking garage above.

Considerations

- » Substantially redefines a portion of the commercial mall for other kinds of intended uses
- » Reduces the overall square footage of retail space in order to concentrate it in another portion of the mall
- » Creates a more attractive identity for the mall from primary corridors
- » Requires a new approach to mall tenant recruitment and programming

Option C

This concept illustrates how the existing mall can be fragmented to create a more traditional town center pattern of streets, storefronts and open space. By removing specific retail spaces, a network of local streets can be accommodated in order to create smaller blocks and various points of entry into the commercial environment. These streets would also frame a central "town square" that could host events, markets or other temporary or seasonal activities. An east-west street would replace the existing pedestrian mall axis, and would include commercial sidewalks, streetscaping, and on-street parking. Other individual storefronts could be removed to create pocket plazas that provide more visibility for primary anchors and a place for café seating and other complementary activities.

Considerations

- » Preserves the primary tenants as anchors around which other retail and open spaces exist
- » Creates a significant central event or open space that brings users into the heart of the mall environment
- » Requires significant intrusion into the existing mall fabric to create street and open space network
- » Does little to address the appearance or image of the mall from primary corridors

Repositioning Option A



This figure represents an illustrative development concept for the Charlestowne Mall. The concept is intended to illustrate one possible approach for redevelopment that satisfies the goals, objectives, and guidelines as expressed in the St. Charles Comprehensive Plan. It is not intended to express action on behalf of the City to acquire and redevelop privately-held properties. The final format of redevelopment for these sites will depend upon local property ownership, unforeseen site constraints, and market forces at the time of redevelopment. Although this illustration does not depict it, there are grade changes within the site that any redevelopment will have to address.

Potential Improvements

- 1 Retained Anchor Tenants
- 2 Roof Removed to Create "Open Air" Shopping Center
- 3 Mixed-traffic "Main Street" Shopping Corridor
- 4 Central Plaza and Event Space
- 5 Architectural Elements that Stress Public Spaces
- 6 Commercial Storefront Facade Enhancements
- 7 Pocket Plazas in Front of Major Tenants
- 8 Enhanced Landscaping in Plazas and on "Main Street"
- 9 More Efficient On-site Circulation
- 10 New Parking Lot Landscaping
- 11 On-site Green Space and Stormwater Management
- 12 Comprehensive Pedestrian Network

V. ANALYSIS

Land Use and Redevelopment Options shown in the Comprehensive Plan

- Although the Comprehensive Plan identifies that mixed use might be appropriate for the site, none of the potential redevelopment options illustrates how residential use could be integrated into the property.
- The Comprehensive Plan does contemplate that the mall building itself may be partially demolished and split into standalone buildings. However, these redevelopment options are more illustrative ideas than actual plans, since they treat the site as relatively flat. (These plans do not account for the significant grade changes across the site that result from the property being graded to have entrance doors on both floors of the mall building.)
- Because the redevelopment options assumed that most of the site would remain commercial in use, the proposed street layouts around the mall are based upon improving commercial access into and across the property. The proposed residential land uses may require a modified access layout from what is shown in the Comprehensive Plan.

Zoning

The property is currently zoned BR Regional Business District, with a PUD approved in 2013. The current zoning and PUD do not permit residential use of the site.

A future proposal for zoning approval of the project could be structured as:

- Creating a PUD that permits residential land uses, or
- Rezoning portions of the property to permit residential land uses as shown on the plans, with a PUD remaining over the entire site.

The Concept Plan application includes Zoning Compliance tables for each land use area. These tables are meant to compare the plans with the City's comparable zoning districts for each development type:

- Commercial uses: BR Regional Business as modified by the current PUD
- Townhomes: RM-2 Mixed Medium Density Multi-Family Residential
- Apartments: RM-3 General Residential

Access

The access layout is designed to control vehicular traffic through the site and generally segregate the commercial traffic from residential traffic within the site.

A new access into the townhome area is shown on the north boundary of the site from Foxfield Road.

The existing access to Foxfield Road via Stuarts Drive will be modified to serve the commercial development only, with no direct access to the townhome area north of the mall. This modification will cut off the existing north private ring road, which serves as a significant cut through route. (Long term, the future extension of King Edward Drive to Smith Road as a public street within the

adjacent Oliver-Hoffmann property is intended to provide a direct route for traffic between Foxfield Road and Smith Road).

VI. UTILITIES AND INFRASTRUCTURE

Utility and infrastructure capacity will be studied if the developer files formal zoning applications.

The following items will need to be provided:

- **Traffic Study** assessing the adequacy of the surrounding roadway network to accommodate the development and providing recommendations for systems improvements.
- **Water Modeling** and study of the adequacy of the City's water system to service the development and provide adequate fire flow based on the building types and sizes.
- **Sanitary Sewer Study**, quantifying the anticipated sanitary sewer flows from the project and assessing the capacity of the City's sanitary sewers that will service the property.
- **Stormwater Management Report**, based on the developer's engineering design for the stormwater management system designed to comply with the City's Stormwater Ordinance.
- **Electrical Service Design** assessing the capacity of the City's electrical system to service the property and identifying any needed system improvements.

VII. SCHOOL AND PARK DISTRICT

The project will be required to comply with the Dedications Chapter of the City's Subdivision Code (Chapter 16.10). This chapter requires either a land donation or an equivalent cash contribution to the School and Park districts based on population generation formulas in the City Code. The developer has submitted a Land-Cash Worksheet with these calculations based upon the Concept Plan. The Concept Plan has been forwarded to the School and Park Districts for comment.

VIII. INCLUSIONARY HOUSING

The City's Inclusionary Housing Ordinance, Title 19 of the City Code, requires either the provision of affordable units within a new residential project, or payment of a fee-in-lieu for units. The developer has submitted the Inclusionary Housing Worksheet, showing that a fee-in-lieu of units is proposed.

IX. QUESTIONS TO CONSIDER

Given the scope of the project, it is recommended that the Committee focus their comments on the land uses and site plan. Detailed information on the traffic/utilities/stormwater will be analyzed and reviewed later at the Preliminary Plan stage. Staff suggests providing comments in response to the following questions:

Comprehensive Plan:

- Does the Concept Plan adequately meet the objectives for development of the site identified in the Comprehensive Plan?
- The Concept Plan has similarities to the options shown in the Comprehensive Plan, however there are certain differences identified. Should the City consider a Comprehensive Plan amendment as a part of the any future formal application process?

Land Use:

- Is the proposed land use break down acceptable? If not, what is the preferred land use breakdown? Are there other land uses that should be considered?
- Is the residential unit count and density acceptable? If not, what unit count would be acceptable?

Site Design/Layout:

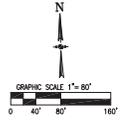
- How does the proposed redevelopment relate to the existing surrounding land uses, such as the Savers property?
- Can the site design be improved? If so, how? What specific elements shown on the plan should be modified? Comment on:
 - Site/access layout/building orientation
 - Distribution of land use areas within the site
 - Building forms (outlot commercial buildings, townhomes, multi-story residential buildings)
 - Locations/arrangement of open spaces

What additional information would be necessary to review a future application for this project?

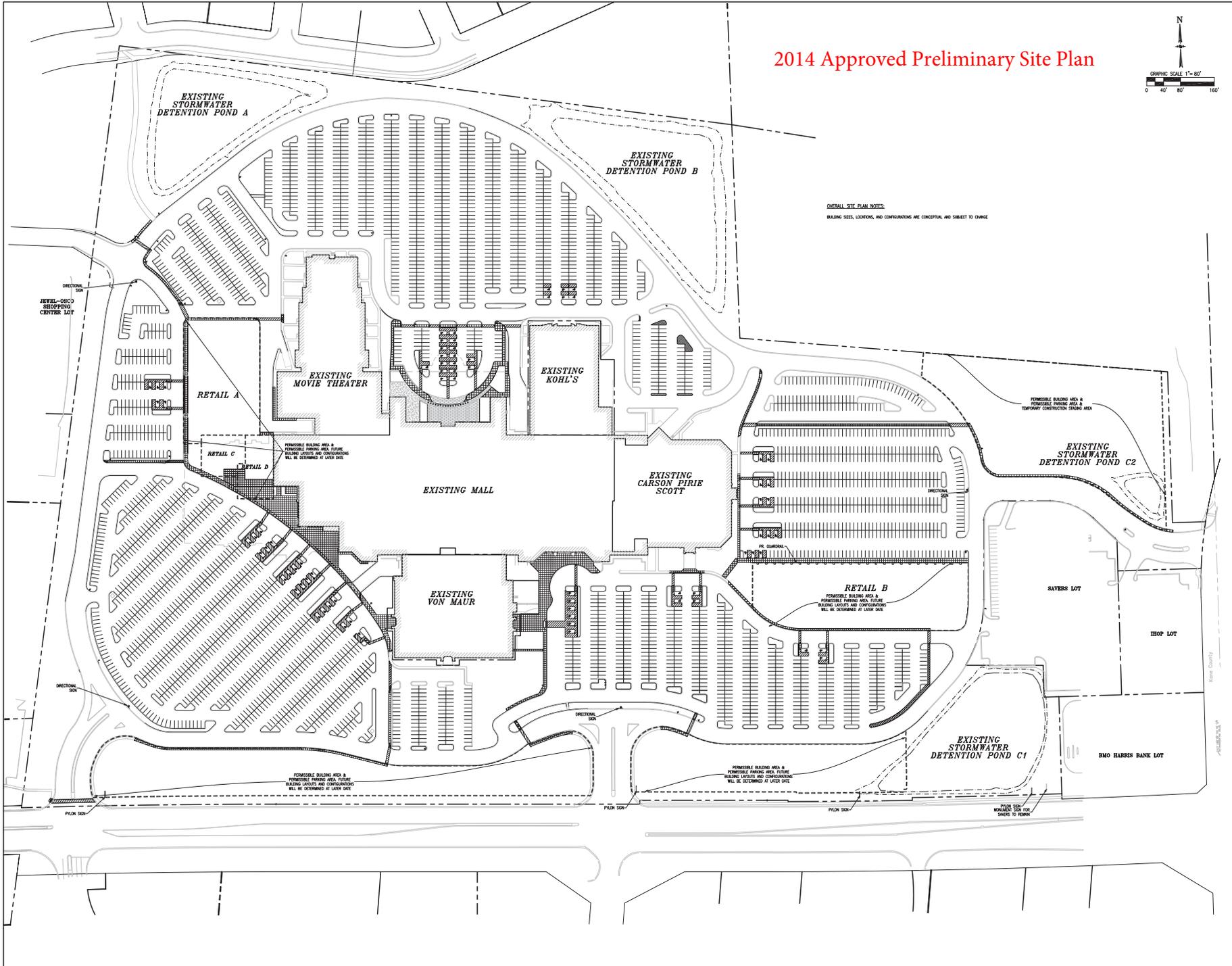
X. ATTACHMENTS

- Approved PUD Preliminary Site Plan, dated 7/17/14 (from Ord. 2014-Z-18)
- PUD Ordinance 2013-Z-19

2014 Approved Preliminary Site Plan



GENERAL SITE PLAN NOTES:
 BUILDING SIZES, LOCATIONS, AND CONFIGURATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE.



PRELIMINARY SITE PLAN
 THE QUAD ST. CHARLES
 3800 E. MAIN STREET
 ST. CHARLES, ILLINOIS

JACOB & HEFNER ASSOCIATES
 1118 S. Highland Avenue, Suite 100, St. Charles, IL 62418
 PHONE: (618) 452-4686 FAX: (618) 452-4601
 www.jacobandhefner.com



SC 3800 MAIN LLC

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 EX. 1

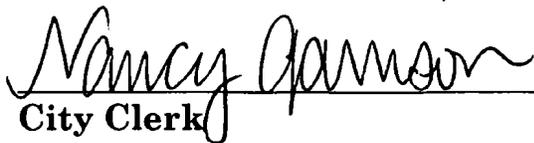
City of St. Charles, Illinois

Ordinance No. 2013-Z-19

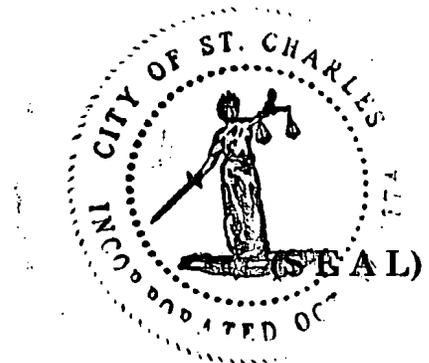
**An Ordinance Amending a Special Use for Planned Unit
Development (Charlestowne Mall PUD - 3800 E. Main
St.)**

**Adopted by the
City Council
of the
City of St. Charles
November 4, 2013**

**Published in pamphlet form by
authority of the City Council
of the City of St. Charles,
Kane and Du Page Counties,
Illinois, November 8, 2013**



City Clerk



DATE OF PREPARATION 11/08/13
BY: [Signature]

RECEIVED 11/04/13
PAGE

**City of St. Charles, IL
Ordinance No. 2013-Z-19**

**An Ordinance Amending a Special Use for Planned Unit Development
(Charlestowne Mall PUD – 3800 E. Main St.)**

WHEREAS, on or about September 19, 2013, SC 3800 Main, LLC. (“the Applicant”), with authorizations from Charlestowne Mall Investments, LLC., Von Maur, Inc., and the City of St. Charles, filed a petition for a Special Use for Planned Unit Development for the purpose of amending an existing Special Use for Planned Unit Development to establish new Planned Unit Development standards for the real estate described in Exhibit “A”; said Exhibit being attached hereto and made a part hereof, (the “Subject Realty”); and,

WHEREAS, on or about September 19, 1988, the City passed and approved Ordinance No.1988-Z-10, being an “Ordinance Granting a Special Use as a Planned Unit Development for Charles Towne Mall” which ordinance approved a planned unit development, which was subsequently amended by Ordinance Nos. 1989-Z-8, 1991-Z-2, 1994-Z-8, and 1995-Z-16; and

WHEREAS, from and after the date of passage and approval of this Ordinance, Ordinance No.1988-Z-10 and all subsequent amendments shall be null, void and of no further force or effect with respect to the Subject Realty; and,

WHEREAS, the required Notice of Public Hearing on said petition for Special Use for Planned Unit Development was published on or about September 21, 2013, in a newspaper having general circulation within the CITY, to-wit, the Kane County Chronicle newspaper, all as required by the statutes of the State of Illinois and the ordinances of the CITY; and,

WHEREAS, pursuant to said notice, the Plan Commission conducted a public hearing on or about October 8, 2013 and October 22, 2013 on said petition in accordance with the statutes of the State of Illinois and the ordinances of the CITY; and,

WHEREAS, at said Public Hearing, the Applicant presented testimony in support of said petition and all interested parties were afforded an opportunity to be heard; and,

WHEREAS, the Plan Commission recommended approval of said petition on or about October 22, 2013; and,

WHEREAS, the Planning & Development Committee of the City Council recommended approval of said petition on or about October 28, 2013; and,

WHEREAS, the City Council of the City of St. Charles has received the recommendation of the Plan Commission and has considered the same:

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ST. CHARLES, KANE AND DUPAGE COUNTIES, ILLINOIS, as follows:

1. That passage of this Ordinance shall constitute approval of a Special Use for Planned Unit Development pursuant to the provisions of Title 17 of the St. Charles Municipal Code, as amended, and based upon the Applicant's petition and the evidence presented at the Public Hearing, the City Council hereby finds that the Planned Unit Development is in the public interest and adopts the Findings of Fact for Special Use for Planned Unit Development, set forth on Exhibit "B", which is attached hereto and incorporated herein.

2. That Special Use for Planned Unit Development heretofore granted with respect to the Subject Realty by Ordinance No.1988-Z-10, being an "Ordinance Granting a Special Use as a Planned Unit Development for Charles Towne Mall" which ordinance approved a planned unit development, which was subsequently amended by Ordinance Nos. 1989-Z-8, 1991-Z-2, 1994-Z-8, and 1995-Z-16, shall be null, void and of no further force or effect with respect to the Subject Realty; except that all previously approved PUD Preliminary Plans and Final Plats of Subdivision approved pursuant to Ordinance No. 1988-Z-10 and its subsequent amendments shall remain valid under the Special Use for Planned Unit Development approved under Section 1 of this Ordinance.

3. That passage of this Ordinance shall constitute approval of the Concept Plan entitled "Conceptual Site Plan" (The New Charlestowne Mall); Jacob & Hefner Associates, Inc., dated 10/9/2013, attached hereto and incorporated herein as Exhibit "C", such that this document is hereby approved to depict the design intent for future PUD Preliminary Plan applications to be submitted for review and approval in accordance with the procedures outlined in the St. Charles Municipal Code.

4. Application and approval of new PUD Preliminary Plan(s), pursuant to the procedures in Title 17 of the St. Charles Municipal Code, Section 17.04.410(F), "PUD Preliminary Plan process for lots within an existing PUD", shall be required prior to any demolition or reconstruction of any portion of the mall building, modifications to the configuration of the parking lot, or construction of any additional buildings on the subject property. Subsequent to the approval of a new PUD Preliminary Plan(s), future changes to the PUD Preliminary Plan(s) plans may be reviewed and approved in accordance the procedures contained in Title 17 of the St. Charles Municipal Code, Section 17.04.430, "Changes in Planned Unit Developments."

5. A Construction, Operation, and Reciprocal Easement Agreement ("COREA") has been entered into by the owners of the subject property. The City shall have no responsibility with respect to the COREA and may approve PUD Preliminary Plans or issue permits without regard to the COREA. The owners shall be jointly responsible for amending the COREA in any manner necessary to modify the site, or otherwise securing the joint authorization of the owners, prior to constructing any improvements to the site. The owners shall provide to the City notice and copies of any amendments to the COREA.

6. The Subject Realty shall be developed only in accordance with all ordinances of the City as now in effect and as hereafter amended (except as specifically varied herein), and subject to the terms, conditions and restrictions set forth herein, as follows:

- a. Zoning: The property shall be subject to the requirements of the BR Regional Business Zoning District, as amended, and all other applicable requirements of the St. Charles Zoning Ordinance, as amended, except as specifically varied in the "PUD Standards" attached hereto and incorporated herein as Exhibit "D".
- b. Subdivision: The subject property shall be considered a single PUD zoning lot for the purpose of Zoning Ordinance compliance. The subject property may be subdivided to create separate parcels for the anchor stores or any other freestanding building constructed on the site. Such subdivision shall require the submission of a Final Plat of Subdivision application, pursuant to the procedures and requirements of Title 16 of the St. Charles Municipal Code, for review by the City. At the time of application, the applicant shall demonstrate that all necessary easements (including, but not limited to, access, parking and utilities) have been provided to adequately serve the proposed lot.

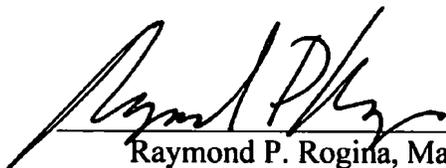
7. That after the adoption and approval hereof, the Ordinance shall (i) be printed or published in book or pamphlet form, published by the authority of the Council, or (ii) within thirty (30) days after the adoption and approval hereof, be published in a newspaper published in and with a general circulation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

PRESENTED to the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 4th day of November 2013.

PASSED by the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 4th day of November 2013.

APPROVED by the Mayor of the City of St. Charles, Kane and DuPage Counties, Illinois this 4th day of November 2013.




Raymond P. Rogina, Mayor

Attest:


Nancy Garrison
City Clerk

COUNCIL VOTE:

Ayes: 10
Nays: 0
Absent:
Abstain:

APPROVED AS TO FORM:

City Attorney

DATE: _____

Exhibit "A"

Legal Description (Subject Property)

The subject property is located at 3700, 3740, 3800, 3810, 3840, & 3850 E. Main Street (Illinois Route 64), St. Charles, Illinois, 60174, and is legally described as follows:

THAT PART OF LOT 1, CHARLESTOWNE CENTRE MALL ST. CHARLES, KANE COUNTY, ILLINOIS ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 2017857 AND THAT PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWESTERLY CORNER OF SAID LOT 1; THENCE EASTERLY ALONG A NORTHERLY LINE OF SAID LOT 1461.93 FEET TO A NORTHEASTERLY CORNER OF SAID LOT; THENCE SOUTHERLY ALONG AN EASTERLY LINE OF SAID LOT 505.23 FEET TO AN ANGLE IN SAID EASTERLY LINE; THENCE EASTERLY ALONG A NORTHERLY LINE OF SAID LOT 1015.80 FEET TO A NORTHEASTERLY CORNER OF SAID LOT; THENCE SOUTHERLY ALONG AN EASTERLY LINE OF SAID LOT 357.09 FEET TO A POINT THAT IS 110.0 FEET NORTHERLY OF THE NORTH LINE OF LOT 1, ILLINOIS ROUTE 64 - SMITH ROAD SUBDIVISION, ST CHARLES, KANE COUNTY, ILLINOIS (MEASURED ALONG SAID EASTERLY LINE EXTENDED); THENCE EASTERLY AT RIGHT ANGLES TO THE EAST LINE OF SAID NORTHEAST QUARTER 78.35 FEET TO THE WESTERLY LINE OF SMITH ROAD AS ESTABLISHED BY DOCUMENT 90K59922; THENCE SOUTHERLY ALONG SAID WESTERLY LINE, BEING A CURVE TO THE LEFT HAVING A RADIUS OF 995.0 FEET, 110.91 FEET TO THE NORTHEAST CORNER OF LOT 1 IN SAID ILLINOIS ROUTE 64-SMITH ROAD SUBDIVISION; THENCE WESTERLY ALONG A NORTH LINE OF SAID SUBDIVISION 197.34 FEET TO A NORTHWEST CORNER THEREOF; THENCE SOUTHERLY ALONG A WEST LINE OF SAID SUBDIVISION 293.27 FEET TO AN ANGLE IN SAID WEST LINE; THENCE WESTERLY ALONG A NORTH LINE OF SAID SUBDIVISION 148.48 FEET TO A NORTHWEST CORNER THEREOF; THENCE SOUTHERLY ALONG A WEST LINE OF SAID SUBDIVISION 242.05 FEET TO THE SOUTHWEST CORNER OF LOT 2 IN SAID SUBDIVISION; THENCE WESTERLY ALONG THE NORTH LINE OF ILLINOIS STATE ROUTE NO. 64 AND THE SOUTH LINE OF LOT 1 IN SAID CHARLESTOWNE CENTER MALL 2463.67 FEET TO THE SOUTHWEST CORNER OF LOT 1 IN SAID CHARLESTOWNE CENTRE MALL; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID CHARLESTOWNE CENTRE MALL 1816.74 FEET TO THE POINT OF BEGINNING (INCLUDING LOT 1 OF CHARWIL'S FIRST RESUBDIVISION OF PART OF LOT 1 CHARLESTOWNE CENTRE MALL, IN THE CITY OF ST. CHARLES, KANE COUNTY ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 93K15081); (ALSO INCLUDING LOT 1 CHARWIL'S THIRD RESUBDIVISION OF CHARLESTOWNE MALL, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 2001K007611); (EXCEPT LOT 1 OF CHARWIL'S SECOND RESUBDIVISION OF CHARLESTOWNE CENTRE MALL, ST. CHARLES, KANE COUNTY, ILLINOIS ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 94K067871); AND (EXCEPT THAT PART OF LOT 1, CHARLESTOWNE CENTRE MALL, BEING PART OF THE NORTHEAST 1/4 OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 201857, BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 2 IN ILLINOIS ROUTE 64-SMITH ROAD SUBDIVISION, BEING A SUBDIVISION OF THAT PART OF THE NORTHEAST 1/4 OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 11, 1991, AS DOCUMENT 91K55800, THENCE NORTHWESTERLY 698.41 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 20162.06

FEET (CHORD BEARS NORTH 89 DEGREES 22 MINUTES 06 SECONDS WEST, 698.38 FEET), SAID CURVE BEING THE NORTH RIGHT OF WAY LINE OF ILLINOIS ROUTE 64 (NORTH AVENUE) PER DOCUMENT NO. 92K04278, THENCE NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE OF ILLINOIS ROUTE 64, FOR A DISTANCE OF 301.20 FEET; THENCE NORTH 01 DEGREES 37 MINUTES 27 SECONDS EAST, 9.00 FEET; THENCE SOUTH 88 DEGREES 22 MINUTES 33 SECONDS EAST, 301.20 FEET; THENCE SOUTHEASTERLY 49.72 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 20153.06 FT (CHORD BEARS SOUTH 88 DEGREES 26 MINUTES 48 SECONDS EAST, 49.72 FEET); THENCE SOUTH 01 DEGREES 28 MINUTES 58 SECONDS WEST, 3.00 FEET; THENCE SOUTHEASTERLY 294.32 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 20156.06 FEET, (CHORD BEARS SOUTH 88 DEGREES 56 MINUTES 08 SECONDS EAST, 294.31 FEET. THENCE NORTH 00 DEGREES 38 MINUTES 46 SECONDS EAST, 6.50 FEET; THENCE SOUTHEASTERLY 354.05 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 20149.56 FEET, (CHORD BEARS SOUTH 89 DEGREES 51 MINUTES 26 SECONDS EAST, 354.04 FEET TO THE POINT ON THE WEST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES 06 MINUTES 12 SECONDS EAST ALONG SAID LINE, 12.50 FEET TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

AND (EXCEPT THAT PART OF LOT 1, CHARLESTOWNE CENTRE MALL, BEING PART OF THE NORTHEAST 1/4 OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 201857, DESCRIBED AS FOLLOWS:: COMMENCING AT THE SOUTHWEST CORNER OF LOT 2 IN ILLINOIS ROUTE 64-SMITH ROAD SUBDIVISION, BEING A SUBDIVISION OF THAT PART OF THE NORTHEAST 1/4 OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 11, 1991, AS DOCUMENT 91K55800, THENCE WESTERLY ON THE SOUTH LINE OF SAID LOT 1, AND ON A 20162.06 FOOT RADIUS CURVE CONCAVE TO THE NORTH, 698.41 FEET, THE CHORD OD SAID CURVE BEARS AN ASSUMED BEARING NORTH 89 DEGREES 22 MINUTES 06 SECONDS WEST, 698.38 FEET TO A POINT OF TANGENCY OF SAID CURVE ON SAID SOUTH LINE; THENCE NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST ON SAID SOUTH LINE, 301.20 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST ON SAID SOUTH LINE, A DISTANCE OF 157.62 FEET; THENCE NORTH 01 DEGREES 36 MINUTES 21 SECONDS EAST, 53.15 FEET; THENCE SOUTH 88 DEGREES 23 MINUTES 39 SECONDS EAST, 169.44 FEET; THENCE SOUTH 01 DEGREES 36 MINUTES 21 SECONDS WEST, 44.21 FEET; THENCE NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST, 11. 82 FEET; THENCE SOUTH 01 DEGREES 37 MINUTES 27 SECONDS WEST, 9.00 TO THE POINT OF BEGINNING IN KANE COUNTY, ILLINOIS.

Exhibit "B"

Findings of Fact

SPECIAL USE FOR PLANNED UNIT DEVELOPMENT

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

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

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

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

The mall property is obsolete in design. The property lacks character/uniqueness, has no visual presence from Main Street, and does not have clearly designated front entrances. The PUD Amendment will establish standards to enable a more modern, distinctive development to establish a new sense of place for a facility that is already integral to 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.

The mall property was designed primarily for customers arriving by automobile and has very limited facilities to accommodate pedestrians. The PUD amendment will provide an opportunity for the property to be redeveloped with improved building entrances and pedestrian infrastructure. A continuous pathway system will be established on the site to facilitate pedestrian movement into the site and between buildings. New landscaping and new outlot buildings around the mall will help reduce the scale of the parking lot.

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

Not applicable.

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

Not applicable.

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

The PUD amendment will facilitate the redevelopment of an underutilized commercial site.

The redevelopment will utilize existing utilities and site improvements to the extent possible.

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

The PUD amendment will facilitate the redevelopment of a property that is obsolete in terms of building and site design.

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

The City engaged in a Comprehensive Plan rewriting process from June 2011 to September 2013, with a focus on both the mall property itself and the larger East Gateway commercial area that the mall anchors. The community had an opportunity to provide input and ideas for revitalizing the mall, and those ideas were incorporated into the plan document that was adopted by the City.

The developer used the Comprehensive Plan as reference for developing the concept site plan submitted in support of this application. The developer also has taken steps to engage the community, including hosting a neighborhood meeting at the mall.

2. The proposed PUD and PUD Preliminary Plans conform to the requirements of the underlying zoning district or districts in which the PUD is located and to the applicable Design Review Standards contained in Chapter 17.06, except where:
 - A. Conforming to the requirements would inhibit creative design that serves community goals, or
 - B. Conforming to the requirements would be impractical and the proposed PUD will provide benefits that outweigh those that would have been realized by conforming to the applicable requirements.

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

1. The PUD will provide community amenities beyond those required by ordinance, such as recreational facilities, public plazas, gardens, public art, pedestrian and transit facilities.
New outdoor public spaces will be created at the reconstructed entrances to the mall.
2. The PUD will preserve open space, natural beauty and critical environmental areas in excess of what is required by ordinance or other regulation.
Not applicable.
3. The PUD will provide superior landscaping, buffering or screening.
The PUD amendment will facilitate an update to the site's landscaping, which is sparse within the site but is heavy and overgrown along the site's Main St. frontage. The Comprehensive Plan has called for a reduction of landscaping along the Main St. frontage. The existing landscaping and buffering along the north property line will be maintained.
4. The buildings within the PUD offer high quality architectural design.
The PUD amendment will facilitate an improved, modernized architectural design for the building, including better screening of existing loading docks, incorporating complementary architecture in the reconstructed portions of the building, and establishing new, prominent front entrances with pedestrian-oriented streetscaping.
5. The PUD provides for energy efficient building and site design.
Not applicable.

6. The PUD provides for the use of innovative stormwater management techniques.
The proposed site improvements will include naturalizing the existing stormwater detention basins and introducing bioswales and rain gardens into some parking lot islands.
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.
Not applicable.
8. The PUD provides affordable dwelling units in conformance with, or in excess of, City policies and ordinances.
Not applicable.
9. The PUD preserves historic buildings, sites or neighborhoods.
Not applicable.

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

From the Charles Zoning Ordinance, Section 17.04.430.C.2:

No Special Use or amendment to Special Use shall be recommended by the Plan Commission unless it finds that the proposed Special Use or amendment to Special Use will conform with each of these standards. The Plan Commission shall submit its written findings together with its recommendations to the City Council after the conclusion of the Public Hearing, and also may recommend such conditions as it may deem necessary to ensure conformance with these standards.

On the basis of the evidence presented at the public hearing, the Plan Commission shall record its reasons for recommending approval or denial of the petition (findings of fact) in accordance with the following standards:

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

The PUD will remain primarily an enclosed retail shopping mall that will continue to serve the public with a shopping location.

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

The proposed redevelopment will utilize existing infrastructure, which was installed based upon a development of similar land use and intensity. A Traffic Memorandum prepared by HLR demonstrates that the proposed redevelopment will generate a comparable volume of traffic compared to the mall as approved by the City in 1995. Additionally, much of the infrastructure around the site has been enhanced in recent years, including Route 64, which has been widened to increase capacity.

- 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 redevelopment of the mall site will not constitute a change in land use or an increase in intensity of land use; therefore the amended Special Use will not have a new a negative effect on nearby property. Existing buffering of the site from residential properties to the north will be maintained.

- 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 mall site serves as an anchor for the East Gateway business district and the mall's existing condition has been a detriment to the viability of businesses in the area. The proposed redevelopment to modernize the mall site will encourage new investment in underutilized and undeveloped sites around the mall.

- 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 redevelopment of the mall site will not constitute a change in land use or an increase in intensity of land use; therefore the amended Special Use will not have a new a negative effect on the general welfare.

- 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 redevelopment will comply with all code requirements, except for PUD deviations identified in the PUD Development Standards document.

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

The mall site serves as an anchor for the East Gateway business district and the mall's existing condition has been a detriment to the viability of businesses in the area. The proposed redevelopment to modernize the mall site will encourage new investment in underutilized and undeveloped sites around the mall.

Redevelopment and modernization of the mall is strategically important for the City as the East Gateway business district contributes significantly to the City's tax base and economic well-being.

The concept plan being presented in support of the PUD amendment proposes substantial changes to the mall property that will be beneficial to the physical development of the East Gateway business district.

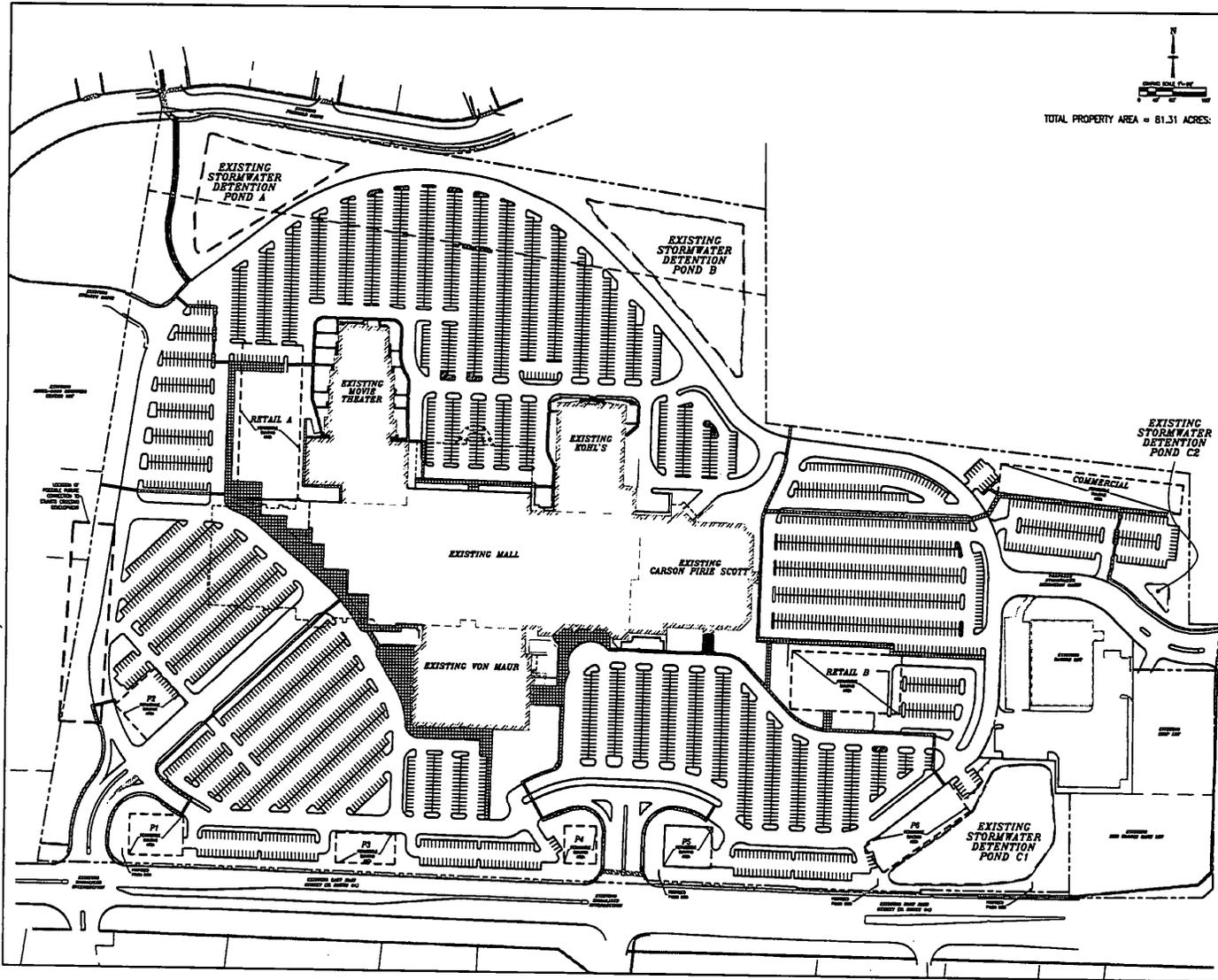
5. The proposed PUD conforms to the purposes and intent of the Comprehensive Plan.

The PUD amendment will facilitate site improvements that further the goals of the Comprehensive Plan.

The City recently adopted a new Comprehensive Plan that addresses the Charlestowne Mall site in detail. The site is discussed in the East Gateway Subarea Plan located in Chapter 8 of the document. The East Gateway area was subject to considerable discussion during the comprehensive planning process, including a visioning workshop designed specifically to gather input on how the mall site could be redeveloped. Feedback from that workshop was used to draft the Charlestowne Mall Framework Plan (p. 105) and Repositioning Alternatives (p. 106). The plans presented in support of the PUD amendment request incorporate some of those recommendations including: the introduction of outlot buildings around the mall property, the demolition and reconfiguration of vacant portions of the mall building, and façade improvements to the mall building.

Additionally, the East Gateway Improvement Plan (p. 103) identifies other potential improvements that have been incorporated into the concept site plans for the mall property, including: a landscaping reduction along Main St.; better pedestrian connections to commercial sites; and cross access between commercial sites.

Exhibit "C"
Concept Site Plan



TOTAL PROPERTY AREA = 81.31 ACRES:

<p>CONCEPTUAL SITE PLAN THE NEW CHARLESTON MALL 3800 E. MAIN STREET ST. CHARLES, ILLINOIS</p>	
<p>JACOBS & REYNOLDS ASSOCIATES, INC. 100 S. WASHINGTON STREET, SUITE 100 ST. CHARLES, ILLINOIS 62201 TEL: 618/437-1100 FAX: 618/437-1101</p>	<p>THE REYNOLDS COMPANIES, INC. 8030 MAIN, LLC. ST. CHARLES, ILLINOIS 62201 TEL: 618/437-1100 FAX: 618/437-1101</p>
<p>1" = 80' F021 EX1</p>	

Exhibit “D”

PUD Standards

Permitted and Special Uses	
	Per Table 17.14-1 of the Zoning Ordinance (BR Regional Business District), except that 3 Drive-Through Facilities shall be Permitted Uses.
Minimum Setbacks from Perimeter Property Lines	
• Front/Rt.64 & Smith Rd.	Parking: 20 ft. for parking stalls; 15 ft. for circulation drives associated with drive-through uses. Buildings: 20 ft.
• Rear/abutting Charlemagne Subdivision	Parking: Existing location per approved PUD Preliminary Plans. Buildings: 200 ft. to Charlemagne Subdivision property line
• Sides/other property lines	Buildings: 15 ft. Parking: 0 ft.
Maximum Building Size	
Maximum Building Height	Mall Building: Roofline max. elevation: 829 ft. above sea level (existing mall skylight ridge) Parapets max. elevation: 846 ft. above sea level (existing mall skylight peak) Feature elements max. elevation: 854 ft. above sea level All other buildings: Building height shall not exceed 50 ft. from the average finished ground level measured 10 ft. out from exterior walls.
Maximum Floor Area	1,200,000 square feet of Gross Floor Area (GFA) 925,000 square feet of Gross Leasable Area (GLA)
Minimum Parking Requirement	
Number of parking stalls required	4 spaces per 1,000 square feet of GLA, calculated over all buildings on the site (excluding internal hallways, corridors and courts in the mall building). Parking located outside of the ring road for outlot buildings shall be provided at 4 spaces per 1,000 square feet of GLA. Where outlot buildings share a parking lot, a parking reduction for shared parking may be requested in accordance with the procedures in the Zoning Ordinance.
Signs	
Freestanding/ Identification Signs	3 Shopping Center signs (To display shopping center name, anchor store business names, Retail A & B business names) Area: 225 sf Height: 30 ft. 1 cinema readerboard sign, Area: 150 sf. Height: 15 ft.

	<p>Outlot buildings (P1 to P6): 1 monument sign per building Area: 50 sf. Height: 8 ft.</p> <p>Existing off-site sign for 3880 E. Main St./ Lot 1 of Charwil's Second Resubdivision/ Saver's store, may remain per approved PUD Preliminary Plans.</p>
Wall Signs	<p>Anchor stores: 1 per side.</p> <p>Retail A & B: 1 per business per side.</p> <p>Outlots: 1 per side.</p> <p>Anchor buildings located at the rear of the mall building (Cinema and Kohl's): Wall sign permitted on south mall elevation; cinema sign may be a marquee extending above the parapet/roofline.</p> <p>For other stores/restaurants in the mall building with exterior frontage/storefronts, 1 per business.</p>
Directional Signs	<p>2 at each access point into the site.</p> <p>At each intersections of an entrance drive and the ring road, 1 per leg of the intersection.</p> <p>Signs may contain mall name/logo and business name/logo of Anchors, Retail A or B, or Outlots.</p>
Landscaping Standards	
<ul style="list-style-type: none"> • Overall % of landscaped area 	Per Ordinance requirements: 20% landscape area over entire site.
<ul style="list-style-type: none"> • Bufferyards 	Existing setback and landscaping along Charlemagne Subdivision to be maintained in conformance with the approved PUD Preliminary Plan.
<ul style="list-style-type: none"> • Building foundation 	Building foundation areas to be landscaped, but flexibility is granted to provide a comparable alternative design, including a "streetscape" design along walkways (trees in grates and/or planter islands etc.) or providing landscaping on the opposite side of a drive-through lane.
<ul style="list-style-type: none"> • Public Street frontage 	Per Ordinance requirements along Main St. frontage; flexibility to provide lower plantings in lieu of some trees.
<ul style="list-style-type: none"> • Parking Lot Screening 	Per Ordinance requirements: 30" screening of 50% of the parking lot frontage.
<ul style="list-style-type: none"> • Interior Parking Lot 	<p>No percentage requirement.</p> <p>All rows shall end with landscape islands, except where truck circulation is impeded. All islands shall be planted with shade trees and/or low shrubs/ groundcover.</p>

Building Design and Material Requirements	
Building Design & material requirements	Per Ordinance requirements contained in Section 17.06.030, and: <ul style="list-style-type: none"> • EIFS may exceed 10% per façade, but shall not be used on the lower 10 ft. of any building. EIFS will generally be used for accent features and not as a primary façade material. • Screening of existing loading docks shall be improved to the extent possible, but full screening shall not be required. • Exterior Design elements of the reconstructed and new portions of the project, though varied, shall be complementary with the existing anchor buildings.
Access Locations	
	Existing access points shown on the Concept Site Plan, plus future cross access to west (Stuart's Crossing) and east (Oliver Hoffmann) shall be permitted.
Subdivision Standards	
Number & Configuration of Lots	PUD shall be considered a single zoning lot, regardless of subdivision. Subdivision shall be permitted for any anchor stores, Retail A or B, and any outlot buildings, provided easements as determined essential by the City are provided.
Minimum Lot Width	None
Minimum Lot Area	None

State of Illinois)
)
) ss.
Counties of Kane and DuPage)

Certificate

I, NANCY GARRISON, certify that I am the duly elected and acting Municipal City Clerk of the City of St. Charles, Kane and DuPage Counties, Illinois.

I further certify that on November 4, 2013, the Corporate Authorities of such municipality passed and approved Ordinance No. 2013-Z-19, entitled

"An Ordinance Amending a Special Use for Planned Unit Development (Charlestowne Mall PUD – 3800 E. Main St.),"

which provided by its terms that it should be published in pamphlet form.

The pamphlet form of Ordinance No. 2013-Z-19, including the Ordinance and a cover sheet thereof was prepared, and a copy of such Ordinance was posted in the municipal building, commencing on November 8, 2013, and continuing for at least ten days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the municipal clerk.

DATED at St. Charles, Illinois, this 4th day of November 2013.



Nancy Garrison
Municipal Clerk

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

CONCEPT PLAN APPLICATION

CITYVIEW	
Project Name:	<u>The Quad - Concept Plan</u>
Project Number:	<u>2013 -PR- 013</u>
Application Number:	<u>2017 -AP- 014</u>

RECEIVED	Received Date
St. Charles, IL	
APR 05 2017	
CDD	
Planning Division	

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

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

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

1. Property Information:	Location: 3800 E. Main St., St. Charles, IL 60174	
	Parcel Number (s): 09-25-200-043, 09-25-200-016, 09-25-200-017	
	Proposed Project Name: The Quad St. Charles	
2. Applicant Information:	Name SC 3800 Main, LLC (Contact: Chuck May)	Phone 847-858-3228
	Address 44 Montgomery Street, Suite 3300 San Francisco, CA 64104	Fax 847-295-6945
		Email chuck@chmay.com
3. Record Owner Information:	Name SC 3800 Main, LLC	Phone
	Address 44 Montgomery Street, Suite 3300 San Francisco, CA 64104	Fax
		Email

Please check the type of application:

- PUD Concept Plan:** Proposed Name: The Quad St. Charles
- Subdivision Concept Plan** Proposed Name: _____
- Other Concept Plan** _____

Zoning and Use Information:

Current zoning of the property: BR PUD

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

Current use of the property: Regional mall with parking, outlots

Proposed zoning of the property: BR and RM-3 PUD? Yes

Proposed use of the property: Mixed use commercial retail / residential

Comprehensive Plan Designation: Corridor / Regional Commercial

Attachment Checklist

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.

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

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

Copies of Plans:

Initial Submittal - 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.

Concept Plans shall show:

1. Existing Features:
 - Name of project, north arrow, scale, date
 - Boundaries of property with approximate dimensions and acreage
 - Existing streets on and adjacent to the tract
 - Natural features including topography, high and low points, wooded areas, wetlands, other vegetative cover, streams, and drainage ways.
 - General utility locations or brief explanation providing information on existing sanitary sewer, storm sewer, water, and other utilities necessary to service the development.

2. Proposed Features:
 - Name of project, north arrow, scale, date
 - Boundaries of property with approximate dimensions and acreage
 - Site plan showing proposed buildings, pedestrian and vehicular circulation, proposed overall land use pattern, open space, parking, and other major features.
 - Architectural elevations showing building design, color and materials (if available)
 - General utility locations or brief explanation providing information on existing sanitary sewer, storm sewer, water, and other utilities necessary to service the development

☒ SUMMARY OF DEVELOPMENT:

Written information including:

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

☒ PARK AND SCHOOL LAND/CASH WORKSHEETS

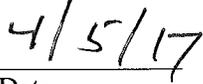
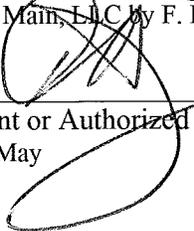
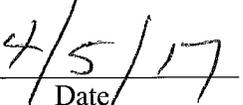
For residential developments, Park and School land/cash worksheets in accordance with Title 16 of the St. Charles Municipal Code with population projections establishing anticipated population and student yields.

☒ 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.

☒ 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.

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

 _____ Record Owner SC 3800 Main, LLC by F. Ron Krausz	 _____ Date
 _____ Applicant or Authorized Agent Charles May	 _____ Date

THE QUAD ST. CHARLES

Legal Description

THAT PART OF LOT 1, CHARLESTOWNE CENTRE MALL ST. CHARLES, KANE COUNTY, ILLINOIS ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 2017857 AND THAT PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWESTERLY CORNER OF SAID LOT 1; THENCE EASTERLY ALONG A NORTHERLY LINE OF SAID LOT 1461.93 FEET TO A NORTHEASTERLY CORNER OF SAID LOT; THENCE SOUTHERLY ALONG AN EASTERLY LINE OF SAID LOT 505.23 FEET TO AN ANGLE IN SAID EASTERLY LINE; THENCE EASTERLY ALONG A NORTHERLY LINE OF SAID LOT 1015.80 FEET TO A NORTHEASTERLY CORNER OF SAID LOT; THENCE SOUTHERLY ALONG AN EASTERLY LINE OF SAID LOT 357.09 FEET TO A POINT THAT IS 110.0 FEET NORTHERLY OF THE NORTH LINE OF LOT 1, ILLINOIS ROUTE 64 - SMITH ROAD SUBDIVISION, ST. CHARLES, KANE COUNTY, ILLINOIS (MEASURED ALONG SAID EASTERLY LINE EXTENDED); THENCE EASTERLY AT RIGHT ANGLES TO THE EAST LINE OF SAID NORTHEAST QUARTER 78.35 FEET TO THE WESTERLY LINE OF SMITH ROAD ESTABLISHED BY DOCUMENT 90K59922; THENCE SOUTHERLY ALONG WESTERLY LINE, BEING A CURVE TO THE LEFT HAVING A RADIUS 995.0 FEET, 110.91 FEET TO THE NORTHEAST CORNER OF LOT 1 IN SAID ILLINOIS ROUTE 64 - SMITH ROAD SUBDIVISION; THENCE WESTERLY ALONG A NORTH LINE OF SAID SUBDIVISION 197.34 FEET TO A NORTHWEST CORNER THEREOF; THENCE SOUTHERLY ALONG A WEST LINE OF SAID SUBDIVISION 293.27 FEET TO AN ANGLE IN SAID WEST LINE; THENCE WESTERLY ALONG A NORTH LINE OF SAID SUBDIVISION 148.48 FEET TO A NORTHWEST CORNER THEREOF; THENCE SOUTHERLY ALONG A WEST LINE OF SAID SUBDIVISION 242.05 FEET TO THE SOUTHWEST CORNER OF LOT 2 IN SAID SUBDIVISION; THENCE WESTERLY ALONG THE NORTH LINE OF ILLINOIS STATE ROUTE NO. 64 AND THE SOUTH LINE OF LOT 1 IN SAID CHARLESTOWNE CENTRE MALL 2463.67 FEET TO THE SOUTHWEST CORNER OF LOT 1 IN SAID CHARLESTOWNE CENTRE MALL; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID CHARLESTOWNE CENTRE MALL 1816.74 FEET TO THE POINT OF BEGINNING (**EXCEPT** LOT 1 OF CHARWIL'S FIRST RESUBDIVISION OF PART OF LOT 1 CHARLESTOWNE CENTRE MALL, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 93K15081); (**ALSO EXCEPTING** LOT 1 OF CHARWIL'S SECOND RESUBDIVISION OF CHARLESTOWNE CENTRE MALL, ST. CHARLES, KANE COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 94K067871); (**ALSO EXCEPT** LOT 1 CHARWIL'S THIRD RESUBDIVISION OF CHARLESTOWNE CENTRE MALL, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 2001K007611) AND (**EXCEPT** THAT PART OF LOT 1, CHARLESTOWNE CENTRE MALL, BEING PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 2017857, BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT

THE SOUTHWEST CORNER OF LOT 2 IN ILLINOIS ROUTE 64 - SMITH ROAD SUBDIVISION, BEING A SUBDIVISION OF THAT PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 11, 1991, AS DOCUMENT 91K55800; THENCE NORTHWESTERLY 698.41 FEET ALONG A CURVE TO THE RIGHT, HAVING A RADIUS 20162.06 FEET (CHORD BEARS NORTH 89 DEGREES 22 MINUTES 06 SECONDS WEST, 698.38 FEET), SAID CURVE BEING THE NORTH RIGHT OF WAY LINE OF ILLINOIS ROUTE 64 (NORTH AVENUE) PER DOCUMENT NO. 92K04278; THENCE NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE OF ILLINOIS ROUTE 64, FOR A DISTANCE OF 301.20 FEET; THENCE NORTH 01 DEGREES 37 MINUTES 27 SECONDS EAST, 9.00 FEET; THENCE SOUTH 88 DEGREES 22 MINUTES 33 SECONDS EAST 301.20 FEET; THENCE SOUTHEASTERLY 49.72 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS 20153.06 FEET (CHORD BEARS SOUTH 88 DEGREES 26 MINUTES 48 SECONDS EAST, 49.72 FEET); THENCE SOUTH 01 DEGREES 28 MINUTES 58 SECONDS WEST 3.00 FEET; THENCE SOUTHEASTERLY 294.32 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS 20156.06 FEET (CHORD BEARS SOUTH 88 DEGREES 56 MINUTES 08 SECONDS EAST, 294.31 FEET); THENCE NORTH 00 DEGREES 38 MINUTES 46 SECONDS EAST 6.50 FEET; THENCE SOUTHEASTERLY 354.05 FEET ALONG A CURVE TO THE LEFT, HAVING A RADIUS 20149.06 FEET (CHORD BEARS SOUTH 89 DEGREES 51 MINUTES 26 SECONDS EAST, 354.04 FEET) TO A POINT ON THE WEST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES 06 MINUTES 12 SECONDS EAST ALONG SAID LINE, 12.50 FEET TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS. (ALSO **EXCEPTING** LOTS 1 & 2 IN THE QUAD ST. CHARLES – UNIT 1 RESUBDIVISION, BEING A RESUBDIVISION OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 08, 2015 AS DOCUMENT NUMBER 2015K055076, (ALSO **EXCEPTING** LOTS 1,2,3,4 AND 5 IN THE QUAD ST. CHARLES – UNIT 2, BEING A RESUBDIVISION OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 08, 2015 AS DOCUMENT NUMBER 2015K055077; AND (**EXCEPT** THAT PART OF LOT 1, CHARLESTOWNE CENTRE MALL, BEING PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 2017857, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF LOT 2 IN ILLINOIS ROUTE 64 - SMITH ROAD SUBDIVISION, BEING A SUBDIVISION OF THAT PART OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 11, 1991, AS DOCUMENT 91K55800; THENCE WESTERLY ON THE SOUTH LINE OF SAID LOT 1, AND ON A 20162.06 FOOT RADIUS, CONCAVE TO THE NORTH, 698.41 FEET, THE CHORD OF SAID CURVE BEARS AN ASSUMED BEARING NORTH 89 DEGREES 22 MINUTES 06 SECONDS WEST,

698.38 FEET TO A POINT OF TANGENCY OF SAID CURVE ON SAID SOUTH LINE; THENCE NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST ON SAID SOUTH LINE, 301.20 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST ON SAID SOUTH LINE, A DISTANCE OF 157.62 FEET; THENCE NORTH 01 DEGREES 36 MINUTES 21 SECONDS EAST, 53.15 FEET; THENCE SOUTH 88 DEGREES 23 MINUTES 39 SECONDS EAST, 169.44 FEET; THENCE SOUTH 01 DEGREES 36 MINUTES 21 SECONDS WEST, 44.21 FEET; THENCE NORTH 88 DEGREES 22 MINUTES 33 SECONDS WEST, 11.82 FEET; THENCE SOUTH 01 DEGREES 37 MINUTES 27 SECONDS WEST, 9.00 FEET TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

TOGETHER WITH;

LOT 1 OF CHARWIL'S FIRST RESUBDIVISION OF PART OF LOT 1 CHARLESTOWNE CENTRE MALL, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 93K15081;

ALSO;

LOTS 1 & 2 IN THE QUAD ST. CHARLES – UNIT 1 RESUBDIVISION, BEING A RESUBDIVISION OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 08, 2015 AS DOCUMENT NUMBER 2015K055076.

LOTS 1 THRU 5 IN THE QUAD ST. CHARLES – UNIT 2 RESUBDIVISION, BEING A RESUBDIVISION OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 08, 2015 AS DOCUMENT NUMBER 2015K055077.

H:\F\F021\S\Docs\Legal\F021 overall legal description excluding Von Maur.docx

SUMMARY OF DEVELOPMENT

“The Quad St. Charles” is a mixed use commercial retail and residential development proposed for the former Charlestowne Mall site. Given the significant challenges facing today’s retail industry, regional malls generally, and this site in particular, a re-envisioning of the project was undertaken. The owners propose to create an environment for a viable, vital and successful development that will serve as the City of St. Charles’ premier gateway entry from the east along the Route 64 corridor. The development will incorporate a refocused retail and commercial approach complemented with mixed residential uses in the form of for-sale townhomes and for-rent residential units, creating engaging opportunities for a cohesive, creative, and exciting project that takes advantage of this superior location.

A portion of the current mall space will be demolished, including the now vacant Kohl’s and Sears stores. Significant architectural and facade improvements will be made to the remaining portions of the mall building. This will result in a more targeted, amenitized space of approximately 507,000 square feet of gross leasable area intended for restaurant, entertainment and retail uses that will benefit from the existing and very successful Von Maur and movie theater. The building coverage will be approximately 334,000 square feet with a total floor area of approximately 589,000 square feet. Two additional pad sites (P6 and P7), with a floor area of 5,000 square feet each, will be created to complement the recently approved outlots along Rt.64.

The newly introduced residential component of the site will be located to the north and east of the existing mall. A for-sale townhome neighborhood of approximately 155 units will provide an appropriate transition from the more intensive commercial uses of the site to the existing single-family residences to the north. The townhomes will be two stories with a total building coverage of approximately 298,000 square feet. The main access to this neighborhood will be from Foxfield Road, and will be designed to discourage cut-through traffic. A mid-rise apartment product of approximately 256 units will provide the new entrance to the site from the east along Smith Road, with impressive architecture and amenities to welcome residents to the site. These buildings will be four to five stories tall with four floors of residential over a partially below grade floor of covered parking. A pool and clubhouse facility is also planned to serve the apartment residences.

A core design feature of the project is the visual and pedestrian connectivity provided to allow future residents to travel freely among the various site uses. The central feature of this connectivity is the open air “Pavilion” on the northeast side of the mall building, intended to be a civic gathering place for both the residents of the project and visitors to the reinvented commercial space.

Public utilities currently serve the property. Utility relocation will be required in certain areas; however the redevelopment improvements will be laid out to minimize this relocation work.

NONRESIDENTIAL ZONING COMPLIANCE TABLE

Name of Development: **The Quad St. Charles**

	Zoning District Requirement	Existing PUD Requirement (if applicable)	Proposed
	District:	Ordinance #:	
	N/A	2013-Z-19	

Minimum Lot Area		None	None
Minimum Lot Width		None	None
Maximum Building Coverage		N/A	N/A
Maximum Gross Floor Area per Building		1,200,000 GFA	800,000 GFA
Maximum Building Height		<p>Mall Building:</p> <ul style="list-style-type: none"> • Roofline max. elevation: 829 ft. above sea level (existing mall skylight ridge) • Parapets max. elevation: 846 ft. above sea level (existing mall skylight peak) • Feature elements max. elevation: 854 ft. above sea level <p>All other buildings:</p> <ul style="list-style-type: none"> • Building height shall not exceed 50 ft. from the average finished ground level measured 10 ft. out from exterior walls 	<p>Mall Building:</p> <ul style="list-style-type: none"> • Roofline max. elevation: 829 ft. above sea level (existing mall skylight ridge) • Parapets max. elevation: 846 ft. above sea level (existing mall skylight peak) • Feature elements max. elevation: 854 ft. above sea level <p>All other buildings:</p> <ul style="list-style-type: none"> • Building height shall not exceed 50 ft. from the average finished ground level measured 10 ft. out from exterior walls
Front Yard		20 ft	20 ft
Interior Side Yard		Bldg: 15 ft Parking: 0 ft	Bldg: 15 ft Parking: 0 ft
Exterior Side Yard		200 ft to Charlemagne Subdivision	200 ft to Charlemagne Subdivision
Minimum Rear Yard		15 ft	15 ft

NONRESIDENTIAL ZONING COMPLIANCE TABLE

Name of Development: **The Quad St. Charles**

	Zoning District Requirement	Existing PUD Requirement (if applicable)	Proposed
	District: N/A	Ordinance #: 2013-Z-19	

Landscape Buffer Yard ²		Existing setback and landscaping along Charlemagne Subdivision to be maintained in conformance with the approved PUD Preliminary Plan.	Existing setback and landscaping along Charlemagne Subdivision to be maintained in conformance with the approved PUD Preliminary Plan.
% Overall Landscaped Area		20%	20%
Building Foundation Landscaping		Building foundations to be landscaped	Building foundations to be landscaped
% Interior Parking Lot Landscaping		All rows shall end with landscape islands and planted with shade trees and / or low shrubs / groundcovers	All rows shall end with landscape islands and planted with shade trees and / or low shrubs / groundcovers
Interior Parking Lot Shade Trees		N/A	N/A
# of Parking spaces		4 spaces per 1,000 square feet of GLA	4 spaces per 1,000 square feet of GLA
Parking Stall Dimensions		9' x 18'	9' x 18'
Drive-through Stacking Spaces (if applicable)		N/A	N/A

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

RESIDENTIAL ZONING COMPLIANCE TABLE
(Townhomes)

Name of Development: **The Quad St. Charles**

	Zoning District Requirement	Existing PUD Requirement (if applicable)	Proposed
	District: RM2	Ordinance #: N/A	

Minimum Lot Area	4,300 sf / du		5,700 sf / du
Minimum Lot Width	24 ft / du		22 ft / du
Maximum Building Coverage	35%		57%
Maximum Building Height	35 ft or 3 stories		2 stories
Minimum Front Yard	30 ft		Smith Rd.: 50 ft Other: 15 ft
Interior Side Yard	10 ft		10 ft
Exterior Side Yard	30 ft abutting collector 20 ft abutting other streets		40 ft abutting collector 20 ft abutting other streets
Minimum Rear Yard	25 ft, 5ft for garages accessed from alley		20 ft
% Overall Landscape Area	20%		50%
Building Foundation Landscaping	N/A		N/A
% Interior Parking Lot Landscape	N/A		N/A
Landscape Buffer Yards ¹	N/A		20 ft
# of Parking spaces	2 spaces per du		2 spaces / du (310 spaces)

¹ Within the zoning districts specified, a Landscape Buffer Yard shall be provided along any lot line that abuts or is across a street from property in any RE, RS, or RT District. See Chapter 17.26 for planting and screening requirements for Landscape Buffers. See Chapter 17.26 for planting and screening requirements for Landscape Buffers. Landscape Buffer Yards may include or overlap with other required yards.

RESIDENTIAL ZONING COMPLIANCE TABLE
(Apartments)

Name of Development: **The Quad St. Charles**

	Zoning District Requirement	Existing PUD Requirement (if applicable)	Proposed
	District:	Ordinance #:	
	RM3	N/A	TBD

Minimum Lot Area	2,200 sf / du		1,850 sf / du
Minimum Lot Width	65 ft		N/A
Maximum Building Coverage	40%		50%
Maximum Building Height	45 ft or 4 stories		5 stories
Minimum Front Yard	30 ft		10 ft
Interior Side Yard	25 ft		15ft
Exterior Side Yard	30 ft		30 ft
Minimum Rear Yard	30 ft, 5ft for garages accessed from alley		30 ft
% Overall Landscape Area	20%		38%
Building Foundation Landscaping	75% of front wall 50% of other walls		75% of front wall 50% of other walls
% Interior Parking Lot Landscape	10%		10%
Landscape Buffer Yards ¹	30 ft		30 ft
# of Parking spaces	1 Bedroom: 1.2/du 2 Bedroom: 1.7/du 3 Bedroom: 2.0/du		1.6 sp / du average (411 spaces)

¹ Within the zoning districts specified, a Landscape Buffer Yard shall be provided along any lot line that abuts or is across a street from property in any RE, RS, or RT District. See Chapter 17.26 for planting and screening requirements for Landscape Buffers. See Chapter 17.26 for planting and screening requirements for Landscape Buffers. Landscape Buffer Yards may include or overlap with other required yards.

PARK LAND/CASH WORKSHEET

City of St. Charles, Illinois

Name of Development	THE QUAD ST. CHARLES
Date Submitted:	APRIL , 5 2017
Prepared by:	SDA, INC.



Type of Dwelling	# Dwelling Units (DU)	Population Generation per Unit		Estimated Population
Detached Single Family				
➤ 3 Bedroom	0	DU x 2.899	=	0
➤ 4 Bedroom	0	DU x 3.764	=	0
➤ 5 Bedroom	0	DU x 3.770	=	0
Attached Single Family				
➤ 1 Bedroom	0	DU x 1.193	=	0
➤ 2 Bedroom	73	DU x 1.990	=	145.27
➤ 3 Bedroom	82	DU x 2.392	=	196.14
➤ 4 Bedroom	0	DU x 3.145	=	0
Apartments				
➤ Efficiency	16	DU x 1.294	=	20.70
➤ 1 Bedroom	120	DU x 1.758	=	210.96
➤ 2 Bedroom	120	DU x 1.914	=	229.68
➤ 3 Bedroom	0	DU x 3.053	=	0

Totals	<u>411</u>		<u>802.76</u>
	Total Dwelling Units		Estimated Total Population

Park Site Requirements

Estimated Total Population 802.76 x .010 Acres per capita = 8.028 Acres

Cash in lieu of requirements -

Total Site Acres 8.028 x \$240,500 (Fair Market Value per Improved Land) = \$ 1,930,734.00

SCHOOL LAND/CASH WORKSHEET

City of St. Charles, Illinois

Name of Development	THE QUAD ST. CHARLES
Date Submitted:	APRIL , 5 2017
Prepared by:	SDA, INC.



Estimated Student Yield by Grades

Type of Dwelling	# of dwelling Units (DU)	Elementary (Grades K to 5)		Middle (Grades 6 to 8)		High (Grades 9 to 12)	
Detached Single Family							
➤ 3 Bedroom	0	DU x .369	= 0	DU x .173	= 0	DU x .184	= 0
➤ 4 Bedroom	0	DU x .530	= 0	DU x .298	= 0	DU x .360	= 0
➤ 5 Bedroom	0	DU x .345	= 0	DU x .248	= 0	DU x .300	= 0
Attached Single Family							
➤ 1 Bedroom	0	DU x .000	= 0	DU x .000	= 0	DU x .000	= 0
➤ 2 Bedroom	73	DU x .088	= 6.424	DU x .048	= 3.504	DU x .038	= 2.774
➤ 3 Bedroom	82	DU x .234	= 19.188	DU x .058	= 4.756	DU x .059	= 4.838
➤ 4 Bedroom	0	DU x .322	= 0	DU x .154	= 0	DU x .173	= 0
Apartments							
➤ Efficiency	16	DU x .000	= 0	DU x .000	= 0	DU x .000	= 0
➤ 1 Bedroom	120	DU x .002	= 0.240	DU x .001	= 0.120	DU x .001	= .120
➤ 2 Bedroom	120	DU x .086	= 10.320	DU x .042	= 5.040	DU x .046	= 5.52
➤ 3 Bedroom	0	DU x .234	= 0	DU x .123	= 0	DU x .118	= 0

Totals 411 TDU 36.172 TE 13.420 TM 13.252 TH

School Site Requirements

Type	# of students	Acres per student	Site Acres
Elementary (TE)	36.172	x .025	= 0.904
Middle (TM)	13.420	x .0389	= 0.522
High (TH)	13.252	x .072	= 0.954
Total Site Acres			<u>2.380</u>

Cash in lieu of requirements -

2.380 (Total Site Acres) x \$240,500 (Fair Market Value per Improved Land) = \$ 572,505.92

INCLUSIONARY HOUSING WORKSHEET



Name of Development Date	<u>THE QUAD</u>
Submitted: Prepared by:	<u>Revised 05-03-2017</u>
	<u>NEXT GENERATION DEVELOPMENT, LLC</u>

Use this worksheet to determine the affordable unit requirement for the proposed development and to propose how the development will meet the Inclusionary Housing requirements of Title 19.

Calculate the number of affordable units required:

Unit Count Range	# of Units Proposed in Development		% of Affordable Units Required		# of Affordable Units Required
1 to 15 Units		X	5%	=	
More than 15 Units	411	X	10%	=	41 UNITS

How will the Inclusionary Housing requirement be met?

- Provide on-site affordable units
- Pay a fee in-lieu of providing affordable units (calculate fee in-lieu below)
- Provide a mixture of affordable units and fee in-lieu
 - # of affordable units to be provided: _____
 - Amount of fee in-lieu to be paid (calculate below): _____

Fee In-Lieu Payment Calculation - Single-family/Duplex/Townhome Development

# 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
155 Townhomes	15.5	X	\$72,819.50	=	\$1,128,702.00

Fee In-Lieu Payment Calculation - Multi-Family Development

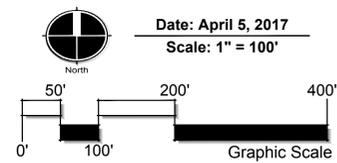
# of Affordable Units Required	# of Affordable Units Proposed to Pay the Fee-In-Lieu		Fee-In-Lieu Amount Per Unit		Total Fee-In-Lieu Amount
256 Multi-Family Apts.	25.6 Units	X	\$5,000	=	\$128,000.00

THE QUAD ST. CHARLES

St. Charles, Illinois



AERIAL PHOTOGRAPH



Date: April 5, 2017
Scale: 1" = 100'

Prepared By:

The **KRAUSZ**
COMPANIES, Inc.
44 Montgomery St., Suite 3300
San Francisco, CA 94104
Phone: (415) 732-5600

Prepared For:

 **Next Generation
Development LLC**
975 E. 22nd St., Suite 200
Wheaton, Illinois 60159
Phone: (630)384-6440

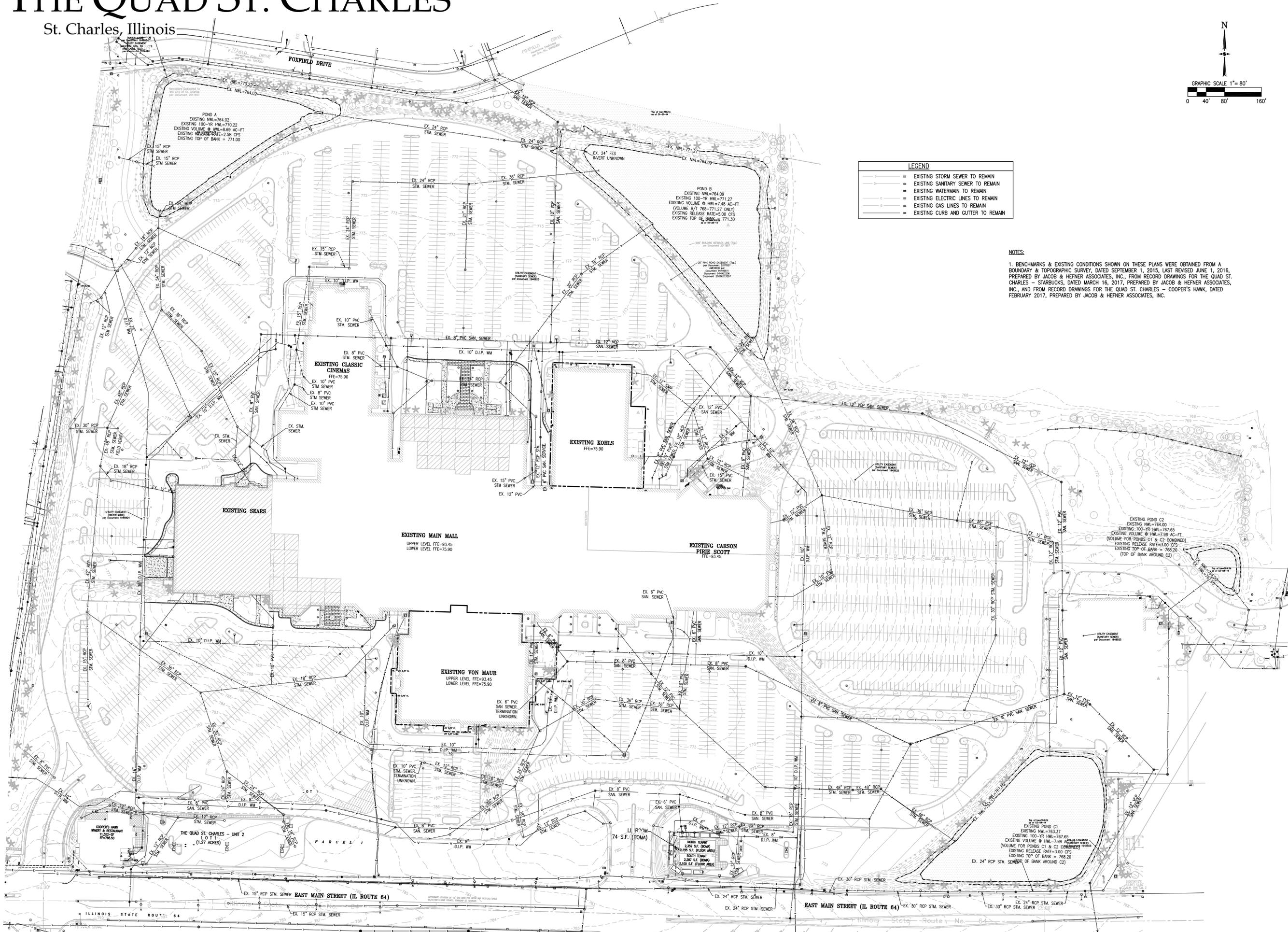
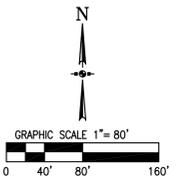
 **Larson & Darby Group**
Architects Engineers Planners


Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE

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THE QUAD ST. CHARLES

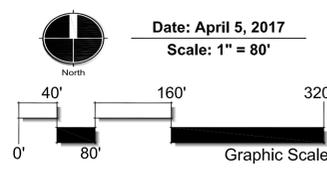
St. Charles, Illinois



LEGEND	
	EXISTING STORM SEWER TO REMAIN
	EXISTING SANITARY SEWER TO REMAIN
	EXISTING WATERMAIN TO REMAIN
	EXISTING ELECTRIC LINES TO REMAIN
	EXISTING GAS LINES TO REMAIN
	EXISTING CURB AND GUTTER TO REMAIN

NOTES:
 1. BENCHMARKS & EXISTING CONDITIONS SHOWN ON THESE PLANS WERE OBTAINED FROM A BOUNDARY & TOPOGRAPHIC SURVEY, DATED SEPTEMBER 1, 2015, LAST REVISED JUNE 1, 2016, PREPARED BY JACOB & HEFNER ASSOCIATES, INC., FROM RECORD DRAWINGS FOR THE QUAD ST. CHARLES - STARBUCKS, DATED MARCH 16, 2017, PREPARED BY JACOB & HEFNER ASSOCIATES, INC., AND FROM RECORD DRAWINGS FOR THE QUAD ST. CHARLES - COOPER'S HAWK, DATED FEBRUARY 2017, PREPARED BY JACOB & HEFNER ASSOCIATES, INC.

EXISTING CONDITIONS PLAN



Date: April 5, 2017
 Scale: 1" = 80'

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Prepared By:



JACOB & HEFNER
ASSOCIATES
 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
 PHONE: (630) 652-4600, FAX: (630) 652-4601
 www.jacobandhefner.com

THE QUAD ST. CHARLES

St. Charles, Illinois

GENERAL SITE DATA

USE	Acres
Townhome Area	21.15 ac
Apartment Area	11.67 ac
Retail / Commercial Area	48.49 ac
Total Site Area	81.31 ac

RESIDENTIAL

USE	DU
Townhomes	155 du
Apartments	256 du
Total Dwelling Units	411 du

PARKING	STALLS
Townhomes (2 spaces/du)	310 spaces
Apartments (surface parking)	155 spaces
Apartments (covered parking)	256 spaces
Parking Provided	721 spaces
Ratio	1.75 / du

RETAIL

USE	GLA
Classic Cinemas	76,210 sq. ft.
Von Maur	132,000 sq. ft.
Carson's	148,760 sq. ft.
Mall	150,000 sq. ft.
Pad 1	11,163 sq. ft.
Pad 2	7,360 sq. ft.
Pad 3	6,000 sq. ft.
Pad 4	4,452 sq. ft.
Pad 5	5,510 sq. ft.
Pad 6	5,000 sq. ft.
Pad 7	5,000 sq. ft.
Total	551,455 sq. ft.
Required Parking (4.5)	2,482 sq. ft.

PARKING LOTS	STALLS
West Lot	711 spaces
South West Lot (Includes Pad 7)	681 spaces
Von Maur South	89 spaces
Von Maur East	139 spaces
Mall East	272 spaces
Carson's South	408 spaces
Pad 6 Lot	118 spaces
West Outlot Parking	99 spaces
Center Outlot Parking	66 spaces
East Outlot Parking	61 spaces
Parking Provided	2,644 spaces
Ratio/1,000 S.F.	4.79 / 1,000 s.f.



PAVILION AREA



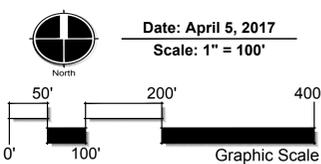
APARTMENT MAIN STREET



STREETSCAPE ELEMENTS



CONCEPTUAL DEVELOPMENT PLAN



Date: April 5, 2017
Scale: 1" = 100'

Prepared By:

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Architects Engineers Planners

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THE QUAD ST. CHARLES

St. Charles, Illinois



Date: April 5, 2017
Scale: 1" = 100'

Retail Architecture

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Phone: (415) 732-5600

Prepared For:



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Larson & Darby Group
Architects Engineers Planners

Prepared By:



Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE

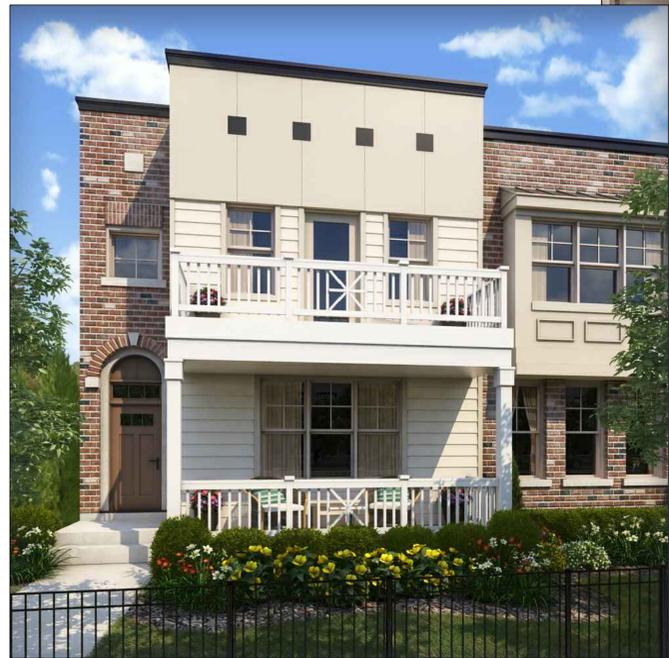
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THE QUAD ST. CHARLES

St. Charles, Illinois



TYPICAL INTERIOR UNIT



TYPICAL END UNIT

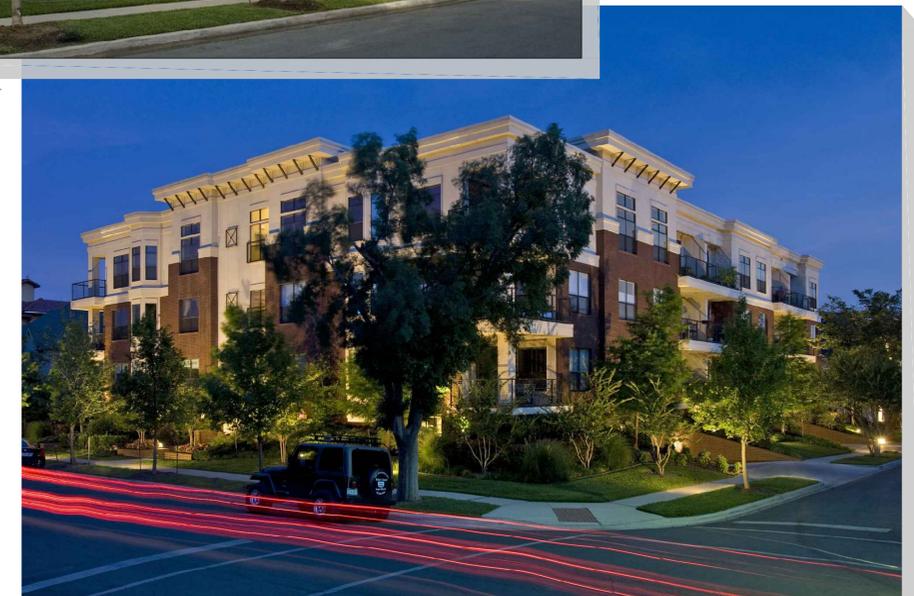


FRONT ELEVATION



BUILDING ELEVATION

TOWNHOME ARCHITECTURE



REAR ELEVATION

APARTMENT ARCHITECTURE

Date: April 5, 2017
Scale: N.A.

RESIDENTIAL ARCHITECTURE

The **KRAUSZ**
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Prepared For:

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Development LLC
975 E. 22nd St., Suite 200
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 **Larson & Darby Group**
Architects Engineers Planners

Prepared By:

 **sda**
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BEFORE THE PLAN COMMISSION
OF THE CITY OF ST. CHARLES

-----x
In Re: :
Application for Concept :
Plan Review, The Quad :
St. Charles (Charlestowne :
Mall PUD), 3700-3850 East :
Main Street. :
-----x

HEARING
St. Charles, Illinois 60174
Tuesday, April 18, 2017
7:01 p.m.

Job No.: 126917
Pages: 1 - 94
Reported by: Joanne E. Ely, CSR, RPR

Transcript of Application for Concept Plan
Conducted on April 18, 2017

1 HEARING, held at the location of:

2

3 ST. CHARLES CITY HALL

4 2 East Main Street

5 St. Charles, Illinois 60174

6 (630) 377-4400

7

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13 Before Joanne E. Ely, a Certified Shorthand

14 Reporter, and a Notary Public in and for the State

15 of Illinois.

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Transcript of Application for Concept Plan
Conducted on April 18, 2017

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PRESENT:

TODD WALLACE, Chairman

TIM KESSLER, Vice Chairman

DAN FRIO, Member

JAMES HOLDERFIELD, Member

JEFFREY FUNKE, Member

TOM PRETZ, Member

LAURA MACKLIN-PURDY, Member

TOM SCHUETZ, Member

PETER VARGULICH, Member

ALSO PRESENT:

RUSSELL COLBY, Planning Division Manager

RITA TUNGARE, Director, Community & Economic
Development

ELLEN JOHNSON, Planner

CHRIS BONG, Development Engineering Division
Manager

Transcript of Application for Concept Plan
Conducted on April 18, 2017

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P R O C E E D I N G S .

CHAIRMAN WALLACE: The City of St. Charles
Plan Commission will come to order.

Tim.

VICE CHAIRMAN KESSLER: Holderfield.

MEMBER HOLDERFIELD: Here.

VICE CHAIRMAN KESSLER: Schuetz.

MEMBER SCHUETZ: Here.

VICE CHAIRMAN KESSLER: Vargulich.

MEMBER VARGULICH: Here.

VICE CHAIRMAN KESSLER: Funke.

MEMBER FUNKE: Here.

VICE CHAIRMAN KESSLER: Pretz.

MEMBER PRETZ: Here.

VICE CHAIRMAN KESSLER: Frio.

MEMBER FRIO: Here.

VICE CHAIRMAN KESSLER: Purdy.

MEMBER MACKLIN-PURDY: Here.

VICE CHAIRMAN KESSLER: Wallace.

CHAIRMAN WALLACE: Here.

VICE CHAIRMAN KESSLER: Kessler, here.

CHAIRMAN WALLACE: Okay. Presentation of
minutes of the April 4th, 2017, meeting.

Is there a motion to approve?

Transcript of Application for Concept Plan
Conducted on April 18, 2017

5

1 VICE CHAIRMAN KESSLER: So moved.

2 MEMBER SCHUETZ: Second.

3 CHAIRMAN WALLACE: It's moved and seconded.

4 Any discussion?

5 (No response.)

6 CHAIRMAN WALLACE: All in favor.

7 (Ayes heard.)

8 CHAIRMAN WALLACE: Opposed.

9 (No response.)

10 CHAIRMAN WALLACE: All right. That passes

11 unanimously.

12 Item 4 on the agenda is The Quad
13 St. Charles, Charlestowne Mall PUD, and SC 3800
14 Main, LLC. This is an application for concept plan
15 review.

16 Welcome. For those of you who haven't been
17 here before, thank you for coming. The Plan
18 Commission is -- we are all appointed members by the
19 mayor to review development applications that come
20 before the city, and this is one of them.

21 Eventually, at some point in the future, an
22 application may be filed which we will have to
23 conduct a public hearing on. That's not what we're
24 doing tonight. Before the developer spends the time

1 and money in putting together plans for us, we have
2 a mechanism to have a concept plan review where they
3 can present to us what the concept is that they may
4 be coming back on an application for, and we will
5 give them feedback, positive and negative, what we
6 like, what we don't like with the plan. Members of
7 the public will have a chance to make comments
8 as well.

9 After tonight, nothing will happen. This
10 isn't going to go further unless -- is there a
11 review for Council?

12 MEMBER TUNGARE: There is a review with the
13 Planning and Development Commission on May 8th.

14 CHAIRMAN WALLACE: Okay. So there will be
15 another review for the St. Charles Planning and
16 Development Committee; but until an application is
17 filed with the City, we won't take any action on
18 this.

19 So we're at the beginning stages of a
20 potential application. That's what we're doing here
21 tonight.

22 Any questions on our procedure?

23 (No response.)

24 CHAIRMAN WALLACE: All right. Typically,

Transcript of Application for Concept Plan
Conducted on April 18, 2017

7

1 the way we would handle this is for the applicant to
2 make a presentation to us. After that members of
3 the Plan Commission may ask questions of the
4 applicant, followed by any questions from members of
5 the audience. At the end, if the applicant wants to
6 wrap up their remarks, they can do so, and that's
7 how we'll handle it.

8 Before we begin with the applicant, Russ, do
9 you have anything for us?

10 MR. COLBY: No, I don't. I would just add
11 that on the staff memo, on the last page, there is a
12 list of questions. We would ask that at the
13 conclusion of the concept plan review, that the plan
14 commissioners individually respond to each of those
15 questions and provide some direction to staff and
16 the developer.

17 CHAIRMAN WALLACE: All right. Okay. After
18 everything is done, the Plan Commission will provide
19 kind of some wrap-up comments both positive and
20 negative and answer the questions that are in the
21 staff memo.

22 All right. Is the applicant ready?

23 And also I would just ask that anyone --
24 even though it's not a public hearing, we do have a

Transcript of Application for Concept Plan
Conducted on April 18, 2017

8

1 court reporter here in the room. So anyone who
2 speaks, whether it's a question, comment,
3 presentation, if you could speak at the lectern up
4 here, wait to be acknowledged by me before speaking,
5 and state your name for the record, spelling your
6 last name.

7 All right. Go ahead, sir.

8 MR. MAY: All right. I'm Chuck May, M-a-y,
9 and I'm at 185 Heathrow Court, Lake Bluff, Illinois,
10 for the applicant.

11 This evening we have our project team here,
12 and I would like to take an opportunity to introduce
13 them first. Seated here in the first row is --
14 first is Jim Hughes with Next Generation
15 Development; seated next to him is Mike Schoppe of
16 the Schoppe Design Group; next to him is Carrie
17 Hansen, also of the Schoppe Design Group; Burt
18 Andrews of Larson and Darby, our architect; and my
19 associate project manager of this is Barbara Bruce.

20 We are all here to -- any one of us may have
21 answers to questions you have, and all of us will
22 probably participate or at least most of us in the
23 presentation.

24 Here we go. The mall has been around for a

1 long time, and Russ was very -- in his usual
2 thoroughness has provided a lot of background as to
3 things that have gone on and ideas for the mall.

4 The ownership here has been in ownership
5 approximately 3 1/2 years, and it was our intent
6 when we acquired this to redevelop and re-tenant an
7 enclosed regional shopping center.

8 In short, the world has dramatically changed
9 in the area of retail. There are no more
10 particularly enclosed regional shopping centers
11 being built. In fact, they are dropping rapidly.
12 We, much to our chagrin, found that we just could
13 not find the tenants to occupy that amount of space
14 and pay the rents and the additional charges that
15 are necessary in order to make it functional.

16 So over time we've looked at a number of
17 different scenarios as to what we might do. In the
18 interim, things did not get better, they got worse.
19 Kohls closed, as you may know, last June. They
20 ceased to operate. We have reached agreement with
21 Kohls to purchase their store, and that would be our
22 intent, as part of any redevelopment that goes on
23 here would be the acquisition of the Kohls store.

24 In any case, we finally came to the

1 conclusion that there was just no way that we could
2 use the 80 acres of this site for retail
3 development. We considered alternatives. Those
4 alternatives are obviously things like office,
5 hotel, and other types of -- we excluded industrial,
6 but the office market is not really relevant here,
7 and there are already 1200 hotel rooms around us.

8 This led us to the conclusion that the
9 natural mixed-use opportunity for this site was
10 residential. And we began to look at the various
11 ways that we might incorporate residential into the
12 site.

13 It was obvious that the front of the site
14 that accesses and fronts on Main Street could still
15 be and should still be a relatively good opportunity
16 for some amount of retail. We also know that Von Maur
17 and the cinema are very good stores. They function
18 well. They want to stay there. They have made
19 investments in their property and continue to be
20 there.

21 Carson's has indicated to us at this point a
22 desire to stay at the site, and so with that in
23 mind, we are utilizing those three monuments. We
24 began to look at ways that we could incorporate

1 residential into the site, and we came up with a
2 plan to basically take the east end of the site into
3 more dense residential in the form of apartments and
4 the north side of the site into something less dense
5 in the form of townhomes.

6 This is a concept plan. I want to emphasize
7 that. It is a concept plan. It's still a work in
8 progress.

9 And I can take you through the site plan
10 kind of at this point, and you can see that we have,
11 as part of this plan, torn down the Kohls store
12 which is in this area right here, and then the old
13 food court of the mall, which is in this area right
14 here, and then basically the east section of the
15 mall. We ended up with this enclosed mall building
16 of approximately 150,000 square feet of what we call
17 the gross simple area in the mall. The gross
18 building area is maybe around 175,000 square feet.

19 As we're looking today at this, we think
20 that we can lease that type of building. We are
21 looking at emphasizing tenants in the entertainment
22 and food and restaurant services, things as salons
23 and a fitness center, that sort of thing. We think,
24 again, there's -- with the cinema, there's

1 opportunity for more restaurants from fast casual to
2 maybe a couple of sit-down restaurants.

3 But it is a challenge, unquestionably a
4 challenge today. The enclosed mall cost of
5 maintenance is significant. You know, even today
6 empty, the electric bill for the mall, now that
7 includes the exterior parking lot lights, but is
8 \$600,000 a year. So someone has to pay that bill,
9 and it's things like that that make it a challenge
10 to have an enclosed mall. Whereas something like
11 Geneva Commons, which is totally open air, the
12 common area costs are significantly less.

13 So we need to figure out how to be
14 competitive, and as I say, again, this is a concept
15 plan. It could be that we would take down a little
16 more of the mall, it could be that we take down less
17 of the mall; but right now for purposes of this
18 presentation, this is what we have.

19 Frankly, if we didn't have the topography
20 that we have, and that is that we have a berm that
21 runs right here and causes this whole area to be all
22 upper-level parking, and this entrance to Von Maur
23 is all upper level and all upper level here. If
24 this were a flat, one-level site, I'd take down the

1 whole mall, and we would start over with buildings.
2 But we -- it's very challenging to try to deal with
3 that berm and deal with the structures that are in
4 place.

5 So we are working with, you know, several
6 monuments here, as I say. The good news is the
7 Von Maur and the Cinema as monuments, and the bad
8 news is we've got a major upper-level parking berm
9 situation that makes it very challenging to do
10 anything other than keep this building.

11 We continue to look at it and to see what
12 other things we might be able to do to improve the
13 retail here, but right now, this is what we have.

14 Again, leaving the Carson's, giving them
15 basically first-level entry here, utilizing their
16 upper-level parking lot, which is not very much
17 utilized right now, in exchange for parking here.
18 We take this parking into apartments, and as I said,
19 this whole area back here becomes townhomes.

20 Any questions so far?

21 CHAIRMAN WALLACE: Anything?

22 MEMBER HOLDERFIELD: I'm not sure I
23 understand when you say upper-level parking.

24 MR. MAY: Okay.

Transcript of Application for Concept Plan
Conducted on April 18, 2017

14

1 MEMBER HOLDERFIELD: I know that the
2 property tapers down the west side on the other side
3 of the old Sears building there.

4 MR. MAY: Okay. This is a berm right here
5 and it -- this creates all of this for upper-level
6 parking. This rises from the ring road and goes up,
7 rises eventually almost 17 feet to the entrance to
8 the upper level of the mall and the upper level of
9 the Von Maur store. Okay. So what happens is the
10 lower level of the Von Maur store is buried 17 feet
11 below grade at this point as is the mall.

12 MEMBER HOLDERFIELD: Okay.

13 MR. MAY: So if we tore the building down,
14 what happens is you stand here and you look down
15 17 feet to the entrance of the --

16 MEMBER HOLDERFIELD: All right.

17 MR. MAY: -- of the Cinema.

18 And so that's -- those are the challenges
19 that we face. I mean, it's not an easy thing to
20 deal with. If you look at some of your plans that
21 people have thrown out for this mall -- I think in
22 your package you'll see a couple of architects that
23 drew plans that gave no consideration, and Russ
24 points this out, to the topography and just

1 basically shows taking down the mall and creating a
2 one-level mall.

3 It's like, okay, what did you do with the
4 berm out front, and how did you deal with that?
5 They didn't have -- it was just a piece of paper, so
6 they didn't have to deal with it. But it makes it
7 challenging at this point.

8 So one of the things that we're looking
9 at -- we want to make this one project. So we've
10 worked at making it pedestrian friendly with
11 connectivity between the residential areas and the
12 retail, creating opportunities for passage, you
13 know, pedestrian passage. This is a nice open-space
14 plaza, pavilion.

15 We're looking at keeping the -- trying to
16 see if we could keep the center court skylight,
17 that's actually quite exciting, and seeing if we can
18 make it an outdoor facility. We haven't verified
19 the structural ability of that yet, but we think it
20 could be really exciting to do.

21 Let's see if I can find --

22 MEMBER HOLDERFIELD: Excuse me. I just have
23 one more question.

24 MR. MAY: Sure.

Transcript of Application for Concept Plan
Conducted on April 18, 2017

16

1 MEMBER HOLDERFIELD: The parking lot between
2 the existing Carson's and the undefined tenants of
3 the mall --

4 MR. MAY: Here?

5 MEMBER HOLDERFIELD: Yes, right there. And
6 that would be the upper level --

7 MR. MAY: No, no.

8 MEMBER HOLDERFIELD: No?

9 MR. MAY: The only upper level that now
10 exists -- would now exist would be here, would be
11 this area right here.

12 MEMBER HOLDERFIELD: Okay.

13 MR. MAY: Everything else is taken down.
14 This gets graded down to some extent to create the
15 opportunity for these buildings here.

16 MEMBER HOLDERFIELD: So that would be new
17 entrances too.

18 MR. MAY: There would be no entrance --
19 there would be no entrance here to Carson's.
20 Carson's would lose -- so Carson's would have an
21 entrance here, lower level. Carson's would have an
22 entrance here, lower level.

23 MEMBER HOLDERFIELD: Okay.

24 MEMBER FUNKE: You know, I've got a

1 question. You know, I agree with you. The whole
2 idea of an interior mall is kind of -- it's becoming
3 obsolete. We have some pretty successful in Old
4 Orchard and up north --

5 MR. MAY: Oak Brook and Old Orchard.

6 MEMBER FUNKE: Yeah. I mean, the idea of
7 actually opening up the mall and creating interior
8 streets.

9 MR. MAY: Yeah.

10 MEMBER FUNKE: Have you thought about that?

11 MR. MAY: We've thought about that, and
12 we've given it a lot of consideration. There is
13 some problems in terms of frost proofing all of the
14 columns at that point because they're there now, and
15 we'd have to build new facing.

16 But it is an option that we continue to kind
17 of -- wouldn't it be great if we could that. Gee, I
18 wonder how that would work. But then you'd create a
19 bunch of -- you know, there's a bunch of space in
20 here that just face each other, and these become two
21 level and now what happens to the second level. Do
22 you just have a second-level phaseout here, you
23 know, and how do you get down. How do you create an
24 outdoor walk on the upper level.

1 We're still working through a lot of that,
2 but you're right. You know, our first two major
3 shopping centers in the Chicago area were Oak Brook
4 and Old Orchard built by Phil Klutznick a long time
5 ago, and I guess he actually knew what was going on,
6 but most of us that started putting up malls in the
7 '70s thought he was crazy. I guess he had a lot of
8 forethought.

9 MEMBER MACKLIN-PURDY: I have a question.

10 MR. MAY: Yes.

11 MEMBER MACKLIN-PURDY: Is there a reason why
12 Carson's is not connected at all, like a walkway
13 or --

14 MR. MAY: There is a walkway, yes. We're
15 looking at -- this is a walkway. We're looking at
16 whether that needs -- would be covered. You know,
17 we've given thought to putting a cover over it, but
18 that's right now considered a walkway, and it will
19 be a pedestrian -- it will be a pedestrian walkway
20 between the two.

21 MEMBER HOLDERFIELD: But not necessarily
22 enclosed in the walls?

23 MR. MAY: No. We would never -- I mean,
24 there wouldn't any reason to enclose that. It's

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1 just that would be --

2 MEMBER HOLDERFIELD: It would be covered.

3 MR. MAY: If we cover it, it would be a
4 canopy of sorts.

5 And, again, concept, I mean, these are just
6 ideas that we're -- as you put pen to paper, and
7 then we do a cost analysis and say, okay, what makes
8 sense here from a cost standpoint.

9 We're tearing down a lot of buildings. I
10 mean, there, with the Sears store and the Kohls
11 store and the mall, it's close to 400,000 square
12 feet that's being torn down here. That's a lot of
13 building.

14 So this is pretty well parked. It's got
15 good parking but we figure -- we think that with the
16 entertainment uses that we're trying to think about
17 and the restaurants, it's going to need parking.
18 It's going to need a lot of parking. So that's why
19 we're kind of trying to say, okay, well, let's save
20 as much parking as we can.

21 Once you get into actual final design and
22 you figure out all the landscaped areas you want to
23 put in and all the walkways you're going to put in,
24 and all of a sudden you find yourself losing cars,

1 but I think that, you know, we want to make sure
2 it's well parked.

3 Cooper's Hawk in itself is clearly going
4 to -- when they open in less than a month now, it
5 will be interesting to see what the parking looks
6 like, and that will give us a good idea as to what's
7 going to happen.

8 MEMBER VARGULICH: Will the theater only
9 have an entrance on the west side?

10 MR. MAY: Yes. The theater now has an
11 entrance --

12 MEMBER VARGULICH: Yes.

13 MR. MAY: -- on the west side.

14 MEMBER VARGULICH: It looks like you're
15 closing the entrance on the east side.

16 MR. MAY: Yes. The theater entrance right
17 now is right here. I worked with Chris Johnson, and
18 he actually came up with the idea of using that as
19 an entrance, and he signed it and lit it, and the
20 idea would be to create an entranceway and hardscape
21 it as opposed to the way it looks now. So that's
22 the main -- would become the main entrance.

23 Although we would still -- with this plan,
24 still have plans to -- I keep losing the arrow.

1 There we go. We would still have a plan that you
2 would be able to come here and escalate down to the
3 entrance here.

4 MEMBER VARGULICH: So no entrance on the
5 east side.

6 MR. MAY: But no entrance -- well, in this
7 plan, there's an entrance here to the mall. So you
8 could always park here at the theater and walk in
9 this entrance and get to the --

10 MEMBER VARGULICH: But not directly from the
11 east side.

12 MR. MAY: But not directly into this
13 building, correct.

14 MEMBER SCHUETZ: I have a question. As far
15 as the relationship of the townhomes and the
16 apartments to the retail, have you done any numbers
17 as far as will these townhomes and apartments
18 support the retail? I mean, I know it's a
19 guesstimate, but can you explain any of that, what
20 your thoughts are at least?

21 MR. MAY: There could be some small shops
22 that would relate to and -- it could be like a dry
23 cleaners or things like that that would relate to
24 this, but frankly, this type of retail is not

1 supported by just that number of people. It helps.
2 It's good because you got close in -- you've got
3 people that will come frequently, but, I mean,
4 Von Maur pulls from 350,000 -- a population of
5 350,000 people, and that's their trade area.

6 So in order -- you know, in order for this
7 retail to work, we have to pull -- and the theater
8 pulls from quite a distance, as does Carson's, and
9 Cooper's Hawk will pull from quite a distance also.

10 So, again, while it's a help to have this
11 close in and I think it's a selling point for
12 retailers, in and of themselves it's not enough to
13 make it work.

14 CHAIRMAN WALLACE: I have a question that
15 possibly staff could answer.

16 I know that from the time the mall was built
17 for probably -- I don't know how many years, 10
18 years probably, there was a direct route from the
19 north side of the mall to Foxfield, and I don't know
20 if that was changed when the Jewel development went
21 in.

22 MR. COLBY: Yes.

23 CHAIRMAN WALLACE: The routing of that.

24 MR. COLBY: Yes, it was.

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1 MR. MAY: This right here was the original
2 planned access, and it is now a pedestrian access.

3 CHAIRMAN WALLACE: Yeah.

4 MR. MAY: I couldn't figure out -- we had
5 old site plans, and I kept saying, well, they're
6 wrong. Why is that -- this is not the road, and
7 finally someone explained to me that that was --

8 CHAIRMAN WALLACE: It used to be.

9 MR. MAY: That was the planned road.

10 CHAIRMAN WALLACE: Yeah.

11 MR. MAY: Did it open that way? I wasn't
12 sure even if it opened that way but --

13 MEMBER VARGULICH: It did.

14 MR. MAY: I finally had to have our
15 engineers draw it, you know, change the plan because
16 the old plans were -- we were using old plans, and I
17 kept saying it's in the wrong place, guys.

18 CHAIRMAN WALLACE: I'll get to you in just
19 one second. I have one other question for staff.

20 Do you see an issue with the north roadway
21 not lining up with any of the roads on the other
22 side?

23 MR. COLBY: What do you mean by an issue?
24 As a traffic concern?

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1 CHAIRMAN WALLACE: Yes.

2 MR. COLBY: It's something that we haven't
3 analyzed yet. I think that's something we would
4 look at in more detail when we have full engineering
5 plans and traffic.

6 MR. BERTUCCI: I'd like to --

7 CHAIRMAN WALLACE: Sure. Come on up.

8 MR. BERTUCCI: My name is Mike Bertucci.
9 I've been there for about 30 years.

10 CHAIRMAN WALLACE: I'm sorry. Say it again.

11 MR. BERTUCCI: My name is Mike Bertucci. I
12 live in Charlemagne. I've been living there for
13 about 30 years. Bertucci, B-e-r-t-u-c-c-i.

14 Yeah. Originally, when that mall was built,
15 there was a direct access in there. There was a big
16 concern of traffic coming through there and
17 overloading the residential area there.

18 So what they did was they reconfigured it
19 when they built Stuarts Crossing and also Jewel and
20 ran it over that way, and that road was supposed to
21 be used for emergency -- for fire department and
22 stuff like that.

23 CHAIRMAN WALLACE: Okay. Sir, do you have a
24 question?

1 MR. NELSON: My name is Pete Nelson. I live
2 at 701 Foxfield Court. You can see my house right here.

3 That road that's accessing to Foxfield Court
4 where the berm currently is, and that was part of an
5 agreement with the Charlemagne subdivision to have
6 that berm put in, and I would definitely fight not
7 to have that removed from the area and put a road in
8 there. That would cause way too much traffic.

9 CHAIRMAN WALLACE: Are you talking about the
10 berm running east and west on the south side of
11 Foxfield Drive?

12 MR. NELSON: Yes. There's a full berm
13 there. It was an agreement with Charlemagne there
14 with the mall.

15 CHAIRMAN WALLACE: Okay.

16 MR. NELSON: That would cause great problems
17 in traffic through that area. There's no other way
18 out of that location except through that road.
19 They've got nothing going through the mall at all
20 except going back out and around.

21 CHAIRMAN WALLACE: Okay.

22 MR. NELSON: Plus there are additional
23 things. There's twice as many people in that area
24 than are in Charlemagne currently. Because we have

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1 175 homes in Charlemagne. You've got almost 400
2 residents there, and all that traffic will go right
3 out that way. Trust me. I know. They cut through
4 now.

5 CHAIRMAN WALLACE: All right.

6 MR. NELSON: Those are some of my concerns,
7 plus there's no parks in that drawing. Every
8 community that's been put up is required to put a
9 park up in the community. Just some notes that I've
10 identified on what's going on.

11 CHAIRMAN WALLACE: All right. Thank you.

12 MEMBER PRETZ: I have some questions.

13 CHAIRMAN WALLACE: Okay.

14 MEMBER PRETZ: I have two questions for you.
15 The first one is that I notice, and my eyes may not
16 have picked it up in the town house area, but you
17 have a pool and a clubhouse, is that right, in the
18 apartment area?

19 MR. MAY: To the apartments, yes.

20 MEMBER PRETZ: And I guess I wanted to know
21 what the rationale was on why you would -- because
22 that's a rental scenario, and then the townhomes I'm
23 under the impression that's going to be a purchase;
24 correct?

1 MR. MAY: Yes. That's the intent at this
2 point, yes.

3 MEMBER PRETZ: That you would locate the
4 clubhouse and the pool without putting such a
5 facility or thinking about putting a facility in
6 with the townhomes, what's your rationale?

7 MR. MAY: Jim, do you want to respond to
8 that?

9 MR. HUGHES: Good evening. My name is Jim
10 Hughes. I'm with Next Generation. We're
11 residential developer/builders. Hughes, H-u-g-h-e-s.

12 Yes. The clubhouse is serving the rental
13 component. It's an amenity package. It's a
14 clubhouse. It also would be our leasing center.
15 We're still not sure where we might locate another
16 one within, and yes, you are correct. The townhomes
17 are a for-sale component.

18 And we may -- depending on what we do there
19 because I'm thinking of maybe splitting -- we've got
20 155 units. We may do part of that as a more senior
21 targeted. So that's still all shifting ground, if
22 you will. But most of the apartment complexes that
23 are being built today, they are highly amenitized;
24 and traditionally, to get the rents we're looking to

1 get, you're going to have to have the clubhouse with
2 the workout room with the business center,
3 et cetera, et cetera, et cetera, and normally a
4 pool, a hot tub, and all that type of stuff. So
5 it's extremely, extremely highly amenitized in the
6 rental market today.

7 MEMBER PRETZ: My second question, and maybe
8 you can answer this too, and it was partially stated
9 with the gentleman just before. Your approximate --
10 and I can't remember what I read in here related to
11 the kids that will be throughout the complex there.

12 Do you remember that number that you were
13 projecting?

14 MR. HUGHES: You're talking school-age
15 children?

16 MEMBER PRETZ: Correct.

17 MR. HUGHES: I don't have that.

18 MEMBER VARGULICH: It's 60.

19 MR. HUGHES: About 60?

20 MEMBER VARGULICH: 60. 6-0 on the land cash
21 portion.

22 Russ, is that right? It's 60, 62 in the
23 land cash portion?

24 MR. COLBY: We have it at 60.

1 MR. HUGHES: Yeah, 60.

2 MEMBER PRETZ: Doesn't that seem somewhat
3 low?

4 MR. HUGHES: The apartments you would have,
5 very candidly, very little children, and the
6 townhomes, depending on, as I said, if we go to a
7 senior targeted or --

8 MEMBER PRETZ: I understand.

9 MR. HUGHES: Those are numbers that -- we
10 have done a lot of this type of stuff. Those are
11 pretty realistic Numbers. At first blush, I agree
12 with you, but once you get into it, it's a low
13 number.

14 MEMBER PRETZ: I'm going to have to trust
15 you to know these numbers. Because my thought was
16 that if we had young children and the amount of
17 parking area that exists there, I was wondering what
18 we were going to do with kids when they need some
19 area to go to and play.

20 MR. HUGHES: I've got all the data that I
21 can supply you with that --

22 MEMBER PRETZ: Okay.

23 MR. HUGHES: -- can validate those numbers.

24 MEMBER HOLDERFIELD: I'm sorry?

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1 MR. HUGHES: That can validate those
2 numbers. I've got all the data information that we
3 can do that.

4 MEMBER PRETZ: Those are my only two
5 questions. The rest are comments for later.

6 CHAIRMAN WALLACE: Okay. Any other
7 questions from the Plan Commission members?

8 MEMBER VARGULICH: I have some questions.

9 CHAIRMAN WALLACE: Uh-huh.

10 MEMBER VARGULICH: I notice that there's no
11 park area here, but there is a park in the
12 Charlemagne-Kingswood subdivision --

13 MR. HUGHES: Okay.

14 MEMBER VARGULICH: -- of about 7 acres. And
15 so while I understand this is a concept plan, I
16 would encourage you to meet with the park district
17 at the beginning, not in the middle of this process,
18 and sort through whether they feel that their 7
19 acres can support 800 new residents; and if not,
20 then I would encourage you to alter your plan to
21 include a park area.

22 MR. HUGHES: We would certainly meet with
23 the park district right out of the box here. We
24 have been working with staff internally to get to a

1 conceptual concept plan; and as soon as we're ready
2 to take that leap, that would be first and foremost
3 who we would get together with.

4 MEMBER VARGULICH: Okay. And then as far as
5 the actual townhome project that's being represented
6 here, I guess from kind of a user experience
7 standpoint, whether you be a resident or a visitor,
8 it doesn't seem overly interesting.

9 MR. HUGHES: Okay.

10 MEMBER VARGULICH: Not from an architecture
11 standpoint, I don't feel adequate to really address
12 that, but certainly from the standpoint that the
13 access drive that people use to get to their unit
14 as well as any visitors that happen to be there,
15 there's no visitor parking for anyone. And
16 everybody who is going to drive through this complex
17 or through the apartment, the townhome portion, they
18 will be viewing two-car garages continuously.

19 MR. HUGHES: These are rear-loaded product.

20 MEMBER VARGULICH: I understand.

21 MR. HUGHES: And one of the rationales for
22 that is you can load more architectural labors to
23 the front of the units which all face into green
24 space and open space. We will provide -- we will

1 provide visitor parking throughout the community.

2 MEMBER VARGULICH: Where would that be in
3 this scenario?

4 MR. HUGHES: Well, we'll locate that as we
5 move farther down the road. I don't think we have
6 located any specific at this point, but we will
7 locate visitor parking throughout.

8 We're presently marketing this product --
9 we're doing a large development at the Route 59
10 train station in Aurora and Naperville, and we're
11 doing 460 mid-rise apartments there. We're doing 55
12 for-sale townhomes there as well, which have been
13 extremely well received. They are more urban
14 looking, which is very candidly what Aurora wanted
15 because that's their TOD corridor.

16 We will work on the details of the
17 architecture. As I said, if we go to a split senior
18 market here, I may have to go to more ranch style.
19 So that's, again, all in flux. We just tried to put
20 this together to get the concept put before
21 everybody so we could get thoughts.

22 MEMBER VARGULICH: I think that the parking
23 for the apartments, at one point six per unit seems
24 vastly low.

1 MR. HUGHES: Depending on what your bedroom
2 count is, if you're one-bedroom units or two-bedroom
3 units. We're providing parking underneath these
4 buildings so that there's no competition with the
5 Christmas shoppers, et cetera. So we're fairly
6 comfortable with that number; but, again, I can
7 verify those numbers for you data-wise of what we've
8 done in prior projects.

9 MEMBER VARGULICH: Okay. Then on the
10 service parking for the rest of the project, you
11 have about 4.8 it appears, 4.79, 4.8.

12 MR. HUGHES: That's correct.

13 MEMBER VARGULICH: I would encourage that
14 number to go lower.

15 MR. HUGHES: You're talking on the retail?

16 MEMBER VARGULICH: Uh-huh.

17 MR. HUGHES: That's Mr. May's bailiwick. I
18 don't want to speak for him on that.

19 MR. MAY: The parking, original parking
20 ratio was over 5 on here. I think our PUD is 4 to
21 1, and that's where we were kind of at. We are
22 concerned about -- if we have a number of
23 restaurants here, you have to park -- you can't park
24 those at 4 or 5. I mean, it becomes significant.

1 So, you know, it will depend on the uses
2 that we really get going here. I mean, you can
3 just -- you generally can take a regional shopping
4 center and park it at 4 1/2 or 4 1/4 or whatever,
5 depending on the size, and as you know, you get a
6 lot of trade offs. But if we're going to use a lot
7 of entertainment here and restaurant and food, then
8 we have to really think about the parking ratios.

9 MEMBER VARGULICH: So then do you have a
10 target for how much of your 150,000 you're looking
11 to do as restaurant-oriented uses right now?
12 Because that's really what drives the parking.

13 MR. MAY: Yeah. In the neighborhood of
14 another 15-, 20,000 feet, but that could verify. I
15 mean, this is a concept plan, and the other problem
16 is that when we start getting into actual counts and
17 the green spaces that we want in, then we're going
18 to lose spaces. We've overparked it right now a
19 bit, and that's why.

20 MEMBER VARGULICH: Okay.

21 MR. MAY: So as we get into details, we
22 always find ourselves losing spaces.

23 MEMBER VARGULICH: Okay.

24 MEMBER FUNKE: Is that one tenant you're

1 looking at when you're doing the interior mall?

2 MR. MAY: No. That would be -- the interior
3 mall would be several restaurants, not one, not just
4 one.

5 MEMBER FUNKE: Interior restaurants. Are
6 they going to have a facade?

7 MR. MAY: The intent would be to put them
8 right here at this entrance for the most part.
9 There may be some that would go around this plaza
10 area, but the idea would be to do them in
11 conjunction with the escalator down to the theater.

12 Let's see. Am I not rolling this right?
13 How do I roll this? How do I -- how do I get it to
14 move off of that one? There we go.

15 If you look at -- this is a conceptual
16 entrance upper level. That's that southwest parking
17 lot. You can see two build outs on each side of the
18 entrance. That's a concept that we were just kind
19 of playing with as the potential for restaurants at
20 that entry, major restaurants.

21 And we also have to consider the fact
22 that -- we also have to consider the fact that we've
23 got, you know, Cooper's Hawk opening down here, and
24 it's anticipated that this parking area, while it

1 meets code, will not support their intended volumes.

2 MEMBER VARGULICH: I hope they're busy
3 enough where it doesn't.

4 MR. MAY: We do too. So, you know, a good
5 portion of this parking area, and we'll see how they
6 open, but in looking and visiting other Cooper's
7 Hawks and looking at the parking on a Friday and
8 Saturday night, and then you add this Friday and
9 Saturday night at the theater, and, you know, taking
10 up all this parking and some of this, and, you know,
11 it's --

12 MEMBER VARGULICH: What percentage of the
13 west lot would the theater and you call retail?

14 MR. MAY: This lot, all of it. They would
15 use pretty much all of that lot. That would be a --
16 they want -- this, I think, is 700 cars about.
17 Yeah. They use every bit of 600 now.

18 It's interesting what they're doing. You
19 know, they're going to the larger seats, and they're
20 going theater by theater, and this is an 18-plex
21 theater, and they're going -- in each theater,
22 they're doing the seats, and it actually reduces the
23 number of seats dramatically. So you would think
24 you would need less parking, but because of the

1 result of that, they become far more active, and
2 they fill their seats, and so historically, they
3 need more parking. That's kind of the good news
4 about what happens.

5 MEMBER FUNKE: Since this is a four-sided
6 building, how are you handling the trash and the
7 loading on the Classic Cinemas, the mall, and
8 Von Maur? I see in Carson's you have a --

9 MR. MAY: Okay. Classic Cinemas has a --
10 right here is their trash and truck access. We have
11 truck -- we have trash access here. We will have
12 truck access here. Von Maur has a truck dock here.
13 We're looking at maybe having to create something
14 along here to get into this corner, but this is a
15 concept plan. We are still working on that.

16 We're taking Carson's loading dock -- where
17 they have their compacter and loading dock, it faces
18 out this way, so trucks back in this way. We're
19 turning the dock so that trucks come in this way,
20 and, you know, this will -- there obviously needs to
21 be some berm and screening, landscape screening from
22 that. But we have given it some thought but not
23 detailed thought.

24 MEMBER VARGULICH: With respect to traffic

1 and circulation, there seems to be, you know,
2 comparable drive aisles that circulate back to the
3 outside road adjacent to the mall, Von Maur. But
4 that seems to be missing from the theater, like
5 towards Stuarts Drive.

6 You kind of come in, and then everything is
7 dropped in. Is there a reason that you couldn't
8 have a driveway that would connect back towards
9 Stuarts Drive, much like the way the remainder of
10 the mall circulates?

11 MR. MAY: You mean coming back this way?
12 That's come back out --

13 MEMBER VARGULICH: Yes.

14 MR. MAY: -- so that you could go around?

15 MEMBER VARGULICH: Yeah.

16 MR. MAY: That's just a layout right now.
17 You know, we have -- you know, one of the desires
18 was to get as many cars in here as we could.

19 The other thing that happened was, you know,
20 we didn't know exactly where this line was going to
21 be. So we had a little more space up here to allow
22 before. So we'll need to work on this area right
23 here so that we have circulation.

24 I mean, it's intended to have a drop-off

1 point. You know, you'll see an indentation right
2 here where there's intended to be a drop off for the
3 theater. This right here is the fire road. We'll
4 probably need a little more planning on how that
5 works.

6 And then, you know, there's things like do
7 we really need this much of a drive here? We do
8 need to have circulation around the theater for fire
9 protection purposes. So we'll be working with the
10 fire department just to see exactly what we would
11 need and to make sure that we're complying with
12 their needs.

13 MEMBER VARGULICH: Okay. And I would also
14 encourage you to meet with the Charlemagne
15 Homeowners Association.

16 MR. MAY: We have.

17 MEMBER VARGULICH: And continue that
18 dialogue. I think reopening the Fox Chase Drive
19 connection to the mall would probably make more
20 sense for the traffic flow than a stubbing out to
21 Foxfield Drive the way you're showing it now.

22 MR. MAY: This one?

23 MEMBER VARGULICH: Yes. Was there a
24 two-lane drive before?

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1 MR. MAY: Yeah.

2 MEMBER VARGULICH: And it would -- you would
3 come out at a place where there's already left-turn
4 lanes already striped into the road system, rather
5 than just stubbing out where you're showing it
6 against the side of the lot now.

7 MR. MAY: That's a good point. I mean, one
8 of the things that we struggled with was we felt
9 that anybody that -- while we welcomed pedestrian
10 connections, we didn't think people wanted people
11 that were leaving the theater at 1:00 o'clock in the
12 morning to drive through there, to be parading
13 through their subdivision.

14 So the idea was to get -- to really make it
15 difficult or impossible to do that. And so that's
16 what drove us kind of to this entry right here that
17 gave them -- not only that, but it gave them an
18 opportunity to do kind of a feature entrance into
19 the subdivision.

20 But maybe there's -- you know, that might be
21 a good point. As I say, that's something we could
22 take a look at.

23 MEMBER VARGULICH: There could still be an
24 entry there. I mean, you could have your pond, and

1 then you have the Jewel pond which has just been
2 redeveloped.

3 MR. MAY: Yeah. If we were going to do
4 that, we would want to do something that came in
5 this way and came over so you'd still keep out the
6 movement through of commercial traffic mixing in the
7 residential area.

8 CHAIRMAN WALLACE: Question.

9 MS. PAYLEITNER: I just stepped in. Rita
10 Payleitner, I'm the Second Ward Alderman for the
11 City of St. Charles.

12 I had mentioned this, and perhaps
13 Mr. Bertucci can speak to it as well, but the little
14 pedestrian path that goes straight up to Fox Chase,
15 the reason why that was closed was because there's
16 actual houses on Fox Chase, and people were worried
17 that the traffic coming right from the high school
18 would increase and go right into the mall there. So
19 that was one of the main reasons why that was
20 closed. This road right here. And then going up
21 here, there is actual residences up there, so.

22 CHAIRMAN WALLACE: Yes, sir.

23 MR. NELSON: There's actual residents that
24 come out too. That's where I live.

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1 MS. PAYLEITNER: I know. There's no houses
2 on Fox --

3 MR. NELSON: I live on the border there.
4 Yes, there's a house there. There's one across The
5 street. There is one on the next one.

6 MS. PAYLEITNER: Your houses face Foxfield?
7 That's my point.

8 MR. NELSON: It doesn't face it.

9 MS. PAYLEITNER: Right, right.

10 MR. NELSON: But it's there.

11 MS. PAYLEITNER: Right, right. I agree with
12 you. I agree with you. I'm just saying as far as
13 the driving count.

14 MR. NELSON: There's always traffic there.
15 There was a young man killed on that road too.

16 MS. PAYLEITNER: He was killed, yes. Right,
17 right, right.

18 But anyway, I'm just explaining why that
19 was. I'm not sure that would be a good idea to open
20 that up. Keeping the Stuarts Drive open, yes.

21 MR. BERTUCCI: I've been at Charlemagne, as
22 I said, for 30 years, and the City has played games
23 with this situation here a number of times. We were
24 supposed to have limited access into it. We've had

1 actually three additions of traffic coming in there.
2 You know, first, it was Kingswood, then West
3 Chicago, and then Majestic Oaks, and it's all
4 flowing into Charlemagne now, okay, one way or the
5 other.

6 Any additional spot into Charlemagne is
7 going to increase the traffic not only on Foxfield
8 but also going through the front entrance of
9 Charlemagne too, which in the morning is a lot of
10 fun to get through and everything, so.

11 MS. PAYLEITNER: It does move up.

12 MR. BERTUCCI: Yeah. Up further right
13 where --

14 MS. PAYLEITNER: Right, right, right, right.

15 MR. BERTUCCI: -- it ends up at Kirk Road.

16 The area -- you know my thinking on this,
17 and I know it's only a concept plan, is to try to
18 improve this access here going straight out to Kirk
19 Road and have all that come out there and maybe out
20 to Smith Road and North Avenue, instead of going to
21 that part.

22 MS. PAYLEITNER: Right.

23 CHAIRMAN WALLACE: Thank you for leading
24 into my question.

1 One of the main issues that I typically will
2 voice regarding pretty much any development is
3 circulation within the site; and going to basically,
4 I think, what is the consensus here is the stub,
5 I'll call it, that happens at the end of the row of
6 condos on the northwest side of the site, where it
7 doesn't connect through to Stuarts Drive as it
8 currently does.

9 And my feeling is that any circulation on
10 the site, you know, unless somebody -- if somebody
11 comes around to the north side of the site, I would
12 expect that probably they'll exit the site through
13 Foxfield Drive as opposed to driving all the way
14 back around to Route 64, of course, depending on
15 where they're planning on going.

16 But one of the benefits of Stuarts Drive
17 right now is that it's more of a commercial access
18 into the same area without having to go to Foxfield
19 Drive and filter to the north through the
20 neighborhood there. I know Stuarts Drive does
21 encounter some residential when it gets up to the
22 condos and Stuarts Crossing. Yeah. But it doesn't
23 encounter the single-family houses on, you know,
24 Foxfield Court and Fox Chase.

1 So one of the things that I would look for
2 would be improved circulation through the site; and
3 if that entails rearranging the townhomes or
4 something like that, I'm foreseeing a lot of people
5 going down this road from in front of Carson's,
6 what's now the east side of Carson's going north,
7 taking a big semicircle trying to get around the
8 theater, and running into a nice little roundabout
9 here in the residential area.

10 MR. HALL: You mean coming -- so are we
11 talking about someone coming out of here?

12 CHAIRMAN WALLACE: I'm saying somebody is
13 here, and they go north up around there to try to
14 get to the other side of the mall, which you can do
15 now.

16 MR. MAY: Well, first of all, there is no
17 entrance to Carson's here. This is not -- this is
18 all apartment dwellers right here. So anybody up
19 here is going to be from the apartments. I mean,
20 there might be someone who gets lost.

21 MEMBER VARGULICH: They're still going to
22 come in off of Smith Road.

23 MR. MAY: You can still come in off of
24 Smith --

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1 MEMBER VARGULICH: Yeah.

2 MR. MAY: -- right now here to get to the
3 retail.

4 MEMBER VARGULICH: Correct.

5 MR. MAY: You can come down here, and you
6 can go out that way. So I guess I'm not quite
7 sure --

8 CHAIRMAN WALLACE: I guess my point is in
9 the overall thought of mixed-use development would
10 be to integrate the uses, and what I'm seeing in the
11 plan as it is right now is a separation of the uses.
12 There's no --

13 MR. MAY: Well, that separation is -- from a
14 vehicle standpoint, the answer would be correct.

15 CHAIRMAN WALLACE: Yeah. And --

16 MR. MAY: Again, because we've got -- we've
17 got a lot of things going on here that could go late
18 into the night. Theater lights are quite often, you
19 know, on until when people are leaving at
20 1:00 o'clock in the morning. So the question is do
21 you want -- do you expect to buy a home here and
22 have people leaving the theater at 1:00 o'clock in
23 the morning and driving through your residential
24 streets.

1 CHAIRMAN WALLACE: Well, I guess my thought
2 in being an advocate of mixed-use would be if it's
3 going to be a mixed use, then the people that are
4 buying there are buying there with the expectation
5 that that would happen.

6 Otherwise, we're developing -- we have two
7 separate developments, a residential development and
8 a commercial development; and I think that without
9 integrating the two, there are going to be
10 difficulties on both sides.

11 For example, the mall east lot that you have
12 between Carson's and the pavilion doesn't have
13 vehicular entrance or access to the road just to the
14 north of it. I understand your reasoning from what
15 you're saying with wanting to avoid traffic through
16 the residential area, but I think that it subverts
17 our need to have circulation through the site.

18 MR. MAY: I can only say what the developers
19 of the residential area are saying to me. I'm
20 saying, you know what, we have a hard time selling
21 and marketing homes that have the potential of
22 people driving through it from the shopping center.

23 CHAIRMAN WALLACE: And I'm just telling you
24 from my perspective, you know, based on our

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1 comprehensive plan and, you know, the
2 recommendations that have been approved by the City
3 Council in the past, you know, circulation is an
4 issue, integration of uses is an issue, and I think
5 that those are two things that, you know,
6 potentially could be sticking points.

7 MEMBER FUNKE: Or is it possible to relocate
8 the retention ponds to the south?

9 MR. MAY: No.

10 MEMBER FUNKE: No.

11 MR. MAY: No. They're there. They exist.
12 That would be a monumental undertaking. That would
13 change the drainage to everything.

14 MEMBER HOLDERFIELD: I don't know that it
15 would be such a great compromise on your part, but
16 here's Kirk Road, and this corner where Kirk Road
17 goes out, that parking road that went up through the
18 town houses could exit out of Stuart Road? Would
19 that be a problem? This would answer your question
20 on that circulation.

21 CHAIRMAN WALLACE: Well, I think what I'm
22 hearing is they don't -- they want to avoid having
23 through traffic by the condo buildings, which I
24 understand; and although I'm sympathetic to people

1 wanting to maintain property values, I think that if
2 we're starting from ground zero in making this
3 development, we have to make it make sense from a
4 circulation standpoint and then craft the
5 development from there.

6 MEMBER HOLDERFIELD: But I would think even
7 those people who live in the town houses would like
8 to get out on Stuart Road or go down south on that
9 corridor to get onto 64. Now, they have to go out
10 and come on the property for that. I don't know.
11 It's just a suggestion.

12 MR. MAY: I'm fine with -- yeah, I'm not the
13 expert on that, but I will say one thing. This is
14 an unusual -- I mean, we came in and bought with
15 this Stuart here. Interestingly, in 2006, when the
16 people that were managing this mall had traffic
17 counters, this was the number one entrance to the
18 mall. And, you know, that's -- I think because of
19 the significance of the cinema at the time.

20 But I think that people find that this is
21 going to be -- you know, it's a significant entrance
22 for the commercial, and I think that we were trying
23 not to -- you know, not to mix a lot of that
24 traffic.

1 Now, maybe -- you know, maybe that was
2 just -- that was just our thought, and I know that
3 Jim has been very concerned about just that thing,
4 of mixing the commercial and the residential
5 traffic, and so I'll let him respond to you.

6 MR. HUGHES: Just real quick, mixed use, I
7 understand, and if this was -- I don't want to use
8 the term "true mixed use"; but if it was a mixed use
9 where you had retail on the first floor and you had
10 three stories of residential on top of it, that's a
11 little different plan than what we're doing here.

12 We are trying to create an enclave, if you
13 will, for the residential component. We have gone
14 to great lengths to try and interact it so that it's
15 not viewed as a residential community -- a
16 residential project and a retail project. We tried
17 to create continuity pedestrian-wise where it can
18 work.

19 Very candidly, the success of the retail
20 component here is what's going to make our
21 residential component successful. I want that to be
22 just an outstanding amenity package for what we're
23 doing with the residential.

24 There is concerns of, as Chuck alluded to,

1 at 1:00 o'clock in the morning on Saturday night
2 when the theater gets out and they're blasting
3 through, cutting through, or whatever through what
4 will be a residential community.

5 To that effect and with that thought in
6 mind, we're hearing what you're saying. Let us kind
7 of take a look at it and see what we can or can't
8 do. As Chuck has said many times, this is a concept
9 plan. And that's what we want to reinforce to
10 everybody more than anything. We wanted to hear
11 what you had to say. I think we've heard the
12 concerns for the circulation.

13 We think we've got the circulation
14 pedestrian-wise, and let us see what we can further
15 take care of. But as I said, it's not a mixed-use
16 like you see in an infill piece and closer into the
17 city where you have retail on the first -- the Burr
18 Ridge Club. The Burr Club -- I don't know who has
19 been there. The Burr Ridge Club is a perfect
20 example. You've got retail on the first floor, and
21 you've got three stories of residential on top of
22 that. That's part of what those people were buying
23 is that.

24 We think this buyer wants to be a little

1 more secluded but still have the ability to go to
2 and use this amenity, this great package, this great
3 lifestyle center that we think is being created
4 here.

5 CHAIRMAN WALLACE: Has there been given any
6 thought to attempting to integrate the condos and
7 apartment uses or the townhomes and the apartments?

8 MR. HUGHES: As far as mixing them up
9 together?

10 CHAIRMAN WALLACE: Yeah.

11 MR. HUGHES: No.

12 CHAIRMAN WALLACE: Geographically, yeah.

13 MR. HUGHES: No, we haven't -- I don't know
14 how that would be perceived by the for-sale
15 component. They want -- there's a for-sale person,
16 and there's a rental person. Not good or bad, bad
17 or indifferent, but that is -- that's a different
18 market mindset to those two sections of the market.

19 MEMBER VARGULICH: I would offer a thought
20 relating to your current townhome circulation
21 layout. Now, anybody on the west side, on a day of
22 bad weather, the only way they can get to a parking
23 space is to drive all the way around the entire
24 property. So that's not -- people won't do that.

1 You have to drive all the way east to come in and
2 park over by the theater.

3 MR. HUGHES: Okay.

4 MEMBER VARGULICH: And if you either
5 couldn't for whatever that reason was or just chose
6 because of weather, instead of being able to drive
7 maybe 200 feet, you'd drive a mile, three quarters
8 of a mile all the way around the property.

9 MR. HUGHES: As I said, we're hearing what
10 everybody is saying tonight, and let us look at what
11 we can do and certainly try and incorporate. But,
12 again, I do want to emphasize the difference between
13 the Burr Ridge Club person and this person are not
14 the same.

15 MEMBER VARGULICH: I understand.

16 MR. HUGHES: Not the same client.

17 CHAIRMAN WALLACE: Okay. I'd like to know
18 if anyone in the audience has any more questions.

19 Yes, sir.

20 MR. STEFFEK: My name is Frank Steffek,
21 S-t-e-f-f-e-k.

22 What is the price point of the apartments
23 and the townhomes?

24 MR. HUGHES: The townhomes will be 300 to

1 350. The apartments will rent for about a \$1.75 a
2 square foot. So that would be 1400 to 1800 a month,
3 in that price range.

4 MR. STEFFEK: And then right now, the only
5 north exit you've got is in that middle area?

6 MR. HUGHES: Going to the north?

7 MR. STEFFEK: Yeah, right here.

8 MR. HUGHES: To the townhomes, correct.

9 MR. STEFFEK: Okay. All right. The only
10 other concern I have is as you come out of Stuart,
11 you've got Jewel right here, and Jewel takes a lot
12 of that traffic off of Stuart and then dumps it onto
13 Foxfield already.

14 So I know there's going to be backups galore
15 exiting Stuart from here and then trying to blend in
16 with the Jewel traffic that uses Stuart to get onto
17 Foxfield and either go east or west to Kirk and so
18 forth.

19 So I don't know if this is -- obviously,
20 that's going to drop people on Foxfield, and then
21 that's going to be a backup over here as Stuart taps
22 into Foxfield. So you're going to have -- no matter
23 where this taps in, you're going to have backups
24 galore and most likely a traffic sign or a traffic

1 light somewhere on that.

2 And then if you get a traffic light at
3 Stuart, that can cause issues off of Kirk because
4 they're so close. That would be my headache over
5 there.

6 CHAIRMAN WALLACE: I don't think that we
7 could put a traffic light in at Stuart and Foxfield,
8 could we?

9 MR. COLBY: It's a possibility. There's no
10 reason that we couldn't. That could be analyzed
11 after we get the criteria for installation of a
12 signal. That type of analysis hasn't been done yet.
13 We don't have a preliminary plan and a traffic
14 study.

15 CHAIRMAN WALLACE: And, Russ, maybe you
16 could answer another question that had occurred
17 to me earlier. The comprehensive plan incorporated
18 a lot of roundabout interchanges. Has there been
19 any discussion on that? Obviously, there was
20 discussion for creation of the comprehensive plan,
21 but what is the feeling at the City level on that
22 type of a traffic measure?

23 MR. COLBY: Well, with respect to the
24 comprehensive plan for this site, as I noted in the

1 staff memo, because most of the assumptions about
2 land use were that the site remain commercial, there
3 was sort of a new street network shown through the
4 site to try and simplify the traffic that's moving
5 to and from the commercial uses and also some of the
6 traffic that might be crossing through the site.

7 So there wasn't really an analysis done of
8 how the access drives and streets will be laid out
9 if there were separate land uses created on the site
10 for residential use.

11 But going back to your question is a
12 roundabout a type of improvement that can be made at
13 intersections, it's not something that's common
14 right now in St. Charles; but it's something that
15 could be analyzed as a potential traffic solution;
16 but it, again, would require some study to make a
17 determination if that's desirable in this specific
18 location.

19 CHAIRMAN WALLACE: Okay.

20 MR. STEFFEK: The other question I had was
21 on the berm, the existing berm right now. Is your
22 thought to leave it at the height it is?

23 MR. HUGHES: The existing berm we would
24 anticipate leaving alone except for the entrance

1 would punch through here.

2 MR. STEFFEK: Yeah.

3 MR. HUGHES: Yes. We'll enhance the berms,
4 but no, we would leave those where they're at.

5 MR. STEFFEK: Okay. Thank you.

6 CHAIRMAN WALLACE: Thanks.

7 MR. NELSON: I have a question. Where is
8 the parking for the apartments?

9 MR. HUGHES: The parking for the apartments
10 is at grade level or semi below. So it's beneath
11 the building itself.

12 MR. NELSON: 500 spaces?

13 MR. HUGHES: Depending on how we finish, the
14 unit counts, and make that work, sure.

15 CHAIRMAN WALLACE: Okay. Other questions?

16 MS. LEISNER: So my name is Jennifer
17 Leisner. I've lived in St. Charles, oh my gosh, 25
18 years. This is my daughter Amanda, and she has been
19 going to the mall, to the old Charlestowne Mall
20 since it was built, since she was just tiny. She
21 has been passing this all this while and worried
22 that it's going to die.

23 So I guess we would be sort of the John Q.
24 Public about the use of the mall. And so when we

1 look at what brings people to the mall, I know you
2 have to deal with -- regarding tax revenue and you
3 have to have the right balance of retail and
4 residential and all of these details.

5 But we'd like to maybe just have a few
6 comments to help you guys remember why people in
7 town need this space.

8 So Amanda, do you want to tell them what you
9 think?

10 MS. BOLLERO: Hi, my name is Amanda Bollero,
11 and I've been going to this mall since I was a
12 little girl, and I've been very sad since there were
13 not too many stores open since I went with my
14 school.

15 So I was hoping they would build like a
16 Cheese Cake Factory or a Famous Dave's or a Rain
17 Forest Cafe on the restaurants. The stores that I
18 was hoping for to replace the old Sears that was
19 closed is Macy's and Nordstrom.

20 MS. LEISNER: That's all she wanted you to
21 know. Thank you guys very much.

22 THE REPORTER: Could you spell your names,
23 please.

24 MS. LEISNER: B-o-l-l-e-r-o for Amanda, and

1 my last name is Leisner, L-e-i-s-n-e-r.

2 Thank you very much.

3 CHAIRMAN WALLACE: All right. Any other
4 questions?

5 MEMBER FRIO: Is there a way to flip the
6 screen back to page 17? It's like two or three from
7 this one. I just have a comment on if a road could
8 be put in.

9 MR. COLBY: Which plan document are you
10 looking at? What's the title of it?

11 MEMBER FRIO: I'm sorry. If you go up.

12 MEMBER MACKLIN-PURDY: That one right there.

13 MEMBER FRIO: On the south side of Jewel,
14 could a road be put in -- I don't know if it's even
15 possible -- right there? Can you put an access road
16 in because that road is very rarely used. I mean,
17 it's used, but it's not as crazy as the store.

18 MR. MAY: You know --

19 MEMBER VARGULICH: I think it's somebody
20 else's property.

21 MR. MAY: Yes.

22 MEMBER VARGULICH: It's just a right-in,
23 right-out.

24 MR. MAY: That belongs to Inland, and very

1 frankly, we have discussed that with staff on many
2 occasions when we looked at redoing the mall and
3 actually having some point of connection so that one
4 of our aisle drives would connect to that space.

5 And it would be great, but it does belong to Inland.

6 I know they had plans for a strip center
7 there, which I don't know where it is right now. I
8 haven't -- actually, what's happening is most of the
9 tenants, the box tenants that we were trying to
10 maybe get into the mall and Inland was trying to get
11 are going to the big empty space back here in this
12 mall, which is the good news.

13 The good news for that and also, I think,
14 for the intersection here is going to be the area --
15 this area is going to be significantly enhanced by
16 the addition of those tenants; but if this ever got
17 developed, it would be great if as part of that
18 development, they put a road, a connecting road, and
19 we would welcome the opportunity to work on that.

20 CHAIRMAN WALLACE: It seems like a
21 cross-access easement would be mutually beneficial
22 as it would potentially create demand for a strip
23 center to go in there, to have access to it.

24 MR. MAY: It actually is pretty close to

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1 tying into the entrance at that --

2 CHAIRMAN WALLACE: Yeah.

3 MR. MAY: -- and the lights --

4 CHAIRMAN WALLACE: That is.

5 MR. MAY: If I'm not mistaken --

6 CHAIRMAN WALLACE: I believe that is the
7 road that goes straight to Kirk; right?

8 MR. MAY: Yes.

9 MR. COLBY: You can extend that drive
10 directly into the east and intersect the mall.

11 MR. MAY: And we would, you know, very much
12 welcome the opportunity to work with that.

13 CHAIRMAN WALLACE: Is the grading such --
14 just to take that one step further, the grading in
15 what you're calling the west lot, basically where
16 Seers is now.

17 MR. MAY: Right here?

18 CHAIRMAN WALLACE: Yeah. I know there's a
19 significant elevation difference, and it seems on
20 your plan that you show an east/west wall here.

21 MR. MAY: There is -- on our plan this is a
22 retaining wall because there is a grade change. At
23 this point right -- well, right around in here, the
24 grade is 17 -- about a 17-foot difference.

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1 CHAIRMAN WALLACE: Okay. I'm just wondering
2 if there would be -- if there was a possibility to
3 have access through that area in that --

4 MR. MAY: Well, yeah, no, but see, when you
5 get to here -- when you get to here you're at grade.
6 I mean, you're pretty much at grade.

7 CHAIRMAN WALLACE: Yeah.

8 MR. MAY: So if you put an access -- if you
9 wanted to cross here, you're -- there is a slight
10 grade change here mainly because there's a
11 drainage -- I think there's a drainage -- there's a
12 ditch, if I'm mistaken. But that can be piped.
13 There is all sorts of ways to deal with that.
14 That's simple.

15 CHAIRMAN WALLACE: Okay.

16 MR. MAY: Just money.

17 CHAIRMAN WALLACE: All right. Any other
18 questions from members of the audience?

19 (No response.)

20 CHAIRMAN WALLACE: Okay. Is there anything
21 else from staff before we go to Plan Commission
22 comments?

23 MR. COLBY: No.

24 CHAIRMAN WALLACE: Okay. Do you want to say

1 anything further? At this point, I'll poll the Plan
2 Commission to provide comments.

3 MR. MAY: Does anybody want to enhance
4 anything that I've said? Correct anything that I've
5 said?

6 MR. HUGHES: I think we're good.

7 CHAIRMAN WALLACE: All right. Anything
8 else? Okay.

9 In the staff materials, there is a section
10 on page 9 of questions to consider, and I'll just
11 kind of go through and summarize them quickly.

12 It would be constructive for us to provide
13 comments in response to the following: On the
14 comprehensive plan, does the concept plan adequately
15 meet the objectives for development of the site
16 identified in the comprehensive plan?

17 The concept plan has similarities to the
18 options shown in the comprehensive plan, but there
19 are differences. Should we consider a comprehensive
20 plan amendment as part of any future formal
21 application process?

22 Regarding land use: Is the proposed land
23 use breakdown acceptable? If not, what is the
24 preferred breakdown? Are there other land uses that

1 could be considered?

2 Is the residential unit count and density
3 acceptable? If not, what unit count would be
4 acceptable?

5 Regarding site design and layout: How does
6 the proposed redevelopment relate to the existing
7 surrounding land uses such as the Savers property,
8 which was previously Toys R Us to the east.

9 Can the site design be improved? If so,
10 how? What specific elements shown on the plan
11 should be modified? Comment on: Site/access
12 layout/building orientation; distribution of land
13 use areas within the site; building forms, outlot
14 commercial, townhomes, multi-story residential; and
15 locations/arrangement of open spaces.

16 So I guess I'll ask if anyone would like to
17 go first? If not, I'll call on you.

18 VICE CHAIRMAN KESSLER: I'll go.

19 CHAIRMAN WALLACE: All right.

20 VICE CHAIRMAN KESSLER: First of all, I just
21 want to make a couple of quick comments; that is,
22 you've met with the neighbors at Charlemagne, and I
23 would encourage you to continue that dialogue.
24 They've been actively involved in pretty much any

1 development in that area that's come before us in
2 the past, and I'm sure they're still very
3 interested.

4 I'm going to speak just very briefly about
5 circulation. I know you've heard it. I am
6 concerned about creating enclaves. We have an
7 enclave -- existing, We have an enclave in
8 Charlemagne. We have an enclave in Kingswood. We
9 need to come up with ways to connect these
10 neighborhoods, the residential portion.

11 Residential stays for a long time. This
12 commercial development 50 years from now may be
13 residential; but once you build residences, they
14 tend to stay. So I think we need to look far in the
15 future on how the circulation runs in that area.

16 I do have a little bit of a concern about
17 the building heights of the apartments. I see five
18 story, and, you know, while I understand that would
19 speak to the density that you're trying to
20 achieve -- and I know that we have the grade change
21 from the west to the east. Still with five story
22 compared to the height of the mall, we're probably
23 looking at close to a 20-foot difference in building
24 height between the two.

1 We're up to about 45 feet, 55 to 60 feet for
2 a five-story building. We're probably around 35 to
3 40 at the mall at the high point. So I do have some
4 concerns about that, and it may -- you may consider
5 your density.

6 Regarding the questions that the staff
7 framed for us, I think that it does meet the
8 comprehensive plan guidelines. It does speak to the
9 comprehensive plan about even single-family, but
10 mostly multifamily buffers in these commercial areas
11 to residential. So I don't really think that we
12 need to consider a comprehensive plan amendment as
13 part of a future application. It does speak to this
14 kind of use.

15 I believe that, you know, from a market
16 standpoint and just the way, you know, our building
17 has been going, that these types of development are
18 important now, and to make this change I don't think
19 is that significant.

20 I do have some concerns -- I'm just going to
21 the site design and layout, it feels like -- I think
22 I may have heard it earlier, it feels like this is
23 just something that we need some residential, so
24 let's just put this here. It doesn't feel like it

1 flows now. And, again, we go back to the flow of
2 the site.

3 I'd like to make a comment about perhaps
4 doing some mixing, perhaps not, you know, one
5 apartment, one condo, but to blend those uses a
6 little bit better than they are. I believe that the
7 proposed land use breakdown is acceptable. I think
8 that that amount of property off of that site could
9 convert to residential.

10 You know, we've gone back and forth on this
11 property with the neighbors, and I don't know how
12 else you can develop this site without having some
13 sort of buffer between those single-family homes and
14 this commercial; and the way it's done typically is
15 with some sort of multifamily component, and that's
16 what we're looking at here.

17 For me, the unit count density is acceptable
18 for the land use, and, you know, I could spend a lot
19 of time on the site layout, but I think we've
20 already done that. I think you've heard some of
21 that.

22 I do want to say one thing specifically, and
23 what Jim suggested, is coming up with some sort of
24 perhaps roundabout or some sort of traffic

1 connection at the -- I can't remember now.

2 MEMBER VARGULICH: Stuarts Drive.

3 VICE CHAIRMAN KESSLER: But for the
4 residential. Instead of having a cul-de-sac, coming
5 up with a connection at Stuarts Drive, opening that,
6 and coming up with some sort of a traffic connection
7 that will, you know, deter traffic from cutting
8 through and at the same time allowing traffic to get
9 in there.

10 MR. SCHOPPE: Could you just clarify -- I'm
11 sorry -- Mike Schoppe with Schoppe Design
12 Associates.

13 Could you clarify where the thought might be
14 to put a roundabout now that we have a plan?

15 VICE CHAIRMAN KESSLER: It would be at
16 Stuarts Drive on the west side all the way to where
17 this road -- where the roadway comes -- I don't know
18 what street -- at the end of the condominiums where
19 it just --

20 MR. SCHOPPE: If you could turn around the
21 screen where we have the arrow. Is it this area
22 generally?

23 VICE CHAIRMAN KESSLER: Yes.

24 MR. SCHOPPE: Yes.

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1 VICE CHAIRMAN KESSLER: Generally, that
2 area.

3 MR. SCHOPPE: Okay.

4 VICE CHAIRMAN KESSLER: So that it has its
5 own access out of the residential property and has
6 some sort of traffic deterrent that will deter
7 traffic from going there from the commercial but at
8 the same time allowing it.

9 MR. SCHOPPE: Okay. Thanks for clarifying
10 that.

11 VICE CHAIRMAN KESSLER: I think that would
12 be really very important. From Smith Road, if you
13 don't happen to turn left, you're just going to go
14 in a circle. I can tell you people are going to be
15 pulling in there to try and go into that mall. And
16 if they don't turn left, you know, they're going
17 out. So that's all I have to say.

18 I like the idea. I like the concept of what
19 you're trying to do.

20 CHAIRMAN WALLACE: All right. Go ahead.

21 MEMBER MACKLIN-PURDY: Hi, there. Okay.
22 I've just kind of been listening and watching. I
23 love the overall concept. I think you've got
24 something really good here.

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1 I do have some comments and some
2 suggestions. I do think there needs to be more
3 green space. There's no parks in here, and that's a
4 huge red flag for me.

5 In terms of the apartments, a person I work
6 with, he's 25 years old, he's just visited The
7 Springs in Aurora. I don't know if you've --

8 MR. HUGHES: I know where it is.

9 MEMBER MACKLIN-PURDY: Sorry?

10 MR. HUGHES: I know where it is.

11 MEMBER MACKLIN-PURDY: Okay. And the rents
12 are right about where you're talking, but the
13 amenities are unbelievable, and that's something I
14 think would attract him to St. Charles. Instead of
15 him going to Aurora and getting an apartment, maybe
16 he could stay here.

17 But they have a dog park. They have a gym,
18 a whole clubhouse. I mean, the amenities are
19 incredible. So that's something you might want to
20 think about for both the condo and the apartments is
21 some kind of dog park, more parks for kids, walking
22 areas throughout the whole plan. That's huge for
23 people around here. They want to get out and walk.
24 As soon as the whether gets nice, they want to walk

1 their dogs.

2 So I think that's something you should
3 consider if you're going to be competing with some
4 of these other apartment and condo places that have
5 the amenities that people are looking for nowadays,
6 the millennials.

7 I do agree with the flow. I mean, some of
8 my concerns is the end of these apartments, the road
9 just stops. You might want to think about how the
10 fire department can get in there, if they can, and
11 what that's going to do in terms of, you know,
12 emergency vehicles.

13 Right outside of the mall area where that
14 circle is, where you're talking about keeping that
15 one overhead piece, you might want to consider
16 making that a little bit larger. Maybe they could
17 do outdoor concerts there. Maybe you could have
18 more of a gathering space and bring the residents
19 into the whole shopping, cinema, and be more of a
20 gathering space. Make that larger.

21 MR. MAY: That was the intent of that space,
22 and keep in mind this is 100 scale drawing. So it
23 is pretty sizable.

24 MEMBER MACKLIN-PURDY: Okay.

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1 MR. MAY: But we have -- my design group
2 keeps telling me it needs to be bigger, so I guess
3 I'm outvoted, so it will probably get bigger.

4 MEMBER MACKLIN-PURDY: As you've already
5 stated to the other gentleman here, you know, talk
6 to the park district.

7 MR. HUGHES: Oh, we will, absolutely.

8 MEMBER MACKLIN-PURDY: I'm sure you will.

9 MR. HUGHES: Absolutely.

10 MEMBER MACKLIN-PURDY: They're a really
11 amazing park district and will work with you to, you
12 know, make the concept great.

13 Also, you know, I know you've had a few
14 meetings with the neighborhood. It sounds like, you
15 know, they are concerned about some of this. Do
16 some more meetings, get feedback on how you can
17 integrate their concerns with your plans.

18 I think that's it.

19 CHAIRMAN WALLACE: Okay. Dan.

20 MEMBER FRIO: I basically have the same
21 things. The buildings are so nice, we can move out
22 of our house.

23 But the same thing, the amenities, open
24 areas for the kids. I know there's not going to be

1 a lot of kids, but, you know, some open areas. I
2 think you could figure that out in the concept plan.
3 But my biggest thing is open areas and amenities and
4 the flow.

5 There's got to be a way to get out, but I
6 agree exactly with what you're saying. If I were to
7 buy that town house right at the end there, I
8 wouldn't want at 1:00 o'clock in the morning to have
9 all these kids leaving the movie flying past my
10 house. So you've got a challenge there, but maybe
11 we just open it up a little more. That's it.

12 MR. HUGHES: Thank you.

13 CHAIRMAN WALLACE: Jim.

14 MEMBER HOLDERFIELD: Okay. Well, on a
15 positive note, I really like the main street coming
16 into the apartments. I think that's a wonderful
17 streetscape there, and I commend you for that.

18 As I sit here and look at it, it would be
19 nice if you could see that coming off of 64 going
20 north and go right up to Carson's there. Something
21 just to consider, keep in mind in bringing people in
22 to the area. But the main street into the
23 apartments is great.

24 I am concerned, like Tim was saying earlier,

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1 about the height of the buildings; and with
2 underground parking and then five stories above
3 that --

4 MR. HUGHES: No, no. It's underground.
5 Underground parking with four on top of that.

6 MEMBER HOLDERFIELD: Four on top. So the
7 underground parking would be kind of a half down?

8 MR. HUGHES: Yes.

9 MEMBER HOLDERFIELD: Okay.

10 MR. HUGHES: Like an English basement.

11 MEMBER HOLDERFIELD: All right. And then
12 with town houses, will that be the same way?

13 MR. HUGHES: No, no, no. It's two-story
14 townhomes with a basement and a two-car garage.

15 MEMBER HOLDERFIELD: At street level.

16 MR. HUGHES: Pardon me?

17 CHAIRMAN WALLACE: At street level.

18 MR. HUGHES: Yes.

19 MR. MAY: Just for a point of clarification,
20 I believe our mall is closer to 45 feet. If I'm not
21 mistaken, I think our PUD may be in the neighborhood
22 of 47 feet in terms of height because we've got two
23 stories, each 17 feet, with the build on and a
24 parapet and the skylights are close to 45 feet.

1 So, you know, if you're looking at a
2 building, the magnitude of that mall right now is
3 significant. I don't know if people -- because you
4 look so much at the second level and the upper level
5 parking, you don't see the magnitude of it; but if
6 you get back to where you see the whole building,
7 it's pretty high.

8 MEMBER HOLDERFIELD: And I think that's why
9 I'm always concerned about height of buildings, and
10 I know where you're coming from.

11 But also on the town houses, just a
12 suggestion as we go forward here, I have no --
13 anything wrong with the elevations that you're
14 proposing, but perhaps you might want to consider
15 putting instead of a flat roof, kind of -- it almost
16 looks like retail there -- putting a hip roof or a
17 gabled roof to transition those towards Foxfield
18 Drive, towards the homes in Charlemagne. Just a
19 suggestion you might want to consider.

20 The apartments, I have no problem with the
21 roof being flat as you've proposed. Just a
22 transitional way from the mall and into the
23 single-family dwellings, just to think about that.

24 MR. HUGHES: Thank you.

1 MEMBER HOLDERFIELD: I would like to see it
2 approved.

3 CHAIRMAN WALLACE: Thank you.
4 Okay. Tom.

5 MEMBER SCHUETZ: All right. To address some
6 of the questions that staff had, first, I want to
7 say I am supportive of your mixed use, and I commend
8 you. Since we've moved here in 1996 -- we all know
9 that this area needs help, and I commend you for
10 that.

11 I do believe it meets the comprehensive
12 plan; however, I believe Todd mentioned that the
13 cohesiveness between the residential and the retail
14 seems to be very -- I don't know what the right word
15 is -- dissected. They seem very separate from each
16 other; and I did notice looking at the facade of the
17 town houses, which I do like very much, they don't
18 appear to be similar in style at all to what I see
19 you proposing for the mall facade.

20 I know they can't be the same, but I'm just
21 saying from a traditional to a contemporary, that's
22 what it appears to be. I would call the town houses
23 more traditional, a little contemporary flair, and
24 then the mall looks to be very contemporary. And I

1 like it, but they're very different from each other,
2 and I'm wondering if you could try to consider
3 making it more cohesive so that the retail and the
4 residential go together, and it appears as though
5 they have been built to complement each other.

6 And the other thing I did want to mention, I
7 think you somewhat addressed it or talked about it,
8 is you're not sure -- of course, I do understand,
9 you know, what your town house -- who is going to be
10 purchasing those. Is it going to be an empty
11 nester? Is it going to be, you know, a family with
12 two children, young families?

13 So if there was some way a product could be
14 put in there so that outside would look the same as
15 they do, the elevations, but the inside could be
16 much more flexible down the road as to what the
17 market will bear from whether it be seniors, empty
18 nesters, or young families because these might not
19 develop, I assuming, for a couple years.

20 MR. HUGHES: We hope to start everything
21 next year.

22 MEMBER SCHUETZ: All right. Well, I'm just
23 saying --

24 MR. HUGHES: I'm not building out 150

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1 townhomes in a year. I'd love to if the market was
2 there. But our intent is to get our approvals in
3 place collectively and start our efforts
4 collectively next year.

5 MEMBER SCHUETZ: So I'm hearing you may do
6 some kind of analysis, study to say what the market
7 bears.

8 MR. HUGHES: Absolutely. And obviously,
9 whatever I can do to increase my sales, I'm going to
10 do that.

11 MEMBER SCHUETZ: Sure. I think that's all I
12 have.

13 CHAIRMAN WALLACE: All right.

14 Peter.

15 MEMBER VARGULICH: From a comp plan and land
16 use standpoint, I think introducing the residential
17 is perfectly fine. I don't know if there's an
18 amendment technically that is needed.

19 The uses themselves, the townhomes and the
20 apartments and the density levels, I have no problem
21 with. It's more the execution, and I think you've
22 commented on the townhomes. The kind of lack of
23 sense of place as you drive towards all driveways --
24 or driveways and the garage units; and if the best

1 part of the architecture is on the front, no one
2 sees it until they park and get out of their car.
3 And maybe that's not the worst thing in the world,
4 but I'm just not sure that that's the most common
5 thing that's done. So I'd ask you to think about
6 that.

7 The use of the apartments for the density
8 and the heights, that's fine. I think given the
9 distance they are from the street and from the
10 adjacent land uses, the height differences would be
11 almost inconceivable by most people.

12 I think from a standpoint of the green space
13 that's being provided, I think that's a positive. I
14 think overall your impervious area is going to be
15 going down significantly; so hopefully, as you're
16 reworking your ponds, you talk about naturalizing
17 those and looking at the grading.

18 Because right now the edges are fairly
19 eroded, but that can be addressed obviously working
20 through the technical issues of volume, but maybe
21 the slopes could be softened and, you know, do some
22 things that would improve the overall maintenance
23 and usability of those. That would be a good thing
24 to do.

1 You indicated that in your PUD documents and
2 your submittal that you were willing to do some
3 green infrastructure, and I don't really see where
4 that's indicated so far or even how it would be
5 incorporated, given the spaces that you have for
6 that, but that would be something that I would be
7 very interested in seeing moving forward.

8 And then also on the landscape, the PUD says
9 it's supposed to be superior, and I think to me the
10 ordinance is not superior. So I would encourage at
11 least 25 percent more to meet that definition.
12 Whether that's maintaining existing trees or
13 relocating them and/or doing what you need to do
14 with respect to parking layouts and your green space.

15 I understand the issues with respect to
16 restaurants and the high levels of parking that are
17 required, especially the longer people stay whether
18 it's a bar or a sit-down restaurant. But hopefully,
19 there's blending of uses that allow there to be
20 overlap of time frames and separation of time
21 frames, so that the parking count and the overall
22 number of spaces is used effectively and to the
23 point where you don't have to have excess spaces.
24 It's very discouraging to go places even when

1 they're all built out and to see, you know, a lot of
2 parking sitting around unused.

3 CHAIRMAN WALLACE: All right.

4 MEMBER FUNKE: Thanks. Just a couple
5 things.

6 When I look at the site, the overall site
7 plan, I see -- you know, it seems like it's
8 lopsided. It seems like you're very heavy on, you
9 know, one side of the site, and then you're very
10 light on the other side of the site. You know what
11 I mean. You see the differences with retail and
12 residential.

13 Is there a way to balance this site? You
14 know, I look back at the -- you know, the City's
15 Charlestowne Mall plan, and they have, you know,
16 nice circulation paths from east to west, you know,
17 that would really integrate nicely into this site
18 plan.

19 Right now what I'm seeing is -- you know,
20 you have a nice boulevard. You know, typically,
21 boulevards are a drive through, and it's a place
22 where your buildings are talking to each other.
23 What you have here is you have a boulevard that
24 basically comes to a dead end to the back of the

1 building. I mean, is there a way to create that
2 boulevard to create that extension through the site
3 from east to? West.

4 You know, I like the density. Is it
5 possible to, you know, create, you know, that
6 mixed-use idea of having retail on the first floor
7 because you're going to have a lot of tenants here
8 and a lot of homeowners, the idea of having retail
9 on the first-floor, opportunities for smaller cafes,
10 smaller retail.

11 The idea of, you know -- you talk about
12 pedestrian. People who like to walk, like to stop,
13 stop at a cafe, stop at a store, you know, similar
14 to the idea of a plaza or piazza. You have this
15 mall, and you're basically taking out half the mall
16 and creating a parking lot.

17 Is there an opportunity for the buildings to
18 talk to each other, create that three-sided wall to
19 create that piazza, that plaza. Right now you have
20 really just one wall and then you have a lot of -- I
21 like the idea of the pavilion area; but when you
22 look at the picture of your pavilion, you know,
23 you're creating space with the buildings.

24 And what I'm seeing is an open space with a

1 parking lot, and my concern is that retail -- that
2 mall, you know, it's an interior mall. It's not
3 really -- there are not going to be tenants for it
4 because of the location. It's off North Avenue, and
5 the idea of a restaurant on the north side of
6 that -- on the north side on Von Maur is going to be
7 difficult.

8 So is there a way to create an identity for
9 this, whether it's buildings that are talking to
10 each other that show off on North Avenue. I like
11 the pavilions or the pads that you're creating. You
12 know, P1 through P7 are creating a nice dialogue
13 from the street, from North Avenue, and then they're
14 creating openings that emphasize the retail beyond
15 Von Maur and Carson's and if there are other
16 opportunities to create more retail that can balance
17 this site out.

18 And then the idea of creating that east/west
19 connection which, you know, balances the site a
20 little bit more. Creating some retail within the
21 residential is a great idea, and grading and parking
22 we talked about. So right now I think that, you
23 know, it's lopsided, and it needs to be worked on.

24 Those are my comments.

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1 CHAIRMAN WALLACE: Tom.

2 MEMBER PRETZ: I'd like to say thank you for
3 bringing the plan before us. It's nice to see that
4 there is some creativity to do something with the
5 property, and I do appreciate that very much.

6 Originally, I had a lot items written down,
7 but many of these have been spoken, and I'm down to
8 two. I'm not going to repeat everything. You've
9 heard many items, several times with a few of them.
10 But I have two. I'm just going down to two requests
11 that I would like to see from you by the time you
12 come back for your plan or presentation.

13 The first would be as it represents the
14 three major tenants that are there, that there would
15 be some documentation that they support what your
16 plan is going to be. The reason I say that is
17 because their happiness of what is going on with the
18 mall and your future business there is as vital to
19 the City of St. Charles as it is for you bringing
20 people into the mall.

21 I didn't get a really strong, warm and fuzzy
22 that Carson's was a solid tenant to remain there.
23 Von Maur is -- has their own new concepts, building
24 out their own little shopping centers with their

1 supporting departments.

2 And so what I'd like is going forward that
3 you have some representation from those companies to
4 be able to say, yes, we're on board with your plan.
5 I think that will give a little bit better comfort
6 to the officials here in the City.

7 The second item just relates to the comp
8 plan, and I think it is supporting -- your concept
9 is supporting the comprehensive plan, but the
10 comprehensive plan still is a major item for the
11 City; and if you can sell the comprehensive plan,
12 you sell your project. And the rest of the items on
13 the project are just more busy work and just kind of
14 figuring it out and planning it out.

15 So as we look down the road, it would
16 probably be a good exercise for you to see how your
17 plan and your project is fitting into this plan, and
18 then maybe start putting down some notes on what the
19 pluses and minuses are, and also the minuses which
20 are important, but how you will either overcome
21 those by what your project is going to do or simply
22 that this is a component that can't be met, which is
23 not a bad thing at the end of the day.

24 But those would be two things that I would

1 like to see from you as we progress down the road
2 here because, again, it sells the project, how it
3 fits into the city, as well as with the other three
4 businesses that are there, on how they buy into this
5 and how willing and supportive they are because I
6 would think that it's in their best interest also.

7 Thank you.

8 CHAIRMAN WALLACE: All right. You know, I'm
9 been here long enough to know very well that we tend
10 to dwell on the negatives in this type of meeting,
11 but I do want you to know that there's not a person
12 here in this room that does not want this property
13 to be an incredible success. We all have a vested
14 interest in it, and I'm in favor of the concept that
15 you're presenting very much. I think that you've
16 put a lot of thought into it, and I like what you're
17 doing.

18 One of the biggest things that I want to
19 echo is what Jeff said regarding the east/west -- a
20 potential east/west -- I'm going to call it a
21 collector road. I think you know what I mean. You
22 know, it would have to be a winding boulevard, but I
23 do think that it could really draw better attention
24 to what we've always called the back of the mall.

1 I mean, as you know, this mall was built
2 backwards, with the grand entrance being in the back
3 of the mall; and it's unfortunate because when I --
4 I worked in this mall the day it opened actually. I
5 was 14 years old. But, you know, even from that
6 day, I thought why do they have this huge carousel
7 and this huge entrance in the back of the mall.
8 And, you know, certainly that is a problem that has
9 plagued the mall for a long time, among other
10 things.

11 But bringing traffic -- and I'm not saying
12 traffic in a negative sense, but bringing attention
13 through the property from the east to the west to
14 the north of Carson's and around the north of
15 Classic Cinemas and going into Stuarts Drive, I
16 think is feasible, and I think it's beneficial and
17 also connecting what I think will be the new main
18 entrance of the mall.

19 Before the main entrance of the mall was at
20 the southwest corner. That's always been the main
21 entrance of the mall in my view; but if the main
22 entrance of the mall is where Starbucks is, it would
23 be a great thing to be able to -- instead of trying
24 to shut off traffic and get them to go left or

1 right, to have them come down the middle but give
2 them the ability to access another road that can
3 split them off either in front of the mall or behind
4 the mall.

5 And I really don't think that that is going
6 to disturb the residential character that you want
7 to establish behind the mall. I really don't. I
8 think the people are going to see what's there in
9 the building, and they're going to want to stay
10 there. It's going to be a magnet for people. And
11 the people that want the commercial uses are going
12 to be attracted to the south, east, and west, and
13 the people that want the residential are going to be
14 to the north.

15 And the other benefit to that would be that
16 if there are people in the residential area that
17 want to get to 64, they're not going to have to
18 truck through Foxfield to get there. They're going
19 to be able to take that road without having to go
20 around the mall to get out onto 64.

21 So rather than going north through that
22 entrance and out Foxfield Drive to Kirk, they would
23 be able to go south through the property and get
24 onto 64 that way, which I think in the end would be

1 very beneficial, not only for the traffic through
2 the commercial area, but also for the residents to
3 be able to have that access.

4 There are a couple of small things that I
5 want to mention. What I'm going to call an alley
6 between Classic Cinemas and Sears where you put the
7 entrance into the theater, which I went through that
8 entrance for the first time last weekend, and I was
9 pleasantly surprised to see it there because we
10 actually used to come down the little service
11 entrance, the door is right there, and you come down
12 the hallway to get to the theater from the back.
13 But it makes sense for an entrance to be there.

14 One of the comments that I would make is
15 would it make sense to enclose that entire alleyway
16 and make it a lobby for the theater and for the mall
17 so that you could have a common entrance that's
18 going into both places. Obviously, we don't know
19 right now what the interior layout of that mall is
20 going to be, but that's just a thought.

21 Let's see. I think that it would be
22 constructive, you know, to have at least a
23 discussion to see if there could be a cross access
24 with Inland and with the Jewel property. Obviously,

1 I think that that's something that would be mutually
2 beneficial.

3 For a potential traffic study, I think it
4 would be good to include an analysis not only with
5 the existing access points, but also with that
6 potential west access point through the Inland
7 property and without the north access point to
8 Foxfield. I'm not saying that that would be the
9 case, but I would just like to know what the
10 thoughts were on where residents would enter and
11 exit if they didn't enter and exit to the north.

12 Regarding the question about revising the
13 comprehensive plan in tandem with this application,
14 I don't think that that's a good idea, my personal
15 opinion, because the point of the comprehensive plan
16 is to give an objective view; and if we're doing it
17 in tandem with a specific plan, we necessarily are
18 not being objective. We're weighing it against what
19 the plan is. It would be too subjective for a
20 comprehensive plan, I believe.

21 I don't think that that means that we
22 shouldn't revise the comprehensive plan. I think we
23 would need to do it independent of this application.

24 And that's it. I wish you luck. I think

1 you guys have a lot of good things here, a lot more
2 good things than bad things, and even the bad things
3 aren't really that bad. So how is that?

4 MR. HUGHES: Thank you.

5 CHAIRMAN WALLACE: Were there any other
6 comments?

7 Frank, did you have something else?

8 MR. STEFFEK: I just -- my only other
9 thought is This is on an island by itself. What
10 happens when that lease -- I don't know if it was
11 bought or purchased, whatever, is obsolete now, what
12 happens to that building?

13 CHAIRMAN WALLACE: Actually, I believe,
14 correct and me if I'm wrong, Carson's and Von Maur
15 and the theater are all privately owned.

16 MR. MAY: No, no. We own Carson's, and we
17 own the theater.

18 CHAIRMAN WALLACE: So only Von Maur.

19 MR. STEFFEK: Von Maur and Kohls were the
20 only other --

21 CHAIRMAN WALLACE: All right.

22 MR. STEFFEK: So what happens if they don't
23 re-up their lease? I mean that building becomes an
24 eyesore by itself or --

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1 MR. MAY: That's a great piece of property
2 that can be reused. It has great parking and great
3 visibility.

4 CHAIRMAN WALLACE: Macy's.

5 MR. STEFFEK: Sears.

6 CHAIRMAN WALLACE: Do you remember when JC
7 Penney was here.

8 All right. Anything else?

9 (No response.)

10 CHAIRMAN WALLACE: All right. In that case,
11 that concludes our application for concept plan
12 review. I just want to thank everybody. I think we
13 had some good discussion. Thank you.

14 Item No. 5, additional business for Plan
15 Commission members. Staff?

16 MR. COLBY: No.

17 CHAIRMAN WALLACE: All right. We all have
18 seen, and we have thoroughly reviewed the weekly
19 development report, so I don't think that requires
20 any discussion.

21 The meeting announcements, we have upcoming
22 meetings of the Plan Commission and Planning and
23 Development.

24 Do we have any potential cancellations of

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1 those dates?

2 MR. COLBY: At this point, we do not have
3 anything scheduled for the next two meeting dates I
4 don't believe, but there's always the potential that
5 we will.

6 CHAIRMAN WALLACE: All right. We still have
7 something in July.

8 MR. COLBY: We'll see.

9 CHAIRMAN WALLACE: All right.

10 Any public comments?

11 (No response.)

12 CHAIRMAN WALLACE: Is there a motion to
13 adjourn?

14 VICE CHAIRMAN KESSLER: So moved.

15 MEMBER SCHUETZ: Second.

16 CHAIRMAN WALLACE: All in favor.

17 (Ayes heard.)

18 CHAIRMAN WALLACE: Opposed.

19 (No response.)

20 CHAIRMAN WALLACE: The St. Charles Plan
21 Commission adjourned at 8:58 p.m.

22 (Off the record at 8:58 p.m.)

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CERTIFICATE OF SHORTHAND REPORTER

I, Joanne E. Ely, Certified Shorthand Reporter No. 84-4169, CSR, RPR, and a Notary Public in and for the County of Kane, State of Illinois, the officer before whom the foregoing proceedings were taken, do certify that the foregoing transcript is a true and correct record of the proceedings, that said proceedings were taken by me stenographically and thereafter reduced to typewriting under my supervision, and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 25th day of April, 2017.

My commission expires: May 16, 2020

Joanne E. Ely

Notary Public in and for the
State of Illinois