CITY OF ST. CHARLES ILLINOIS • 1834	**AGENDA ITEM EXECUTIVE SUMMARY**	**Agenda Item Number: 4c-1**
	Title:	Plan Commission recommendation to approve a Map Amendment, Special Use for Planned Unit Development, and PUD Preliminary Plan for Pride of Kane County, southeast corner of Kirk Rd. and E. Main St.
	Presenter:	Ellen Johnson

Meeting: Planning & Development Committee **Date**: August 10, 2020

Proposed Cost: $	Budgeted Amount: $	Not Budgeted: ☐

Executive Summary (*if not budgeted please explain*)**:**
CIMA Developers, LP have submitted zoning applications requesting approval to develop a Pride fueling facility, convenience store, and gas station on the 2.37-acre property at the southeast corner of Kirk Rd. and E. Main St. A Concept Plan similar to the proposed development was reviewed in June of 2019.

Details of the proposal are as follows:

- Annexation to the City of St. Charles.
- Rezoning to the BR Regional Business District with a Planned Unit Development (PUD).
- Fuel Facility (west side of property):
  - Canopy with 8 fuel pumps at the corner.
  - 1-story, 4,500 sf convenience store with quick-serve restaurant inside (Taco Urbano).
- Car Wash (east side of property):
  - 1-story, 1,650 sf automatic car wash.
  - 10 vacuum stalls.
- Right-in/right-out access on E. Main St. and cross-access to the east and south through Main Street Commons shopping center.

Note – The attached plans include revised site plan and landscape plan. The remaining plan sheets have not been revised. A complete set of revised engineering plans responding to all staff comments will be required prior to City Council approval.

Plan Commission Recommendation
Plan Commission held a public hearing on July 7, 2020 which was continued to July 21 and August 4. The public hearing discussion is summarized in the attached Staff Memo. Plan Commission voted 8-1 to recommend approval, subject to resolution of outstanding staff comments prior to City Council action.

Annexation Agreement
Staff is seeking direction from the Committee regarding the zoning applications in order to proceed with drafting an Annexation Agreement. The applicant has identified certain requests that may be part of the agreement, and the Committee may provide comments on these items:

- That the City pay for public sidewalks along the site frontages.
- That the City contribute in some capacity to the cost of the Kirk Rd. crosswalk.
- The applicant has requested the City consider agreeing to prohibit other gas station facilities from locating on E. Main St. Staff has responded that the City cannot agree to such a restriction and that gas stations are permitted by zoning in other locations.

The Annexation Agreement may be brought back before the Committee if there are additional items that require further direction. Otherwise, staff would proceed with scheduling a public hearing regarding annexation of the property for a subsequent City Council meeting.

Continued on next page

Attachments (*please list*)**:** Plan Commission Resolution, Staff Memo (PC Summary), HLR Memo- Eastern Access, Staff Report, Letter from Developer- Sidewalk Cost, Email from Developer- Gas Station facilities, Letters from Residents, Applications, Plans, Traffic Study / Review Memo
Recommendation/Suggested Action (*briefly explain*)**:** Plan Commission recommendation to approve a Map Amendment, Special Use for Planned Unit Development, and PUD Preliminary Plan for Pride of Kane County, southeast corner of Kirk Rd. and E. Main St.

City of St. Charles, Illinois
Plan Commission Resolution No. 15-2020

A Resolution Recommending Approval of a Map Amendment, Special Use for Planned Unit Development, and PUD Preliminary Plan for The Pride of Kane County (CIMA Developers LP)

Passed by Plan Commission on August 4, 2020

WHEREAS**,** it is the responsibility of the St. Charles Plan Commission to hold public hearings and review requests for Map Amendment, Special Use, and PUD Preliminary Plan; and,

WHEREAS, the Plan Commission held a public hearing and reviewed the applications for Map Amendment, Special Use for Planned Unit Development, and PUD Preliminary Plan for The Pride of Kane County (CIMA Developers LP); and,

WHEREAS, in accordance with Section 17.04.320.D, the Plan Commission has considered the following findings for Map Amendment:

FINDINGS OF FACT FOR MAP AMENDMENT

1. **The existing uses and zoning of nearby property.**

   The intended use is consistent with the other retail business uses along Kirk Rd. and along E. Main St.

2. **The extent to which property values are diminished by the existing zoning restrictions.**

   Property values will not be affected. The intended use is consistent with all nearby uses.

3. **The extent to which the reduction of the property's value under the existing zoning restrictions promotes the health, safety, morals or general welfare of the public.**

   The property value will not be diminished, and in fact will provide an added amenity and convenience to the surrounding city and community.

4. **The suitability of the property for the purposes for which it is presently zoned, i.e. the feasibility of developing the property for one or more of the uses permitted under the existing zoning classification.**

   The subject property’s current zoning does not allow for our intended use.

5. **The length of time that the property has been vacant, as presently zoned, considered in the context of the land development in the area where the property is located.**

This property has been vacant for a substantial amount of time.

6. **The evidence, or lack of evidence, of the community's need for the uses permitted under the proposed district.**

   The intended use is consistent with development trends and all neighboring uses.

7. **The consistency of the proposed amendment with the City's Comprehensive Plan.**

   Our intended use is consistent with the Comprehensive Plan.

8. **Whether the proposed amendment corrects an error or omission in the Zoning Map.**

   Per Title 17 of the City Code, unless otherwise requested, land being annexed is automatically zoned RE-1 Single-Family Estates District. BR zoning is requested to accommodate the proposed commercial development.

9. **The extent to which the proposed amendment creates nonconformities.**

   The proposed development will only require paving setback and off-site sign deviations. Other than that the development will comply with zoning requirements.

10. **The trend of development, if any, in the general area of the property in question.**

    The intended use is consistent with the other retail business uses.

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

CRITERIA FOR PLANNED UNIT DEVELOPMENTS (PUDs)

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

1. **To promote a creative approach to site improvements and building design that results in a distinctive, attractive development that has a strong sense of place, yet becomes an integral part of the community.**
2. **To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable open space and recreational facilities for the enjoyment of all.**
3. **To encourage a harmonious mix of land uses and a variety of housing types and prices.**

4. **To preserve native vegetation, topographic and geological features, and environmentally sensitive areas.**
5. **To promote the economical development and efficient use of land, utilities, street improvements, drainage facilities, structures and other facilities.**
6. **To encourage redevelopment of sites containing obsolete or inappropriate buildings or uses.**
7. **To encourage a collaborative process among developers, neighboring property owners and residents, governmental bodies and the community.**

We believe that the proposed development advances many of the purposes of the Planned Unit Development as outlined and stated in Section 17.04.400.A.

The architectural building design will provide a unique and distinctive look that will include "barn" like features that will capture the historic essence of the property.

New sidewalks are proposed along the entire west and north property lines to connect existing sidewalk structures along Kirk Rd. and Main St. to help promote pedestrian traffic and physical activity.

This property has remained undeveloped for a very long time and the proposed development allows for and encourages and promotes economic growth and efficient land use.

This development includes a reciprocal easement agreement with the neighboring property owner (Main Street Commons) which allows for cross-access service roads and shared stormwater detention.

ii. The proposed PUD and PUD Preliminary Plans conform to the requirements of the underlying zoning district or districts in which the PUD is located and to the applicable Design Review Standards contained in Chapter 17.06, except where:

A. Conforming to the requirements would inhibit creative design that serves community goals, or
B. Conforming to the requirements would be impractical and the proposed PUD will provide benefits that outweigh those that would have been realized by conforming to the applicable requirements.

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

1. **The PUD will provide community amenities beyond those required by ordinance, such as recreational facilities, public plazas, gardens, public are, pedestrian and transit facilities.**
2. **The PUD will preserve open space, natural beauty and critical environmental areas in excess of what is required by ordinance or other regulation.**

3. **The PUD will provide superior landscaping, buffering or screening.**
4. **The buildings within the PUD offer high quality architectural design.**
5. **The PUD provides for energy efficient building and site design.**
6. **The PUD provides for the use of innovative stormwater management techniques.**
7. **The PUD provides accessible dwelling units in numbers or with features beyond what is required by the Americans with Disabilities Act (ADA) or other applicable codes.**
8. **The PUD provides affordable dwelling units in conformance with, or in excess of, City policies and ordinances.**
9. **The PUD preserves historic buildings, sites or neighborhoods.**

The following factors below per Section 17.04.400.B are highlighted to justify relief from certain zoning requirements:

- The PUD will provide superior landscaping and buffering as allowed by the site parameters.
- The buildings within the PUD will be unique and distinctive in nature, capturing historic features.
- The buildings will be built with energy efficiency guidelines and site design.
- The development will be designed with shared detention with Main Street Commons.

Zoning deviations for the following are being requested: paving setbacks, off-site signage, convenience store building signage, freestanding sign setback, building foundation landscape, carwash stacking requirement.

iii. The proposed PUD conforms with the standards applicable to Special Use (Section 17.04.330.C.2):

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

Yes. The proposed development will serve as a public convenience and an added amenity. The development will offer fueling, convenience store, quick service restaurant and carwash.

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

Yes. The proposed development has sufficient infrastructure required to develop. Utilities, added service roads, and adequate on-site and off-site detention are being provided.

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 development is consistent and compatible with surrounding land uses and will not affect nearby property in any way.

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 development will not impede the normal and orderly development and improvement of the surrounding property and will complete the needed development at that particular property location in a manner that is consistent and compatible with surrounding and neighboring property.

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.

No. The proposed development will not pose any detriment to or endanger the public health, safety, comfort or general welfare.

F. Conformance with Codes: That the proposed Special Use conforms to all applicable provisions of the St. Charles Municipal Code and meets or exceeds all applicable provisions of this Title, expect as may be varied pursuant to a Special Use for Planned Unit Development.

Yes. The development will be built to conform to all applicable codes and ordinances and meets all applicable provisions, except as may be varied pursuant to a Special Use for PUD.

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

Yes. The proposed development will provide an added and substantial tax base to the City, improving the overall economic well-being of the City.

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

Yes. The proposed development is in conformance with the goals, objectives and policies of the adopted City of St. Charles Comprehensive Plan.

NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to the City Council approval of a Map Amendment, Special Use for Planned Unit Development, and

PUD Preliminary Plan for The Pride of Kane County (CIMA Developers LP) subject to resolution of outstanding staff comments prior to City Council action.

Roll Call Vote:
Ayes: Becker, Funke, Holderfield, Purdy, Pretz, Melton, Wallace, Kessler
Nays: Vargulich
Absent: 0
Motion carried: 8-1

PASSED, this 4th day of August 2020.

_____
Chairman
St. Charles Plan Commission

Community & Economic Development
Planning Division
Phone: (630) 377-4443
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ST. CHARLES
SINCE 1834

STAFF MEMO

TO: Chairman Rita Payleitner
And Members of the Planning & Development Committee

FROM: Ellen Johnson, Planner

RE: Pride of Kane County – Plan Commission Public Hearing Discussion Summary

DATE: August 6, 2020

Plan Commission opened the public hearing for the Pride of Kane County zoning applications on July 7, 2020. The hearing was continued and subsequently discussed on July 21 and August 4.

This memo summarizes the main discussion points during the hearing and the responses to these items.

- **Orientation of Convenience Store & Canopy** – Commissioners expressed a desire for the convenience store and gas station canopy to be flipped, so that the convenience store building is located on the corner of Main/Kirk, with the gas station canopy to the east. Commissioners discussed that flipping these structures would improve the aesthetics of the intersection, which is important as a gateway intersection into St. Charles.

  Applicant's response:
  - The applicant stated the Pride ownership considered the request and determined they would be unwilling to move the gas station canopy off the corner. They cited visibility concerns for the business.

- **Crosswalk across Kirk Rd.** – Commissioners requested a crosswalk across Kirk Rd. in connection with the proposed development in order to improve pedestrian connectivity and safety through this corridor. The following information was gathered by staff:
  - Kirk Road is under the jurisdiction of Kane County Division of Transportation (KDOT). Main Street (IL Rt. 64) is under the jurisdiction of Illinois Department of Transportation (IDOT).
  - IDOT would be the permitting agency for traffic signal work. An additional Traffic Impact Study may be needed.
  - Both IDOT and KDOT have indicated the installation of a crosswalk necessitates the design and improvement of other components in order to facilitate a functional intersection. This would include traffic signal design, install of sidewalk approaches with ADA landings, potential challenges with the small traffic island at the southwest corner, install of new pedestrian signals and push buttons, conduit, wiring, and optimizing the signal timing.

- KDOT is supportive of a crosswalk across the south leg of Kirk/64. They have indicated it would be a nice complement to the existing crosswalk on the west leg of the intersection and would make the site more accessible to pedestrians.
- The intersection is identified in (KDOT)'s Comprehensive Road Improvement Project list. Currently, there are two northbound and two southbound thru lanes with one left turn lane and one right turn lane on the south leg, and one left turn lane on the north leg. The ultimate intersection improvements would include three northbound and three southbound thru lanes with dual lefts on the Kirk Road legs. This would be a significant project and it is not currently on KDOT's multi-year funding plan. It is anticipated that future project is at least 10-15 years away.

Applicant's response:

- The site plan has been revised showing the requested crosswalk, as well as public sidewalk connecting to the crosswalk.
- The applicant expressed interested in discussing payment options with the City; the applicant has not committed to covering the cost of the crosswalk.

- **Landscaping along Kirk and Main St. frontages and building foundation** – Commissioners stated that all landscaping required under the Zoning Ordinance should be provided. The Staff Report notes that additional trees are needed along Main St. and Kirk Rd., additional planting areas are needed along Main St., and one additional tree is needed along the north wall of the convenience store and gas station.

Applicant's response:

- Additional trees and plantings were added to the revised landscape plan. However, additional landscaping is still needed as listed above.

- **Internal pedestrian connections from Main St.** – Commissioners requested sidewalk be added from the Main St. sidewalk to the convenience store.

Applicant's response:

- The site plan has been revised showing a sidewalk connecting to the convenience store entrance.

- **Easter site access safety** – Commissioners expressed concerns regarding the eastern site access from the main entrance drive of Main Street Commons. Staff commissioned HLR Engineering to analyze the access and provide an opinion on safety (see HLR memo attached). HLR's comments are summarized as follows:
  - HLR noted no major safety concerns due to the relatively low volumes of traffic and the varying peak hours of the surrounding land uses.
  - There is concern with having adequate gaps for left turns out of the Pride site. An option is to make the eastern access a right-in right-out only. Drivers seeking to go westbound on Main St. would either have to travel through Main Street Commons to use the Kirk Rd. exit, or turn right out of the Pride site on to Main St. going eastbound and make a U-turn at the signalized intersection of Main Street Commons/Main St. to go westbound.

Applicant's response:

- Plans for the access were not revised.
- Plan Commission did not require revisions to the eastern access.

- **Appearance of south retaining wall and guardrail** – Commissioners stated concerns about the appearance of the metal guard rail and the retaining wall running south of the southern access drive, north of the detention pond on the Main Street Commons property.

  Applicant's response:
  - The guardrail was modified from standard metal to wood.
  - Plantings were added along the north side of the guard rail.
  - A photo of a three-tier retaining wall with landscaping was provided as an example of a similar design.
  - Plan Commission did not request further changes to the guard rail or retaining wall.

- **Location of trash enclosure** – Commissioners expressed concerns that the location of the trash enclosure near the intersection of the car wash stacking land and southern access drive would cause visibility issues.

  Applicant's response:
  - The trash enclosure was shifted north as reflected on the revised site plan.
  - Plan Commission did not request further changes to the trash enclosure location.

<u>Public Comment</u>

- No members of the public spoke during the public hearing.
- Three letters of opposition were received from residents. These are included in the packet materials.

Hampton, Lenzini and Renwick, Inc.
Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hlrengineering.com

Memorandum

To: City of St. Charles
ATTN: Ellen Johnson

From: Hampton Lenzini & Renwick, Inc. (HLR)
Callie Allbright PE, PTOE and Amy McSwane PE, PTOE

Date: 8/6/2020

Re: PRIDE of Kane County Gas Station - Traffic Impact Study

HLR has reviewed the site circulation and has developed the following conclusions regarding the eastern access driveway.

There are no major safety concerns regarding the eastern access of the proposed site because of the relatively low volumes and varying peak hours of the land uses in the area. However, there is concern with having adequate gaps for drivers to turn left out of the eastern access to reach the Main Street Commons/Charlestown Mall signalized intersection. The main concerns occur in the PM and SAT peak periods. Based on the future HCS analysis, estimated queues on the northbound approach of the signalized intersection extend beyond the eastern driveway. Vehicles wanting to make a left turn from the driveway would potentially have a trouble finding gaps to turn into through the queues.

It would also be assumed that most drivers making a left turn out of the eastern access want to travel westbound on North Avenue.

A couple options that could be considered to satisfy safety and operational concerns of the eastern access are the following.

1. Make the eastern access a right-in right-out only. If drivers want to go westbound on North Avenue, they can either use the northern right-out access and make a U-turn at the signalized intersection at Main Street Commons/North Avenue or use the Kirk Road right-in right-out access to reach the North Ave/Kirk Road signalized intersection and proceed from there. Otherwise, drivers can use the right-out access to travel eastbound on North Avenue.

2. Moving the driveway farther south would have impacts to the detention pond design and require redesign. Driver's would still have to potentially cross many lanes of traffic and would not have major safety or operational benefits when compared to the current design location.

If you have any questions or concerns regarding this memo, please contact HLR at 847-697-6700.

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Elgin, Illinois 60123-7010
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ST. CHARLES
SINCE 1834

Staff Report

TO: Chairman Rita Payleitner
And Members of the Planning & Development Committee

FROM: Ellen Johnson, Planner

RE: Pride of Kane County – Southeast corner of Kirk Rd. and E. Main St.

DATE: August 6, 2020

I. APPLICATION INFORMATION:

Project Name: Pride of Kane County

Applicant: CIMA Developers, LP

Purpose: Zoning approvals for development of a gas station and car wash

General Information:

Site Information	
Location	Southeast corner of Kirk Rd. and E. Main St. (unincorporated)
Acres	2.37 acres (103,237 sf)

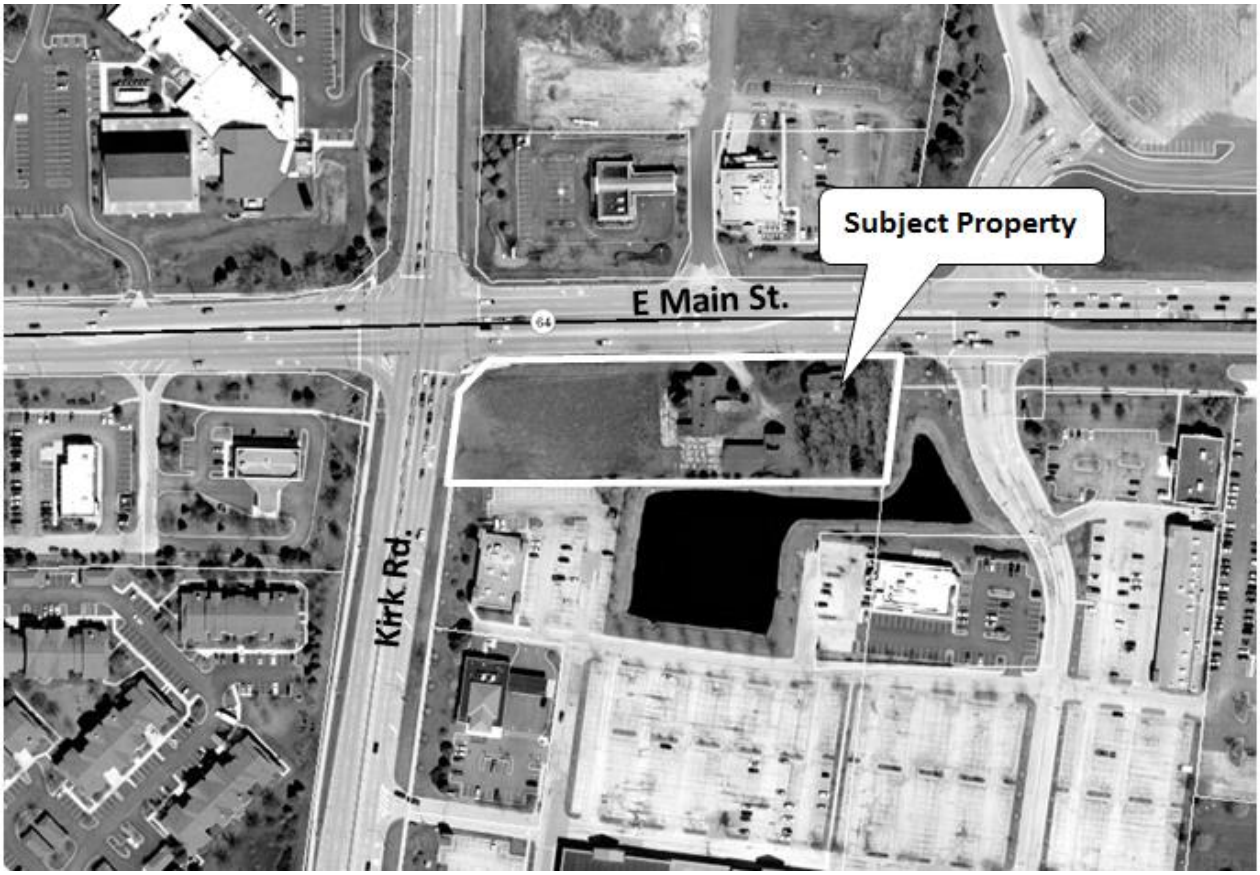
Applications:	Map Amendment, Special Use for Planned Unit Development, PUD Preliminary Plan
Applicable City Code Sections	Ch. 17.04 – Design Review Standards & Guidelines Ch. 17.14 – Business & Mixed Use Districts Ch. 17.24 – Off-Street Parking, Loading & Access Ch. 17.26 – Landscaping & Screening Title 16 – Subdivisions & Land Improvement

Existing Conditions	
Land Use	Vacant/formerly agriculture
Zoning	F- Farming (Kane County Zoning)

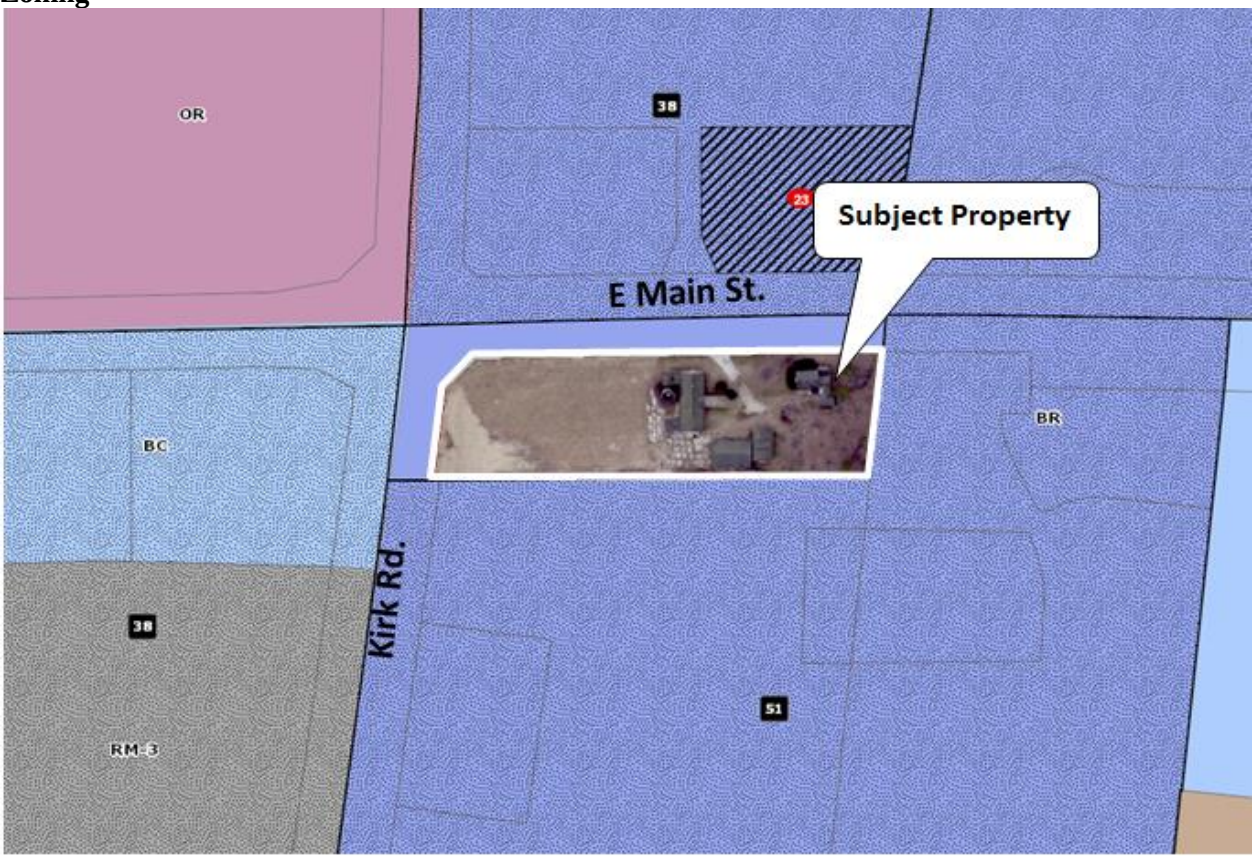
Zoning Summary		
North	BR Regional Business (PUD)	West Suburban Bank, On the Border
East	BR Regional Business (PUD)	Main Street Commons shopping center
South	BR Regional Business (PUD)	Main Street Commons shopping center
West	BC Community Business (PUD)	First American Bank

Comprehensive Plan Designation
Corridor/Regional Commercial

Aerial



Zoning



II. OVERVIEW

A. PROPERTY HISTORY

The subject property is a 2.37 acre parcel located at the southeast corner of Kirk Rd. and E. Main St. It is the known as the Regole family homestead. The property contains several buildings including a house, barn, additional shed and corn crib. The buildings have been vacant for a number of years.

The Regole family once farmed around 300 acres of land in the surrounding area. The farmland was sold off over time, making way for development of the Main Street Commons shopping center surrounding the subject property on the east and south sides, and Stuart's Crossing to the north and west. The remnant homestead has not been annexed to St. Charles and remains under the jurisdiction of Kane County.

B. CONCEPT PLAN

In June of 2019, the City reviewed a Concept Plan for the subject property proposing development of a gas station with a convenience store and car wash. The Concept Plan was submitted by CIMA Developers, LP which was under contract to purchase the property at the time. Plan Commission provide comments on the plan, summarized as follows:

- High quality architecture and landscaping will be important due to the prominence of the intersection. Consider reversing the location of the convenience store building and the gas station canopy so the building is on the corner.
- The car wash building should be shifted to the south to reduce its visibility along Main St. Consider flipping the car wash entrance so any overflow stacking does not interfere with the main driveway intersection.
- A future traffic study should analyze vehicle circulation both internal to the site and through the cross-access drives, as well as car wash stacking.

C. PROPOSAL

CIMA Developers, LP have purchased the subject property. They have submitted zoning applications in support of developing the site with a Pride fueling facility, convenience store, and car wash. Details of the proposal are as follows:

- Annexation to the City of St. Charles.
- Rezoning to the BR Regional Business District with a Planned Unit Development (PUD).
- Fuel Facility (west side of property):
    - Canopy with 8 fuel pumps at the corner.
    - 1-story, 4,500 sf convenience store with quick-serve restaurant inside (Taco Urbano).
- Car Wash (east side of property):
    - 1-story, 1,650 sf automatic car wash.
    - 10 vacuum stalls.
- Right-in/right-out access on E. Main St.
- Cross-access to the east and south through Main Street Commons shopping center.

The PUD Preliminary Plan is similar to the Concept Plan reviewed last year. The following significant changes have been made to the site layout:

- The car wash building has been shifted south and is now set back from E. Main St. approximately the same distance as the convenience store.
- The car wash vacuums are now proposed to be accessed from the southern internal access drive instead of a separate area off the access drive.
- Additional areas for building foundation landscaping.

The following Zoning Applications have been submitted in support of this project:

1. **Map Amendment** – To rezone the property from the RE-1 Estate Residential District (automatic zoning designation of all newly annexed property) to the BR Regional Business District.
2. **Special Use for Planned Unit Development** – To establish a PUD with unique development standards for the property.
3. **PUD Preliminary Plan** – To approve preliminary engineering plans, landscape plan, building elevations, and preliminary plat of subdivision.

A Petition for Annexation has also been submitted. City Council will hold a public hearing on the annexation after the Plan Commission and Planning & Development Committee have provided recommendations on the zoning applications.

III. COMPREHENSIVE PLAN

The Land Use Plan adopted as part of the 2013 Comprehensive Plan identifies the subject property as "Corridor/Regional Commercial". The Plan states (p 39):

"Areas designated as corridor/regional commercial are intended to accommodate larger shopping centers and developments that serve a more regional function, drowning on a customer base that extends beyond the City limits. These areas often have a mix of "big box" stores, national retailers, and a "critical mass" of multiple stores and large shared parking areas. Areas designated for corridor/regional commercial are located primarily in larger consolidated areas along the City's heavily traveled corridors and intersections. 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."

The following items in the Commercial Areas Policies section relates to this project (p. 48):

"Promote a mix of attractive commercial uses along the Main Street Corridor that provide a range of goods and services to the St. Charles Community. *A wide range of commercial uses exist along the Main Street corridor, providing a variety of goods and services to residents. As a primary east-west route through the City, Main Street contributes to the overall character, image, and appearance of St. Charles…The City should continue to promote reinvestment along this key commercial corridor and maintain Main Street as a unique commercial corridor that can accommodate a wide array of business types to cater to the diverse needs of the St. Charles community."*

"Focus retail development at key notes/intersections along the City's commercial corridors. *Busy streets do not alone equate to demand for unlimited expanses of retail development. The market can only support so much commercial development, and within the City's competitive market position, having expectations for all corridors to be retail may not be realistic.*

Instead, retail development should be clustered near key intersections and activity generators, like Main Street & Kirk Road and Lincoln Highway & Randall Road…"

The subject property is located within the East Gateway Subarea. The East Gateway Improvement Plan on p.103 recommends the following improvements in the vicinity:

- Kirk Road & Main Street is a "Gateway Intersection", with Kirk Road averaging nearly 25,000 vehicles per day and Main Street averaging over 48,000 vehicles per day. The plan recommends the City install gateway features such as signage, landscaping, decorative lighting, and pedestrian amenities in this area.
- Fill sidewalk gaps along the Main and Kirk frontages of the subject property.
- Sidewalk connection should be added from Main Street into the Main Street Commons shopping center.

The subject property is identified as part of Catalyst Site C in the East Gateway Subarea (p.104) which also includes the adjacent Main Street Commons shopping center. The discussion of Site C references high vacancy at Main Street Commons and the need for the City to work with the property owner to address issues impacting the commercial vitality of the shopping center. While Main Street Commons has recently undergone renovation and is fully leased, the last portion of the Site C discussion is relevant to the subject property:

"…The City should work with the owners of the parcels that comprise this site to…incorporate the development of the remaining farmstead at the corner of Kirk and Main Street to jumpstart its revitalization."

IV. ANALYSIS

A. ZONING REVIEW

The subject property is currently zoned F- Farming under Kane County zoning. The applicant has submitted an application for Zoning Map Amendment requesting rezoning to the BR Regional Business District upon annexation to the City. An Application for Special Use for Planned Unit Development has also been submitted, requesting deviations from certain zoning standards.

The purpose of the BR Regional Business District as noted in the Zoning Ordinance is as follows:

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

The subject property is surrounded by BR zoning on three sides with BC Community Business zoning to the west. BR zoning is appropriate for this property based on surrounding zoning and its location at a gateway intersection.

Two uses are proposed for the property: Gas Station and Car Wash. Both uses are permitted in the BR District.

The table below compares the BR District bulk standards with the PUD Preliminary Plan. A PUD deviation has been requested for the item denoted in bold italics, as detailed below the table.

	BR District (proposed zoning)	**Proposed**
Min. Lot Area	1 acre (2 acres required for two buildings on one lot)	2.19 acres
Max. Building Coverage	30%	6%
Max. Building Height	40 ft.	Convenience Store: 21.5 ft. Car Wash: 15.5 ft.
Front Yard (Main St.)	Bldg: 20 ft. Parking: 20 ft.	Convenience Store: 26 ft. Car Wash: 24 ft. Parking (paving): 20 ft.
Interior Side Yard (east)	Bldg: 15 ft. Parking: 0 ft.	Car Wash: 55 ft. Parking (paving): 10 ft.
Exterior Side Yard (Kirk Rd.)	Bldg: 20 ft. Parking: 20 ft.	Convenience Store: 190 ft. Parking (paving): 20 ft.
Rear Yard (south)	Bldg: 30 ft. Parking: 0 ft.	Convenience Store: 81 ft. Car Wash: 109 ft. Parking: 5.7 ft.
Landscape Buffer Yard	Not Required	N/A
Off-Street Parking	Car Wash: 2 per bay + 10 stacking per bay Gas Station: 4 per 1,000 sf GFA (reduced by number of fuel pumps) Restaurant within convenience store: 10 per 1,000 sf GFA Total Required: 16 spaces (8 for Gas Station, 6 for Taco Urbano restaurant within C-Store, 2 for Car Wash)	34 parking spaces 11 car wash stacking spaces

PUD Deviation – The applicant has requested a zoning deviation to allow a reduced paving setback from the Kirk Rd. property line. A previous version of the plan proposed a 13 ft. setback from the corner of the property to the northwest corner of the fuel pump paving. However, the revised plan shows a 20 ft. setback in compliance with the BR district.

B. <u>TRAFFIC & ACCESS</u>

Direct access to the property is proposed via a right-in/right-out only access point on E. Main St. A new right turn lane on Main St. is also proposed. IDOT approval will be needed for the proposed design. IDOT reviewed the site plan prior to Concept Plan review and appeared to be supportive of the configuration.

No access on Kirk Rd. is proposed; KDOT was not supportive of access on Kirk to this lot due to the proximity to the Main/Kirk intersection.

Two internal drive connections through the Main Street Commons shopping center are also proposed: one at the east side of the property, connecting to the signalized shopping center entrance on Main St., and the other at the south side of the gas station for vehicles entering from the Kirk Rd. shopping center entrance. A Reciprocal Easement Agreement between CIMA Developers and Main Street Commons has been recorded which grants CIMA cross access easements through the shopping center as proposed.

Sidewalk connections are provided along Kirk Rd. and Main St., connecting to the existing sidewalk network. The applicant has submitted a letter requesting the City to incur the cost of the sidewalk installation. It is standard practice for developers to install public sidewalk at their expense as part of any new development.

Traffic Study:

The applicant has submitted a Traffic Study prepared by Eriksson Engineering Associates. The study concludes that the proposed development will not adversely impact the level-of-service of the intersections of the site entrances and the intersection of Main/Kirk.

The applicant also submitted a supplemental On-Site Circulation Memo prepared by Eriksson Engineering Associates analyzing on-site circulation, site access, and car wash stacking.

The Traffic Study and Circulation Memo were reviewed on behalf of the City by HLR Engineering.

HLR provided comments in a memo dated 6/23/20. HLR stated their agreement with the conclusions made in the Traffic Study. HLR also commented that they have no concerns regarding the internal circulation of the gas station. They also do not have major safety concerns about the internal access drive through the Panda Express/Orangetheory Fitness property since most vehicles are predicted to access the site from Main St. and the gas station will have different peak hours than Panda Express and Orangetheory.

The Traffic Study and Site Circulation Memo have been revised per HLR's comments. HLR reviewed the revised Traffic Study and noted one typo regarding dates in one of the tables, but otherwise had no remaining comments.

C. GAS STATION

Gas stations are subject to the use standards contained in Section 17.20.030, listed below.

1. Restaurants in gas stations shall be required to meet the parking requirements for restaurants in addition to those for gas stations.
   - *A quick-service restaurant, Taco Urbano, is proposed to locate within the convenience store. Based on 588 of restaurant area indicated on the convenience store floorplan, there is adequate parking to meet the requirement.*

2. Fuel pumps shall be located no closer than 20 feet from any lot line and shall be located so that a vehicle using the fuel pump does not encroach into the public right of way or onto adjoining property

- *The proposed canopy is a minimum of 42 ft. from the property line. The paved area for vehicle maneuvering is a minimum of 13 ft. from the property line; vehicles using the pumps will not encroach into the public ROW.*

3. Gas station canopies shall be subject to the lighting standards of Section 17.22.040 (Site Lighting). Gas station canopies shall also meet all applicable setback requirements for the principal building.
   - *A photometric plan has been submitted demonstrating compliance with the lighting standards of Section 17.22.040.*
   - *The gas station canopy meets the setback requirements for the principal building.*

4. The provisions hereof relating to Outdoor Sales shall apply if Outdoor Sales are included.
   - *The applicant has indicated that a 16 sf propane cage will be located on sidewalk adjacent to the convenience store. This complies with the standards related to outdoor sales accessory to gas stations.*

D. CAR WASH

The proposed car wash is located on the east side of the subject property. Vehicle stacking is on the west side of the building with vehicles travelling east into the car wash bay. Vehicles exit the facility via the internal access drive.

Car wash establishments are subject to the requirements of Section 17.24.100 "Drive-Through Facilities". The table below compares the ordinance requirements with the PUD Preliminary Plan:

Category	Zoning Ordinance Standard	Proposed
Screened from Public Street	Stacking spaces concealed from view from public streets to greatest extent possible by orientation, design or screening	Meets requirement with landscape screening
Obstruction of Required Parking	Stacking spaces cannot obstruct access to required parking spaces	Meets requirement
Obstruction of Ingress/Egress	Location of stacking spaces cannot obstruct ingress/egress to the site or interfere with vehicle circulation	Meets requirement
Lane Configuration	Stacking spaces must be placed in a single line up to point of service	***Two stacking lanes***
Required Stacking Spaces	10	11 (two lanes)
Required Stacking Space Size	9' x 20'	9' x 20'

PUD Deviation – The applicant has requested the following zoning deviation from the Drive-Through Facilities standards:

- Proposed vehicle stacking is accommodated in two lanes instead of a single lane. A dual pay station kiosk can accommodate two cars at a time. The application materials indicate this will maximize car wash speed time and that the conveyor style car wash system allows for multiple cars in the wash bay at the same time.

E. LANDSCAPING

A landscape plan has been submitted as part of the PUD Preliminary Plan. Landscaping is subject to the standards contained in Ch. 17.26 "Landscaping & Screening". The table below

compares the ordinance requirements with the submitted plan. Requirements that are not met are donated with an asterisk*.

Category	Zoning Ordinance Standard	Proposed
Overall Landscape Area	15%	Meets requirement (37%)
Public Street Frontage Landscaping	1 tree / 50 ft. of street frontage (Main St: 12 trees Kirk Rd: 3 trees) 75% of street frontage	**Main St: 8 trees*** **Does not meet street frontage*** **Kirk Rd: 2 trees*** Meets street frontage
Parking Lot Screening	50% of parking lot to height of 30”	Meets requirement
Interior Parking Lot Landscape Area	1 landscape island / 10 parking spaces All parking rows terminate in landscape area	Meets requirement
Parking Lot Landscape Materials	1 tree per island Variety of plantings in islands	Meets requirement
Building Foundation Landscaping		
Foundation Planting Beds	50% of total building walls; 50% of walls facing a public street (Main St.) 5 ft. wide planting beds	Meets requirement
Foundation Plantings	20 shrubs/bushes/perennials per 50 ft. of planting bed	Meets requirement
Foundation Trees	2 trees per 50 ft. of planting bed	**Additional trees needed***
Monument Sign Lndscaping	3 ft. around sign	Meets requirement
Refuse Dumpster Screening	Enclosed and screened on all sides when visible from public street	Meets requirement

Staff Comments:

- 4 additional trees are needed along Main St. and 1 additional tree is needed along Kirk Rd.
- Landscaping is needed along 75% of the 20 ft. setback area along Main St. Additional plantings are needed.
- Additional trees are needed within the foundation planting beds of both the convenience store and car wash:
    - Convenience Store north wall: 1 additional tree is needed (3 are provided and 4 are required).
    - Gas Station north wall: 1 additional tree is needed (2 are provided and 3 are required).

PUD Deviations:

- A deviation has been requested to reduce the width of the foundation planting bed along the west wall of the convenience store from 5 ft. to 3 ft. It appears the building could be shifted east to accommodate the required 5 ft. wide planting bed. The previous version of the plan provided an 8 ft. planting bed. The revised plan adds a 5 ft. sidewalk along the west elevation which connects to sidewalk along Main St. This reduced the planting bed to 3 ft.

F. BUILDING ARCHITECTURE

Architectural elevations for the convenience store and car wash have been submitted. The primary wall material of both buildings is wood siding. Metal awnings are incorporated, as well as transparent storefront windows along E Main St. The rooflines, materials and detailing exhibit a barn inspired motif.

Buildings in the BR District are subject to the Design Review requirements of Section 17.06.030 Standards and Guidelines – BL, BC, BR, & O/R Districts. The elevations meet the applicable standards.

A rendering has also been submitted for the gas station canopy. Brick columns are proposed which match the brick on the monument signs.

Staff Comments:

- The design of the canopy does not relate to the design of the convenience store and car wash buildings in terms of materials. Brick columns are proposed, while brick is not used on the buildings. Cedar finish columns like those used on the buildings could be incorporated instead of brick. However, the proposed masonry would likely be more durable. If the Plan Commission has a preference on column materials, that should be expressed during the meeting.

G. SIGNAGE

A signage plan has been submitted. Signage is subject to the requirements of Ch. 17.28 "Signs". Proposed is the following:

- Three monument signs with brick bases/columns:
  - 15 ft. electronic price sign at the corner of Main and Kirk.
  - 6 ft. sign at the eastern access drive near the signalized Main Street Commons entrance (off-site sign).
  - 5 ft. sign at the Main Street Commons entrance off Kirk Rd. (off-site sign).
- Convenience Store:
  - 4 wall signs; 2 on the north and 2 on the south elevations, advertising The Pride and Taco Urbano.
- Gas Station Canopy:
  - 2 Mobil signs attached to the canopy, on the north and west sides.
- Car Wash:
  - 1 Pride Car Wash sign on the south elevations.
  - "Welcome" and "Car Wash Exit" signs at the bay entrance and exit. These informational/directional signs will not be counted as wall signs.
- Directional Sign:
  - To be placed on top of a stop sign post near Ross, with arrows directing vehicles to The Pride, Panda Express, and Orangetheory Fitness.

PUD Deviations – The applicant has requested deviations from the signage requirements of Ch. 17.28, as follows:

- Off-premise signs are not permitted. Proposed is to permit three off-premise signs, one monument sign at each of the Main Street Commons access points off Main St. and Kirk Rd. and one directional sign within the shopping center. A Reciprocal Easement Agreement between CIMA Developers and Main Street Commons has been recorded which grants CIMA the right to place and maintain these signs on the Main Street Commons property.

- Two wall signs are permitted for the convenience store due to the two street frontages. Proposed are four wall signs.
- A 10 ft. setback is required for freestanding signs. The proposed monument sign at the corner of Main St. and Kirk Rd. is set back 3 ft. from the property line.

H. SITE LIGHTING

A photometric plan has been submitted. Lighting levels at property lines and gas station canopy lighting comply with the standards contained in Section 17.22.040 "Site Lighting".

I. PLAT OF SUBDIVISION

A Preliminary Plat of Subdivision has been submitted as part of the PUD Preliminary Plan. A single lot for the development is proposed. Approx. 11 ft. of right-of-way along E Main St. is to be dedicated to Illinois Department of Transportation. Along Kirk Rd., approx. 12.5 ft. of right-of-way is to be dedicated to Kane County Department of Transportation. The proposed public sidewalk falls within the new IDOT and KDOT right-of-way, with the exception of a stretch at the northeast corner of the subject property. A public sidewalk easement is proposed in this location.

A Final Plat of Subdivision will be reviewed should the project move forward. The Final Plat will need to be approved by both KDOT and IDOT in addition to the City.

J. ENGINEERING REVIEW

City staff reviewed an initial submittal of the preliminary engineering plans and provided review comments to the applicant. Revised plans have been submitted and are under review. Any outstanding comments will need to be addressed prior to City Council approval of the PUD Preliminary Plan.

A portion of an existing detention pond that provides stormwater management for Main Street Commons is located over the proposed eastern cross-access drive. The existing pond will be modified and an additional pond will be added on the east side of the subject property. The aforementioned Reciprocal Easement Agreement between CIMA Developers and Main Street Commons demonstrates agreement among the property owners for sharing detention, construction and maintenance.

V. PLAN COMMISSION RECOMMENDATION

Plan Commission held a public hearing on July 7, 2020 which was continued to July 21 and August 4. On August 4, Plan Commission voted 8-1 to recommend approval, subject to resolution of outstanding staff comments prior to City Council action.

A summary of the items discussed during the hearing is provided in a separate Staff Memo dated 8/6/20.

CIMA DEVELOPERS, LP

30W180 Butterfield Road
Warrenville, IL 60555
O: (630) 653-1700
F: (630) 791-8283

October 22, 2019

City of St. Charles
Community and Economic Development/Planning Division
Two East Main Street
St. Charles, IL 60174-1984

RE: Request for Relief to construct Public Sidewalks on Proposed SEC Main St & Kirk Road Development

To Whom It May Concern:

Please allow this correspondence to serve as CIMA Developers, LP's (Developer) formal request to have Public sidewalk costs associated with the proposed development to be incurred by the City of St. Charles.

On our current site plan dated April 3, 2019, we show approximately 700 LFT of sidewalk running the entire length of the frontages of the site.

We depict it on the plan, however our intent is to **not** have to incur the costs of that Public sidewalk. We feel this should be the responsibility of the City, especially since this development would be part of an Annexation. We are not asking for any type of TIF, we are not asking for any type of tax abatement, or any other type of relief. With the additional costs of all the other requirements on this property that we will need to incur, (stormwater, retaining walls, etc) we feel this is a very reasonable request.

Thank you and we will look forward to the City's overall review and Staff notes, and subsequent approval of this request.

Regards,

Dan Soltis
Vice President of Real Estate
CIMA Developers, LP.

From: Colby, Russell
To: Johnson, Ellen
Subject: FW: CIMA Developers The PRIDE of Kane County Pheasant Run property
Date: Thursday, August 6, 2020 1:19:55 PM

Russell Colby | Assistant Director of Community & Economic Development
2 E. Main Street, St. Charles, IL 60174-1984
phone: 630.762.6925 | fax: 630.377.4062 | www.stcharlesil.gov
rcolby@stcharlesil.gov

CITY OF ST CHARLES, ILLINOIS

From: Daniel Soltis <dsoltis@cimadevelopers.org>
Sent: Thursday, July 2, 2020 11:11 AM
To: Colby, Russell <rcolby@stcharlesil.gov>
Cc: Mario Spina <mspina@parentpetroleum.com>
Subject: CIMA Developers The PRIDE of Kane County Pheasant Run property

Russell,

We have recently spoken regarding the Pheasant Run property and its current status and potential for new development.

Please note that it has been brought to our attention that the current brokers for the property have received multiple interest from major Gas/Convenience store users, including multiple Letters of Intent for that hard corner (SEC North & Kautz) of that property, and a preliminary site plan layout depicts a gas station/convenience store offer.

On the eve of our upcoming Plan Commission meeting next week, we wanted to clearly communicate to the City that we need to have guarantees from the City, and it is written into our Zoning approval, that no other new PUD's or Zoning approvals for Gas Station/Convenience Stores will be granted in St. Charles off of North Ave.

There are already a great deal of Gas Stations in St. Charles off North Ave West of the Corner (Circle K Shell, BP next to Carwash, Shell downtown St. Charles, 7Eleven Mobil, BP across from Rookies, plus a few more), and this should not be a concern to stop the approval of any other Stations in the future. Obviously, if they are currently a Station, that is not an issue, as we have already accounted for the current competition.

We have worked diligently on this project and are excited to present our PRIDE of Kane County plan to City Officials, but we do not want to be put into a position to spend Millions of Dollars on this corner to have the City approve another station right down the Street, now or in the future.

We certainly hope you can understand our position.

We are available for further communication on this, and I have cc'd Ownership on this correspondence.

Regards,

***Dan Soltis| VP Real Estate* | CIMA Developers, LP**
30W180 Butterfield Rd., Warrenville, IL 60555 | O: 630.653.1700 F: 630.791.8283
dsoltis@cimadevelopers.org | Please Visit: www.cimadevelopers.org

July 20, 2020

Dear Commissioners ,

I read the letters from Jayme Muenz and Mony Bryant. I agree with their conclusion.

“A through review of the Plan as a whole makes clear that this proposal does not meet the requirements or objectives of the agreed-upon Plan for development. Therefore, it would be recommended that the Commission deny this proposal and allow the land owner to work with new developers on an alternative plan that conforms to the guidelines of the Comprehensive Plan.”

Does the City of Saint Charles have needs assessments studies? Is a gas station, car wash, convenience store, taco restaurant required for the current population? Will a new facility detrimentally effect the current St. Charles businesses?

As an eighteen year resident, the traffic at the proposed intersection is already heavy; this is an observation from a resident - not a traffic study conducted in 2017. In the morning, from northbound Kirk Road, turning right/east on to Main Street, the right turning lane could have ten+ cars waiting to turn. I passed through this intersection daily for years while traveling to work - it is already busy! Will a gas station create additional traffic on Kirk and North Avenue?

Thank you in advance for reading my concerns. My thoughts are as a resident. I share a concern for the optics of a gas station, convenience store, car wash combination projects as we enter our city. My concerns are for existing businesses being pushed aside and is there even a need for these services? My concerns are for traffic

on a road currently being used by both cars and buses transporting students to Wredling Middle School and St. Charles East High School.

Elaine Delves
1138 Hidden Glen Circle

July 6, 2020

Attn: St. Charles City Council Plan Commission

Re: SE Corner of Kirk Rd and East Main Street – Special Use for PUD – 7/7/2020

Dear Commissioners:

Thank you for the opportunity to share my thoughts as a resident of St. Charles. I have called this beautiful city home for over 15 years, and am happy every day that my husband and I thoughtfully decided to start and raise our family here. Our first St. Charles home was in Ward 1, and we moved a few years ago to Ward 2. We have watched many changes over that 15 years to the east side, and have a commitment to ensuring the needs and image of this side of the city are not overlooked or the importance of this corridor undervalued, as many resources have been drawn toward the historic district. After recently learning of the development opportunity that has been presented for the south east corner of Kirk Road and East Main Street, I reviewed the most recent version of the Comprehensive Plan and found some inconsistencies between the proposal at hand and the guiding Plan.

This annexation affords the City and this commission the unique opportunity and ability to strategically plan this important site within our eastern corridor. It is very important to note that the property in question has never come up for sale until this proposal, and there are numerous other types of developers who would have keen interest in an intersection with this level of access and visibility. That is to say, there are many other opportunities for this land use that would better meet the strategic vision and goals set forth by the City. As the site is adjacent to the near-capacity Main Street Commons shopping center, many developers will find this an attractive site when they learn of the availability of the parcel.

The Plan indicates that the purpose is to set a course to guide land use decision-making to ensure the City continues to improve upon its legacy with an eye toward the future. In the East Gateway Subarea Plan section, the intersection in question for this proposal indicates that the East Gateway of St. Charles is centered at the intersection in question today. Since moving to the area, we have seen many changes to the retail and restaurant businesses on the east side. Recent changes in occupancy of several plazas have been very positive, and leave us hopeful for a continued improvement in that arena.

The unfortunate and continued stalled reinvention of the Charlestown Mall property, combined with the closure and recent dilapidation of the Pheasant Run property, have left the gateway into our beautiful city less than ideal. As a vast majority of travelers come down Route 64 to visit, they enter through what appears to be neglect and untended property. While hopefully rectified soon, the Pheasant Run property is visibly falling apart, and the grass overgrown. The vacancy of the mall and out lots are obvious as well, even with the wonderful additions of the Starbucks and Cooper's Hawk buildings. As stated in the East Gateway Subarea Plan, a goal of the City is to keep this area economically healthy and aesthetically attractive.

It is stated in the Plan that a goal is to create, "Attractive streets and sites to distinguish the Subarea and key corridors from neighboring communities." In reviewing the proposed plan, the proposed usage would do quite the opposite. The travelers from both I-88 and I-355 pass almost a dozen gas stations and car wash establishments before reaching St. Charles. Rt. 64 and Rt. 59 have 4 car wash facilities, and 2 gas stations, alone. A gas station and car wash, accompanied by a restaurant, would be

indistinguishable from driving through West Chicago, for example. Opportunities for residents and visitors to get self and full-service car washes, and gasoline, are abundant within the City already.

I would also point out from the recent Annual Report by the St. Charles Police Department that in this same corridor at the intersection of East Main Street and Dunham Road finds ranks **number one** in the top ten intersection crash locations of 2019. It is the number 5 location of 2019's top ten roadway crash locations, tied by number of crashes with 4000 East Main Street (adjacent to the intersection in the proposal at hand), and one fewer than 3700 East Main Street (also adjacent to the intersection in this proposal at hand). This intersection also happens to have a Shell gas station, and the multiple cars entering and exiting at all times have a great impact on the safety of this intersection. It is a far less busy intersection than the parcel in question, which currently ranks 3rd, and 4th based on address on the 2019 top ten roadway crash locations in the City. Adding a high-volume of traffic entering and exiting at this intersection would be counter to the statement in the Main Street Subarea Plan of creating, "a more efficient corridor at the City-wide level." It is also counter to the statement in this section of the Plan to create, "A corridor that presents a unified image and identity for St. Charles."

A through review of the Plan as a whole makes clear that this proposal does not meet the requirements or objectives of the agreed-upon Plan for development. Therefore, it would be recommended that the Commission deny this proposal and allow the land owner to work with new developers on an alternative plan that conforms to the guidelines of the Comprehensive Plan.

Thank you for the opportunity to share my thoughts and concerns, and for your valued service to our beautiful community.

Sincerely,

Jayme Muenz

27 Southgate Course

Johnson, Ellen

To: Sanchez, Christine
Subject: RE: Plan Commission -Proposal

From:
Sent: Monday, July 06, 2020 5:25 PM
To: CD
Subject: Plan Commission -Proposal

Commissioners:

I have lived in St Charles for 14 years, and my husband, 3 boys and I love where we live and are active in our community.

We have lived in Ward 2 for 9 years and have watched the many changes on the east side of town, including the demise of the mall with no real progress other than Cooper's Hawk and Starbucks.

The image of this side of the city is important, but oftentimes feels overlooked.

After learning of the development opportunity that has been presented for the south east corner of Kirk Road and East Main Street, I set out to learn more.

The Comprehensive Plan indicates that the purpose is to guide land use decision-making to ensure the city continues to improve upon its legacy with an eye toward the future.

As stated in the East Gateway Subarea Plan, a goal of the city is to keep this area economically healthy and aesthetically attractive. It is stated in the Plan that a goal is to create, "Attractive streets and sites to distinguish the Subarea and key corridors from neighboring communities." The proposed plan of a car wash and gas station would not support that statement.

How does another gas station and car wash distinguish us from West Chicago, Batavia on Kirk Rd, etc.? Visitors pass numerous gas stations and car washes before reaching St. Charles. There is not distinguishing change from one city to the next -Rt. 64 and Rt. 59 have 4 car wash facilities, and 2 gas stations just east of us.

Additionally, my neighbors and I have reviewed the recent Annual Report by the St. Charles Police Department in this same corridor as the proposal, and the intersection of East Main Street and Dunham Road ranks the **number one** in the top ten intersection crash locations of 2019. It is the number 5 location of 2019's top ten roadway crash locations, tied by number of crashes with 4000 East Main Street (adjacent to the intersection in the proposal at hand), and one fewer than 3700

East Main Street (also adjacent to the intersection in this proposal at hand). This intersection also happens to have a gas station, and the multiple cars entering and exiting at all times impact the safety of this intersection. It is a far less busy intersection than the proposed plan for the parcel in question, which currently ranks 3rd, and 4th based on address on the 2019 top ten roadway crash locations in the City. Adding a high-volume of traffic entering and exiting at this intersection would be counter to the statement in the Main Street Subarea Plan of creating, "a more efficient corridor at the City-wide level." It is also counter to the statement in this section of the Plan to create, "A corridor that presents a unified image and identity for St. Charles."

Our neighbors and our review of the Comprehensive plan and of the 2019 annual police report makes it clear that this proposal does not meet the requirements or objectives of the agreed-upon plan for development. We can do better. I strongly encourage the Commission to deny this proposal and ask the developer to return with alternative plan that meets the guidelines of the Comprehensive Plan and is in the best interest of development on the East side of our city.

Molly Bryant
29 Southgate Course

Sent from my iPhone