



AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item Number: 4e

Title:

Recommendation to Issue a Request for Concept Proposals for the former Police Station site and adjacent City-owned properties.

Presenter:

Russell Colby

Meeting: Planning & Development Committee

Date: October 11, 2021

Proposed Cost: \$

Budgeted Amount: \$

Not Budgeted:

The City intends to offer the former Police Station facility and adjoining property for redevelopment.

In June 2020, staff presented a draft Request for Proposals (RFP) that was based on the recommendations of the 2020 Comprehensive Plan Amendment for Downtown and direction from a City Council workshop. At that time, the Committee chose to delay issuing the RFP due to the uncertainty of the pandemic and economic conditions.

At the recent City Council retreat, direction was provided to proceed with issuing the RFP instead as a Request for Conceptual Proposals. Preparation and submittal of a concept-level plan is less time consuming and a less costly undertaking for a developer. Allowing for submittal of concept-level designs should generate additional interest from developers and provide the City with a broader picture of what opportunities exist for redevelopment of the property.

Staff has updated the attached draft document. Sections with substantive updates are highlighted in red text.

Staff is seeking Committee feedback regarding:

- **Review Process:** Staff suggests allowing flexibility with the review process, and not committing to a firm timeline for the review or selection of a developer. We will need to see the amount and quality of responses received to determine how best to proceed.
- **Timeline for response:** Staff is suggesting at least 90 days out, to the end of January. This will allow for time for responses to be completed after the holiday season.

Attachments *(please list):*

Draft Request for Conceptual Proposals

Recommendation/Suggested Action *(briefly explain):*

Provide feedback and a recommendation to proceed with issuing the Request for Concept Proposals.



CITY OF
ST. CHARLES
ILLINOIS • 1834

Request for Concept Proposals

City of St. Charles, Illinois Police Station Site Area Redevelopment

Draft - October 2021



I. EXECUTIVE SUMMARY

The City of St. Charles is seeking conceptual proposals from qualified developers for redevelopment of City-owned property along the Fox River in the northeast quadrant of Downtown St. Charles. The property includes a former Police Station facility, and may also incorporate adjacent open spaces and parking lots, as defined herein and shown in attached exhibits. The City is open to a variety of uses on this site, but has a preference for mixed-use design that will contribute to the vibrant economy of St. Charles and complement the surrounding downtown area.

In 2020 the City updated its Comprehensive Plan recommendations for the Downtown Sub Area, in part due to the anticipated redevelopment of this City-owned site. City Staff gathered community input on the future development of downtown St. Charles through several community visioning sessions. The feedback that was solicited throughout the planning process significantly influenced the guidelines and recommendations established in the updated plan. The City encourages responders to reference the Comprehensive Plan when drafting their proposals.

The intent of this Request for Conceptual Proposals is to identify potential project concepts that meet the City's interests for redevelopment of the property. The City intends to review the conceptual proposals and consider selecting a developer with a concept that best meets the qualifications of this request. If a concept is selected, the City would continue discussions with the select developer regarding refinement of the concept and a redevelopment agreement for the property.

To be considered, proposals must be received by 4:30 p.m. on (date)

II. INTRODUCTION

Known for its historic charm and scenic location along the banks of the Fox River, downtown St. Charles has seen significant redevelopment and investment in recent years. The nearby First Street Redevelopment is a multi-phase project that has redeveloped a five block span of downtown on the west side of the river in the southwest quadrant of downtown, attracting dozens of new businesses to the community and promoting economic development.

Downtown St. Charles is a walkable urban-style environment, with a unique variety of historic buildings intermixed with new redevelopment. The downtown offers a unique mix of restaurants, retail, and entertainment, along with access to scenic regional trails, public plazas and parks where visitors can relax, enjoy a meal and even catch live music on many summer nights. Between the world class shows at the Arcada Theater and dozens of community events from seasonal festivals to marathon races, downtown St. Charles is not only enjoyed by its residents but also draws in thousands of visitors annually from the Chicago region and beyond.

The City of St. Charles is located in both Kane and DuPage Counties, 34 miles directly west of Chicago. Residents have access to the Geneva Metra Station, just three miles south of downtown, which provides commuter transit to downtown Chicago and surrounding suburbs. St. Charles is intersected by four state routes, including Route 64, 38, 31 and 25, and major regional highways, Kirk Road and Randall Road, that provide

connections to interstate highways. St. Charles is a home rule community with a residential population of approximately 33,400, but draws from a much broader far west suburban Chicago trade area with highly desirable demographics. The city is located within the highly rated St. Charles Park District and Community Unit School District #303. Additional demographic information can be found on the City's economic development website at ThinkStCharles.org.

In September 2019, the St. Charles Police Department opened a modern new police station outside of downtown. Prior to the opening of the new station, the police department had been housed in the building at 211 N. Riverside Ave, just north of the Municipal Center along the Fox River. The facility is comprised of a number of structures of various ages that had grown incrementally over time. The City determined the facility, while in a desirable central downtown location, would no longer meet the current and future needs of the Police Department. Now that the Police Department has relocated to a new station, the city is looking to capitalize on the momentum of the First Street Redevelopment and find a developer with a vision to redevelop the northeast riverfront quadrant into a vibrant, contributing segment of our downtown.

III. SITE PROFILE

The subject property is located north of the St. Charles Municipal Center in downtown St. Charles. The site is also adjacent to other City facilities, including the Century Station offices, City Fire Station #1 and various utility structures. The site is located on the east side of the Fox River with frontage on Riverside Avenue and is centrally located with easy access to restaurants, entertainment, and shopping elsewhere within Downtown and outdoor recreation along the riverfront.

SITE DESCRIPTION:

The redevelopment site includes the core Police Station site, depicted in Exhibit B, with the option to also include adjacent open spaces and parking lots.

The structures that comprise the former Police Department facility are of various ages and include late 19th or early 20th century industrial buildings and a 1980s era "wing" along the riverfront that was constructed around a central access court. This court provides access to a City water well site located inside the court. The structures are within the City's Central Historic District, but are rated as "Non-Contributing" structures. The City recognizes that optimal use of the site would likely require new buildings to be constructed on the property.

ZONING:

The core redevelopment site of the former Police Station is mostly zoned CBD-1, Central Business District. The purpose of the CBD-1 is to provide for the maintenance and orderly growth of a mixed use, pedestrian friendly, compact district of retail, service, office, and higher density residential uses in the central area of the City. A small amount of land on the north end of the Police Station facility is zoned Public Land. The Public Land portion could be rezoned to CBD-1 when a development project is proposed.

The CBD-1 zoning district has no maximum building coverage but restricts building heights to a maximum of 50 feet. The City may be open to taller projects as a part of a Planned Unit Development (PUD) review process. For comparison, the nearby First Street

Redevelopment includes up to a 5-story/75 foot building height. Architectural design, site layout, building massing and scale will be considered in assessing whether additional building height is appropriate.

In addition to plans for the core Police Station site, proposals may also include the adjacent parking lots to the east and south of the core site as part of the proposal. These parking lots are identified as “Area A” and “Area B” on Exhibit B. Area A is zoned CBD-2. The purpose of the CBD-2 Mixed Use District is to provide for a properly scaled mixed-use transition between single-family residential neighborhoods and the retail core of the CBD-1 Central Business District. The CBD-2 District permits a mix of retail, service, office, and medium-density residential uses within buildings that are of a reduced height and scale than that permitted in the CBD-1 District. However, development in this district is also intended to retain a pedestrian oriented character, similar to that of the CBD-1 District. Area B is zoned CBD-1.

RIVER CORRIDOR OPEN SPACE:

It is a priority of the Comprehensive Plan to maintain public open space along the riverfront. The 2020 Comprehensive Plan update for Downtown provides guidance that, at a minimum, there should be a 60 foot wide open space corridor running along the east shoreline of the Fox River. It also identifies a 20 foot minimum river trail/promenade width be included within this open space. The City has included the 60 ft. wide open space as “Area C”, identified on Exhibit B, as a potential part of the project site; however, Area C should be maintained as some form of open space in conformance with the Comprehensive Plan. There is an opportunity for shared public and private uses within the open space corridor and along the river walk path. Proposals may address the use of Area C, both for public and private purposes.

In 2014, a citizen-initiated task force was formed to update the 2003 Fox River Corridor Master Plan with an increased focus on active river recreation, economic development opportunities and ecological improvement initiatives. The concept for an “Active River Park” was presented for the section of river adjacent to the Police Station site. Concepts could include modification of the Fox River dam and lowering of the normal water level of the river, which may result in changes to the shoreline along the site, allowing for recreational uses in the river area of the Active River Park. Although the Active River Park has not moved beyond a conceptual discussion, prospective developers of the Police Station site should be aware of the possible long-term vision for the Fox River corridor in St. Charles. The 2015 River Corridor Master Plan update also identifies opportunities for other riverfront enhancements that could be incorporated into this redevelopment, independent of any action on the broader Active River concept. More about the Active River concept and the River Corridor Master Plan can be found at

stcharlesactiveriver.org

SITE CONDITIONS:

Given historical uses of the property, there is potential for environmental remediation as a part of the redevelopment project. A Phase I Environmental Site Assessment will need to be performed to understand the current environmental conditions and the potential scope and cost of any remediation.

Additionally, a geotechnical analysis is needed to understand the soil structure and bedrock depth across the site.

The City anticipates the environmental and geotechnical studies being conducted based on the selected conceptual plan and these studies may be conducted in collaboration with a selected developer.

Additionally, the site includes floodplain along the Fox River. The 100-year floodplain line follows the existing topography around the buildings and will likely be impacted by any redevelopment of the site. Floodplain elevations and regulations applicable to buildings near a floodplain will be important site engineering considerations.

UTILITIES:

The project site is served by all standard City of St. Charles public utilities including water, storm sewer, sanitary sewer and electric. (Note that the electric service in St. Charles is provided by a City-operated Municipal Electric Utility.)

There are a number of utility lines crossing through or around the site that may not be easily relocated; the effects of which may limit the building footprint of any redevelopment. The area also includes fixed utility facilities, such as a City well site and electric substation, which cannot be relocated, and whose connections and access must be maintained.

With respect to specific utility lines crossing through or around the site:

- Sanitary sewers passing around the site are regional trunk lines that likely cannot be rerouted.
- Certain watermains could potentially be re-routed; however the mains interconnect with fixed facilities in the immediate area (including two well sites, a treatment building and a reservoir building). Also, the network of underground infrastructure is crowded, which may limit routing alternatives.
- Overhead electric poles along the east side of Riverside Avenue carry both Commonwealth Edison power to the substation site and City electric distribution lines exiting the site. There would be substantial cost to place these lines underground.

The attached Exhibit D shows schematic layout of the utilities crossing the site. Additionally information on utilities may be requested, subject to entering a data license agreement with the City.

SPECIAL SERVICE AREAS:

The properties are located in two of the City's Special Service Areas- 1A and 1B.

- SSA-1A provides for the maintenance of public parking to serve the downtown.
- SSA-1B provides for downtown revitalization efforts relating to economic development and promotional activities in the downtown area.

IV. CITY DEVELOPMENT OBJECTIVES & REQUIREMENTS

The City of St. Charles has a preference for a Mixed-Use redevelopment proposal; however, is open to any of the following uses:

Commercial – retail, office, restaurant

Hospitality – hotel, entertainment

Residential – condominiums, apartments, (upper floors only)

DEVELOPER QUALIFICATIONS

The developer’s track record for similar projects to the proposed concept will be considered during the evaluation of the conceptual proposals.

PROJECT SCHEDULE

The property is currently vacant and available for redevelopment. The project timeline and completion date will be determined by the scope and scale of the chosen project. Proposals should include a conceptual timeline for entitlement, construction and completion of the project.

QUALITY ARCHITECTURE OR DESIGN

The project site is located within the Central Historic District in Downtown St. Charles. The proposal should take into consideration the quality and style of architecture in downtown and how the proposed building complements the existing built environment. Further guidance is provided under the Building Design Guidelines in this RFP, based on the Comprehensive Plan- Fox River Frontage Subarea Plan and the City Zoning Ordinance design guidelines for the CBD-1 zoning district.

ENHANCEMENT OF THE RIVERFRONT

Redevelopment of this highly visible, riverfront site should enhance the property and overall appearance of downtown St. Charles. The project may include space that is within the 60 foot wide open space corridor (Area C) identified within the Comprehensive Plan. Consideration should be given to how the proposed development will interact with both public and private uses of the riverfront.

PARKING SOLUTIONS

Growing the commercial or residential base in downtown will require special attention to address parking demand. Proposals should include parking to accommodate the requirements of the development, and to the extent possible, parking should be located internally. Any parking that exceeds the minimum required parking for the development would be considered favorable.

The project site has the potential to include municipal parking lots identified in Exhibit B as Area A and Area B. Any parking that is removed from the site that currently serves as public parking or parking for city hall employees and visitors shall be included in addition to the minimum parking required by the ordinance. Current municipal operations require approximately 95 parking stalls.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Proposals will be evaluated for consistency with the updated Comprehensive Plan. Particularly careful consideration will be given to the proposed use of the riverfront open space, the primary land uses, building scale, and parking provisions.

V. BUILDING DESIGN GUIDELINES

Any proposed structure being designed and built as part of this site redevelopment should address both the river and street frontage present at the site. Since the buildings along the Fox River are visible from several locations in Downtown and accessible from all sides, they should utilize 360 Degree architecture with traditional building materials and design elements on all sides that generally align with surrounding buildings in terms of horizontal elements and vertical rhythm.

For more specific details, Section 17.06.040 of the City's Zoning Ordinance contains Design Standards for Guidelines for the CBD-1 and CBD-2 zoning district (attached).

The redevelopment area is located within the City's Central Historic District. Exterior architectural plans are subject to the review by the City's Historic Preservation Commission.

VI. CITY OF ST. CHARLES PARTICIPATION

The City's interest in incentivizing this redevelopment project is dependent on the scale and potential economic benefits generated by the proposal. Developers are encouraged to provide high-level business terms that outline the incentivization needed for the project to be feasible.

VII. SUBMISSION REQUIREMENTS

Three physical copies and an electronic copy of the proposal to include the following information:

1. Developer Information
 - i. Names, address and contact information for developer
 - ii. Information regarding the developer entity, including disclosure of officers or members
 - iii. Information regarding any potential conflicts of interest, including any relationship to any City official or staff member
 - iv. Identification of members of the developer's team including engineers, architects or contractors
2. Comparable Projects
 - i. Information regarding previous similar project experience, with specific examples, and information regarding public financial assistance for the projects.
3. Project Narrative
 - i. Description of the design intent for the project and the target market for users and tenants.
 - ii. Plans for long-term ownership and management of buildings.
 - iii. Conceptual timeline for entitlement, construction and completion of the project.

- iv. Projected construction value.
 - v. High level business terms and requested incentivization.
4. Concept Plan
- a. Scaled site plan showing site boundaries, building footprints, open spaces, and site improvements, including parking and pedestrian facilities. Site plan to be superimposed over aerial photo.
 - b. Development data, including proposed uses, total square footages, unit counts, and parking count information.
 - c. Conceptual architectural building elevations, photo illustrations and/or three-dimensional renderings to demonstrate the building massing in relation to the surrounding property and buildings.

VIII. REVIEW PROCESS

1. Submission of proposals (Date)
2. Evaluation of the proposals by City Staff, based upon the criteria identified herein.
3. Selection of a shortlist of proposals.
4. Introductory meeting with City Staff.
5. Selection of one or more Finalists.
 - a. Finalists may be asked to provide financial information as determined by the City, sufficient to demonstrate the developer's capacity to successfully undertake and complete the project.
6. Presentation by the finalists to the City Council or a City Council committee
7. Direction from the City Council for City staff to continue discussions with a select developer to refine the project plans and initiate discussion of a development agreement.

Note the City shall not be obligated to accept a proposal and reserves the right to reject all proposals. The City also reserves the right to negotiate with a developer on the terms of the Development Agreement. The City is not responsible for any costs incurred by developers submitting or presenting proposals.

IX. CONTACT:

City of St. Charles

Community & Economic Development Department

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X. EXHIBITS

- A. Location Map of Downtown St. Charles
- B. Project Site Area Exhibit (Core Police Station site and Areas A, B & C)
- C. Parcel Map
- D. Utilities and Floodplain schematic
- E. Zoning and building height exhibit
- F. Design Standards and Guidelines (Zoning Ordinance Sect. 17.06.040)
- G. Comprehensive Plan excerpt

Exhibit A: Location Map of Downtown St. Charles



Pottawatomie Park

Police Station Redevelopment Site



Fox River

City Hall

Chicago 43 Miles



Main Street / Route 64

Arcada Theater

St Charles

First Street Redevelopment

Route 25

Geneva Metra Station 3 miles



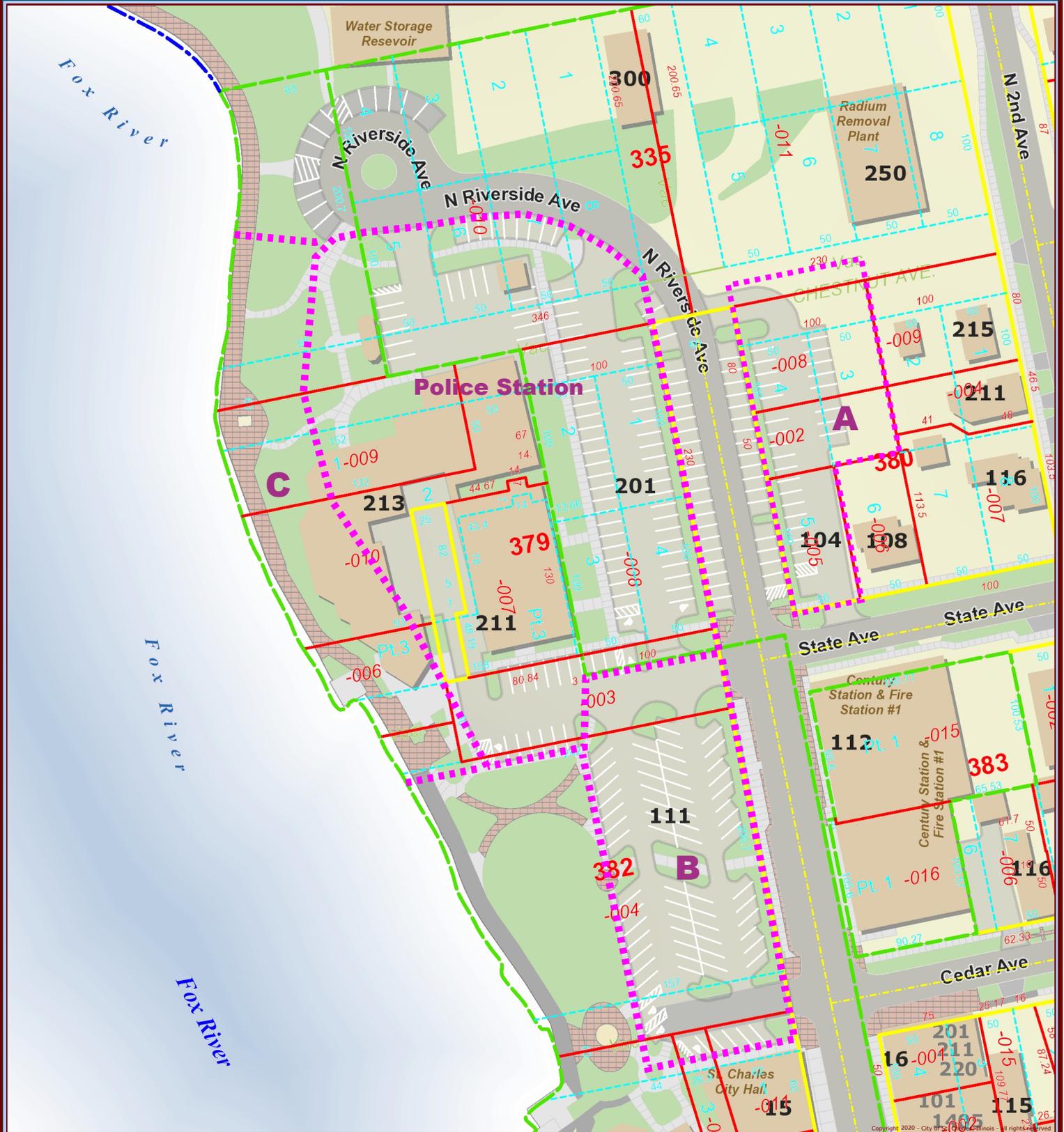
Blue Goose Grocery Store

1000 ft



Exhibit B: Project Site Area





Data Source:
 City of St. Charles, Illinois
 Kane County, Illinois
 DuPage County, Illinois
 Coordinate System: Illinois State Plane East
 Projection: Transverse Mercator
 North American Datum 1983
 Printed on: March 30, 2020 03:34 PM



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 Prepared by Precision GIS

Exhibit D: Utilities & Floodplain Schematic

Water Main ——— Sanitary Sewer → Overhead Electric - - - - -



Exhibit E: Zoning & Building height exhibit

Spot elevations shown



Exhibit F

Design Standards and Guidelines – CBD1 and CBD2 districts

Section 17.06.040 of the St. Charles Zoning Ordinance

A. Standards and Guidelines for Site Design

1. Building Placement and Lot Coverage

Intent: Establish site development patterns that are compatible with the historic patterns of downtown St. Charles, while allowing the flexibility necessary to produce more intense, mixed use development that will foster a pedestrian-oriented environment.

Guidelines:

- a. A building within the Downtown Overlay district should occupy at least 70%, and, whenever possible, 100%, of the width of its street frontage. Where buildings or parts of buildings are placed more than five feet from the right-of-way line or property line, a pedestrian space between the building and the street should be created that is 16 to 20 feet deep, and should be occupied by an active use (outdoor eating and drinking or outdoor sales) or a public space (a small park or plaza).
- b. The sides of buildings facing the river should be publicly accessible to the greatest extent possible, at the first floor level. This may result in more than one “front door” for some businesses.
- c. Buildings should be oriented towards zones of pedestrian activity, with primary entrances facing directly onto the street at street level.
- d. To maintain historic patterns of building development in downtown St. Charles, building footprints should not occupy more than 75% of a block.

2. Parking and Service Areas

Intent: Provide adequate parking and service areas to serve development without overbuilding parking or overwhelming the pedestrian character desired for downtown.

Standards:

- a. Surface parking lots shall not be located between buildings and the street, but may instead be located behind or beside buildings.
- b. Private surface parking lots shall not be located directly adjacent to the river. Where parking must be located near the river, there shall be a landscaped area, preferably with pedestrian amenities, between the parking lot and the river.

- c. Service and loading facilities shall be oriented and/or screened so that they are not visible from public streets.

Guidelines:

- a. Where a lot or use is eligible for the parking exemption (Section 17.24.080), on site parking is discouraged. Where parking is provided, its design and location should minimize impacts on the pedestrian environment. Perimeter landscaping or decorative walls for screening, parking courtyards, and use of brick or other decorative pavers for surfaces, are examples of ways to accomplish this.
- b. Vehicle access to parking structures, parking lots, and service areas should not be directly from arterial streets.
- c. Where private parking is necessary, shared and joint-use parking should be pursued to minimize private surface parking.
- d. Pedestrian zones along sidewalks should be protected with landscaping and street furniture within the sidewalk right of way, and should be supplemented with a row of parallel or diagonal parking between the sidewalk and the traffic lanes.

B. Standards and Guidelines for Building Design

1. Building Design, Massing and Detail

Intent: New buildings should reflect the architectural heritage of downtown without copying historic architecture, and should be “of their own time.” Buildings also should be of high quality and enduring value, so that in the future, they are as revered as the landmark buildings in the rest of downtown. While the design standards and guidelines do not encourage the replication of historic structures, they do promote compatibility with the character of existing buildings in downtown.

Standard:

- a. Plastic or backlit awnings shall not be used. While the use of more traditional awning materials and forms is encouraged, the width and height of awnings shall be related to the window openings and design of the building.

Guidelines:

- b. New buildings should not present a barren landscape of rooftop mechanical equipment and expanses of unadorned flat roofs when viewed from upper floors of existing buildings. The patterns, materials and details of roofs and rooftops should foster views or become viewed elements in themselves, such as rooftop gardens. Rooftop mechanical equipment should be organized and located or screened to be visually consistent with the patterns, materials and details of the structure.

- c. In the Downtown Overlay district and other areas intended to have more intense pedestrian activity, buildings should be designed so that street level and second stories are predominantly windows; street level facades, and facades facing the river or open space, should be a minimum of 50% transparent glass. Facades facing publicly accessible walkways, but not facing streets should be a minimum of 25% transparent glass; upper floors should also contain transparent glass (30% or more); the use of mirrored, tinted or opaque glass or spandrel panels in new buildings to fulfill this guideline is not acceptable. (Spandrel glass may have acceptable applications for other purposes.)
- d. For buildings greater than four stories or 50 feet in height, higher stories should be stepped back from street level facades a minimum of six feet and a maximum of sixteen feet.
- e. Design the lower levels of buildings with pedestrian scale, and a sense of human hand and craft rather than machine production; distinguish the street level of the building from upper levels through the use of an intermediate cornice, a change in building materials or detailing, an awning, trellis or arcade, or lintels at upper level windows. Building entrances should be designed as a prominent feature of the building.
- f. Retail and entertainment uses should open directly onto a public street or publicly accessible pedestrian way (rather than through an interior lobby).
- g. Use earth tones or muted colors in the materials used for building exteriors. The goal is to achieve a design where no single building stands out or overpowers the views or the natural landscape of the valley. Lighter colors or bright colors should be used only in minor accents.
- h. Employ building focal points or “landmark” elements (clock towers, turrets or other architectural devices) with discretion. The use of elements such as gratuitous clock towers or fake dormers is discouraged.
- i. The development of usable rooftop spaces is encouraged. The height of rooftop arbors or garden features should not be considered in the height of the building, but should not exceed 12 feet in height. Such features should be set back from facades facing public rights-of-way at least 10 feet so they are less visible from ground level. Enclosed structures on the roof, including those used for access, should not exceed 20% of the roof area, and “open” roof structures such as arbors or other structures to provide partial shade should not exceed 30% of the roof area.

2. Materials

Intent: Use building materials in a meaningful way, but not in ways that result in a false representation of history.

Guidelines:

- a. The use of brick and stone as dominant materials in a building is highly encouraged. In general, brick and stone should be the predominant materials for buildings within the CBD-1 District, while more wood and other compatible materials are acceptable in the CBD-2 District.
 - b. Mortar should generally match the color of the brick or stone.
 - c. Accent materials used in parapets, lintels, cornices, sills, bases and decorative building elements should be brick, stone, cast stone or architectural precast concrete, wood (except that wood shall not be used at parapets), untreated copper, terra cotta, or dark colored prefinished metal.
 - d. High quality pre-cast concrete and high quality metal (with a matte or non-lustre finish) and synthetic materials may also be acceptable on an individual basis, provided such materials constitute less than 20 percent of the exterior and should be used in combination with other acceptable materials.
 - e. Reflective or mirrored glass is prohibited; only transparent glass should be used for street level windows.
3. Franchise Architecture
- Intent: Preclude the development of new uses that employ franchise architecture, corporate colors or symbols other than signage to identify their presence. Avoid standardized designs that do not fit in within the context of community character and neighboring development.*

Guideline:

- a. Franchise or corporate architecture should be avoided unless it is compatible with the Standards and Guidelines applicable to the downtown districts. Customized, site specific designs should be provided for all development within downtown St Charles.

C. Standards and Guidelines for Public Spaces

1. Views and View Corridors
- Intent: New development should be located or designed to maintain significant sight lines to the river and to prominent landmark buildings.*

Guideline:

- a. New buildings in the downtown area should not intrude into view corridors along First Street to the Hotel Baker, along street rights-of-way or extensions thereof

toward the Fox River, or from other streets and public spaces toward other prominent community landmarks.

2. Streetscape and Public Spaces

Intent: Where private development involves improvements to public property, establish continuity and identity through a quality streetscape design that results in a truly pedestrian friendly environment and that creates a sense of place.

Standards:

- a. Public sidewalks shall be designed to support pedestrian movement and allow for a variety of activities such as sitting, conversing, people watching, etc. via streetscape enhancements; sidewalk widths along public streets shall generally be 12 feet or more in width.
- b. Pole-mounted or building mounted lighting shall be designed at a pedestrian scale, and that is compatible with the historic character of the area.
- c. Street crossings (or even intersections) shall be enhanced with pavement materials, colors or textures that highlight the crossing as a pedestrian zone.

Guidelines:

- a. Create plazas, courtyards and other urban open spaces for buildings with a footprint larger than 10,000 square feet; surround public spaces with uses that activate the space, such as street level retail facing onto the space, housing, or eating and drinking venues.
- b. Avoid the creation of large, singular spaces; rather, create a series of smaller spaces that offer opportunities for a variety of activities and views.
- c. Spaces between buildings should not become “leftover” spaces; rather the design of the space should invite pedestrians with thoughtful pedestrian features or simply by the craft and detail of the buildings along the space.
- d. Provide seating at the rate of one linear foot per linear foot of perimeter of the open space; provide “perches” that allow viewing of activity in the space; at least half of the seating in the space should be “found” seating (steps, walls, planter edges). Movable seating is also highly desirable.

3. Pedestrian Movement

Intent: Foster pedestrian movement and activity by protecting pedestrian spaces from intrusions and providing elements that offer comfort for pedestrians.

Guidelines:

- a. Primary pedestrian movement routes should be reinforced with wayfinding devices (special pavements, signs, graphics).
- b. Utility functions (electrical transformers and switchgear, signal control boxes) should be placed underground, within buildings, or along cross streets to avoid conflicts with pedestrian movement and views.
- c. Provide “protection” for the pedestrian zone in the form of bollards, large planters, or trees where parking is not allowed along a street.
- d. Provide overhead cover for pedestrians; use arcades, building projections or awnings to afford a minimal level of protection from the environment; cover extending over the sidewalk (awnings) should be located between 9 feet and 12 feet above the walk, and should project over not more than one-third the width of the walk (but not less than 4 feet). Such overhead cover should be coordinated with the locations of street trees and street lights. Cover afforded by an arcade (a covered passageway along the street side of a building) should maintain a series of building columns at the sidewalk edge, and should be a minimum of 5 feet deep but no deeper than $\frac{2}{3}$ the height of the arcade.

4. Landscape and Public Art

Intent: Enhance developed areas with landscaping, public art, and unique features that tell the stories and commemorate the heritage of St. Charles.

Standards:

- a. Comply with the provisions of Chapter 17.26, Landscaping and Screening.
- b. Refuse and recycling containers shall be located away from the streets and pedestrian areas and shall be screened from the street view in compliance with Section 17.26.120 (Additional Screening Requirements).

Guidelines:

- a. a. Develop landscape patterns that are shaped as spaces for people (pocket parks, courtyards and urban open spaces and gardens) as opposed to more suburban landscape treatments such as berm plantings and vegetative buffers.
- b. b. Use Public Art to tell stories about the heritage, people and events of the community, and the natural history of the region. Public art can be made purposeful, as well. For example, sculpture may double as a seating surface, manhole covers might convey messages about nature, and wide sidewalks or street intersections might become tableaus for art

Downtown Catalyst Sites Addendum

SITE R

Land Use

Any proposed development should contain the following characteristics :

- Maintain 60 feet of open space along the river.
- Maintain Riverside Ave. to provide access for existing utility infrastructure.
- Conceal parking within the development.
- Building heights should be in line with current zoning and should step down towards the river; taller buildings can be considered through a PUD review process.
- Building setbacks will be determined based on riverfront/ shoreline improvements, which may include enhancements identified in the 2015 River Corridor Master Plan Update ("Riverpark Concept").

Mixed Use

The old police station and surrounding parking lots are some of the best opportunities for redevelopment along the river within downtown. The preferred land use of these sites is Mixed Use, such as ground floor commercial and upper floor hotel or residential uses. New uses proposed for the old police station site will need to maintain access to the City Well site. Any new development that would remove the public parking behind City Hall would need to accommodate the removed public parking within the proposed plan.

Residential or Parking

This area is suitable for residential or parking uses. Residential uses would transition from the neighborhood to the east and take advantage of views of the river. Alternately, a parking garage in this location could be used to support City parking needs, if the current municipal parking lot(s) are redeveloped for mixed use.

Open Space

Maintain public open space along the river. The location and size of the open space may vary depending on riverfront/ shoreline improvements. However, the public open space should not be reduced to less than 60 feet, which is the approximate width of the current 100 year floodplain along the riverfront.



Site Improvements

■ ■ ■ Riverfront:

- Enhanced river trail/ promenade, 20 feet minimum width pathway.
- Maintain public space near the bike bridge for a viewpoint.
- Either retain or relocate the Veterans Memorial near the old police station.

▨ Utility:

- Better screening of utility uses to enhance the appearance of the area.

▭ Structure Parking:

- Structured parking should be concealed by buildings where possible.
- Structured parking could be established east of Riverside Ave., with an upper level access from N. 2nd Ave. A traffic study and analysis is needed to determine the impact on the existing street network and traffic controls.

▭ Landmarks:

- 108 and 116 State Ave. are locally landmarked structures. Any work that would significantly alter the structures will need to be reviewed by the Historic Preservation Commission.
- Preserve Old City Hall building and the Municipal building. Both structures are listed on the National Register of Historic Places.

← Access/ Connectivity:

← Maintain public access and visual connection to the river at State Ave. and Cedar Ave.

--- Interconnection of Fox River Trail, Great Western Trail and Pottawatomie Park should be improved and enhanced to promote bike/pedestrian access and recreational activity.

