

 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item Number: 4f
	Title:	Presentation of a Concept Plan for River East Apartments	
	Presenter:	Russell Colby, Assistant Director of Community & Economic Dev.	
Meeting: Planning & Development Committee		Date: August 16, 2021	
Proposed Cost:		Budgeted Amount:	Not Budgeted: <input type="checkbox"/>
<p><u>Background</u></p> <p>Conrad Hurst of Frontier Development, as property owner, has filed for a Concept Plan review for property located at the southeast corner of Riverside Ave. and Illinois Ave. The site includes:</p> <ul style="list-style-type: none"> • A private parking lot with ATM drive-through facility. • 216 Riverside Ave. office building (recently home to the Chamber of Commerce). • Indiana Ave. and property to the south comprising a triangular area of City street right-of-way. <p>The proposal includes:</p> <ul style="list-style-type: none"> • Retaining the existing building footprint, private parking lot and ATM drive-through facility. • Retail use on the ground floor, plus 4 stories of upper floor residential apartments (48 units). • Closure of Indiana Ave. and use of the grass area to the south for street parking and open space. • Narrowing Riverside Ave, and adding angled parking and a pedestrian crossing at Indiana Ave. <p>The property is zoned CBD-1 Central Business District. A PUD would be required based upon the building size (height and gross floor area) and density (residential unit count).</p> <p>The 2013 Comprehensive Plan identifies the property as “Mixed Use” and the property is identified as a “Catalyst” development site in the Downtown Sub Area Plan, as outlined in the Staff Report.</p> <p><u>Plan Commission Review</u></p> <p>Plan Commission reviewed the Concept Plan on 7/20/21. A summary of Commission comments is provided below, please see the attached transcript for additional detail:</p> <ul style="list-style-type: none"> • Support for the mixed-use concept and housing opportunity downtown; however, density is too high. • Concern with size/bulk/scale relative to the adjacent neighborhood; suggestion for a shadow study. • Building should be a gateway and transition into downtown; step/vary the building mass. • Consider different architecture for the building to appear less massive. • More detail needed to understand the courtyard, green space and Indiana Ave. viewshed to the river. • Concern about diagonal parking on Riverside Ave. • Concern about use of public streets for private parking. • Need for a larger parking study that considers availability for all users in SE quadrant of downtown. • Need for a traffic study to review potential changes and impacts to Riverside, 2nd and Indiana Aves. <p>There has been a significant amount of comments received- Letters are attached.</p>			
<p>Attachments <i>(please list):</i> Staff Report, Application, Plans, Letters, Plan Commission transcript</p>			
<p>Recommendation/Suggested Action <i>(briefly explain):</i> Provide feedback on the Concept Plan. Staff suggests providing feedback regarding:</p> <ol style="list-style-type: none"> 1) Land Use 2) Building mass and scale, including request for increased building size 3) Unit count and parking impacts 4) Proposed modifications to City streets- Riverside, Indiana and 2nd Ave. 5) Request to convey City property for the project (or granting an easement or license for private use) 6) Whether the project meets the purposes for a PUD 			



Applicant:	Conrad Hurst
Property Owner:	STC Morse, LLC STC 216, LLC (Frontier Dev.)
Location:	Southeast corner of Riverside Ave. and Illinois Ave.
Purpose:	Receive feedback on Concept Plan
Application:	Concept Plan
Public Hearing:	Not required
Zoning:	CBD-1 Central Business District & Downtown Overlay
Current Land Use:	Office building, parking lot and bank ATM
Comprehensive Plan:	Mixed Use

River East Apartments



Subject Property

Summary of Proposal:	<p>Conrad Hurst, Frontier Development, property owner, has filed a Concept Plan:</p> <ul style="list-style-type: none"> Mixed-Use building with ground floor commercial and parking, and upper floor residential apartments (48 units) Closure of Indiana Ave. and use of City-owned grass area to the south for street parking and open space
Info / Procedure on Application:	<ul style="list-style-type: none"> Per Sec. 17.04.140, the purpose of the Concept Plan review is as follows: “to enable the applicant to obtain informal input from the Plan Commission and Council Committee prior to spending considerable time and expense in the preparation of detailed plans and architectural drawings. It also serves as a forum for owners of neighboring property to ask questions and express their concerns and views regarding the potential development.” A formal public hearing is not involved, although property owners within 250 ft. of the property have been notified and may express their views to the Commission. No recommendation or findings are involved.
Suggested Action:	<p>Provide feedback on the Concept Plan. Staff suggests providing feedback regarding:</p> <ul style="list-style-type: none"> Land Use Building mass and scale, including PUD request for increased building size Unit count and parking impacts Proposed modifications to City streets- Riverside, Indiana and 2nd Ave. Request to convey City property (or an easement or license for private use)
Staff Contact:	Russell Colby, Assistant Director of Community & Economic Development

I. PROPERTY INFORMATION

A. History / Context

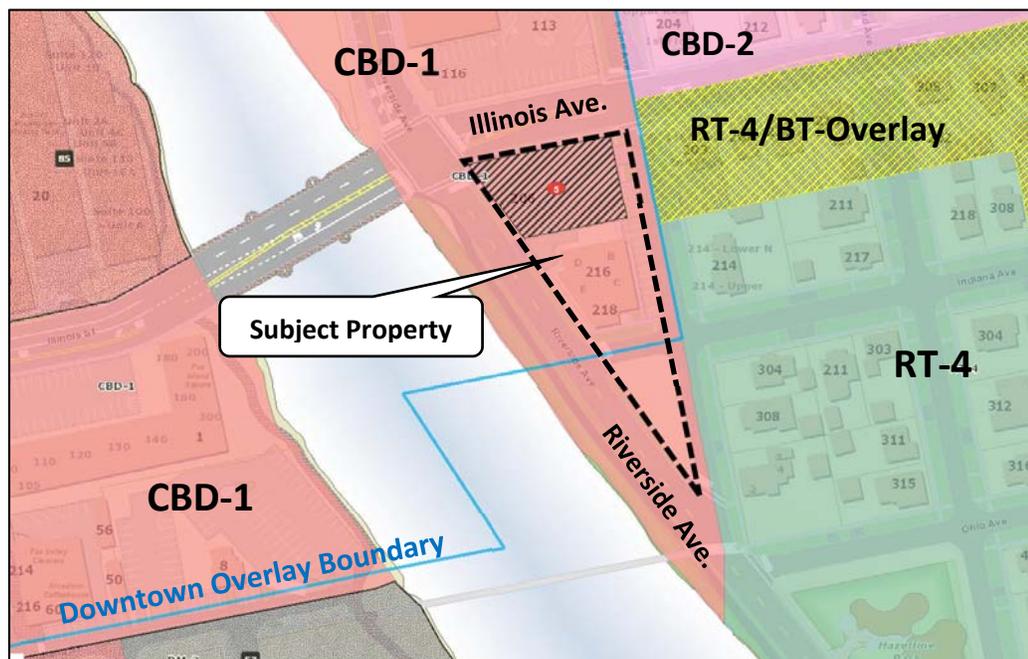
The subject property is comprised of three areas:

- 206 Riverside Ave, at the corner of Illinois Ave. This site is a parking lot that was previously owned by BMO Harris Bank and served as parking for the former bank facility at 1 E. Main St. The property is now owned Frontier Development and is used informally for general downtown parking. A Special Use was approved in 2020 to install a bank ATM drive-through facility within the parking lot.
- 216 Riverside Ave, which most recently was occupied by office and services uses, including the Chamber of Commerce. The building was previously owned by Batavia Enterprises and is now owned by Frontier Development. The building was originally the Riverview Dairy, constructed in the early 1900s.
- City-owned property to the south, comprising a triangular grass area, south of Indiana Ave. According to current tax maps, this grass area is not a land parcel but rather part of the street right-of-way. Because the adjacent streets are all City jurisdiction, the City effectively owns this grass area.

B. Zoning

The subject property is zoned CBD-1 Central Business District.

	Zoning	Land Use
Subject Property	CBD-1 Central Business & Downtown Overlay District (part)	Office building Parking lot with ATM
North	CBD-1 Central Business	Parking lots and commercial uses
East	RT-4 Traditional Single and Two Family Residential; BT Transitional Business Overlay	Single family and multi-unit residential structures, Residential structures converted to office uses
South	CBD-1 Central Business	Fox River
West	CBD-1 Central Business	Fox River



C. Comprehensive Plan

The 2013 Comprehensive Plan identifies “Mixed Use” as the future land use of the property:



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

Downtown Subarea Plan

Chapter 8 of the Comprehensive Plan contains the Downtown Subarea Plan (p. 86). Subarea plans contain location-specific recommendations. The subject property is located within the Downtown Subarea and is referenced in a number of locations:

Downtown Framework Plan (p. 87): The site is shown in the “Gateway Corridor Frontage” or streets that “offer primary entry into Downtown, and therefore provide the first impression.” Both Riverside Ave. and S. 2nd Ave. are identified as part of the Gateway frontage. The following recommendations are provided for properties along Gateway Corridor Frontages:

- ***Building Massing & Placement:*** Buildings should be generally located on the front lot line, although small setbacks could accommodate gateway landscaping. To the extent possible, buildings should be built to the side lot lines to create a continuous streetwall.
- ***Building Facade Orientation and Design:*** Facades should have strong orientation to the public side-walk, or angled toward key gateway intersections, with welcoming

entrances. Attractive and safe rear entrances from rear parking areas or public walks should also be provided where appropriate.

- **Architectural Style and Design:** *Buildings should use traditional building materials and design elements, and generally align with surrounding buildings in terms of horizontal elements and vertical rhythm. However, more flexibility and creativity should be encouraged within this general framework.*
- **Vehicular Access & Parking:** *Parking should be located to the rear of the lot, and minimal curb cuts should be provided from the public street. Development should share curb cuts and provide access from side streets instead of gateway streets wherever possible.*
- **Bicycle Access & Pedestrian Mobility:** *All buildings should provide an attractive and discernable public entry from the sidewalk, and to the extent possible, bicycle parking should be provided at the rear or sides of buildings, near parking areas or other pedestrian accessible areas.*
- **Land Use:** *Uses should be mixed, comprised of traditional downtown mixed use activities such retail, restaurant, and local services, as well as secondary uses including offices and services with less customer visitation. Multi-story mixed use buildings should also be encouraged. Multi-family may also be appropriate on the fringe areas of Downtown.*

Downtown Improvement Plan (p. 89): The plan identifies locations of Gateways, including the intersection of Riverside and 2nd Ave., and states the following:

While streetscaping in Downtown distinguishes this part of the City from other areas, the differences can be subtle to a casual observer and the edges of Downtown are not well demarcated. Given the importance of Downtown, the City should install gateway features at key entry points, that are integrated to the extent possible, with redevelopment of prominent parcels and highly visible locations. North-south gateways are currently less defined and would benefit most from enhancement. Gateway features consisting of signage, lighting, and landscaping should complement the existing streetscape and announce entry into Downtown St. Charles.

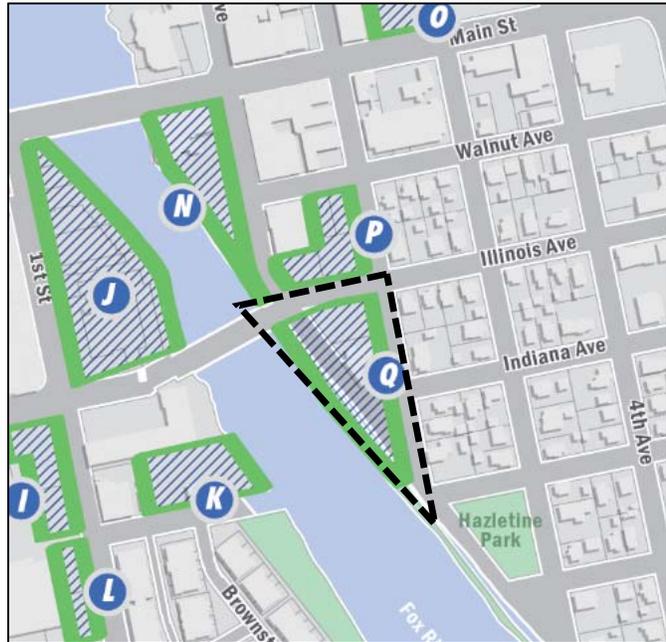
Catalyst Sites (p. 90): The subject property is identified as a “Catalyst Site”, defined as follows:

Catalyst sites are those parcels where redevelopment could have a catalytic impact on the surrounding area. In the identification of catalyst sites, certain criteria are considered. Catalyst sites are determined based on the sites exhibiting some or all of the following characteristics: Underutilized buildings or land; Vacant buildings or land; Structural soundness of buildings; Size of property; Ownership (e.g., unified private ownership or City-owned); Visibility and access; Current zoning and adjacent zoning; and Surrounding land uses. Although the sites identified provide alternatives if a property is proposed for future redevelopment, it is not necessarily an interest by the City to acquire or redevelop the site.

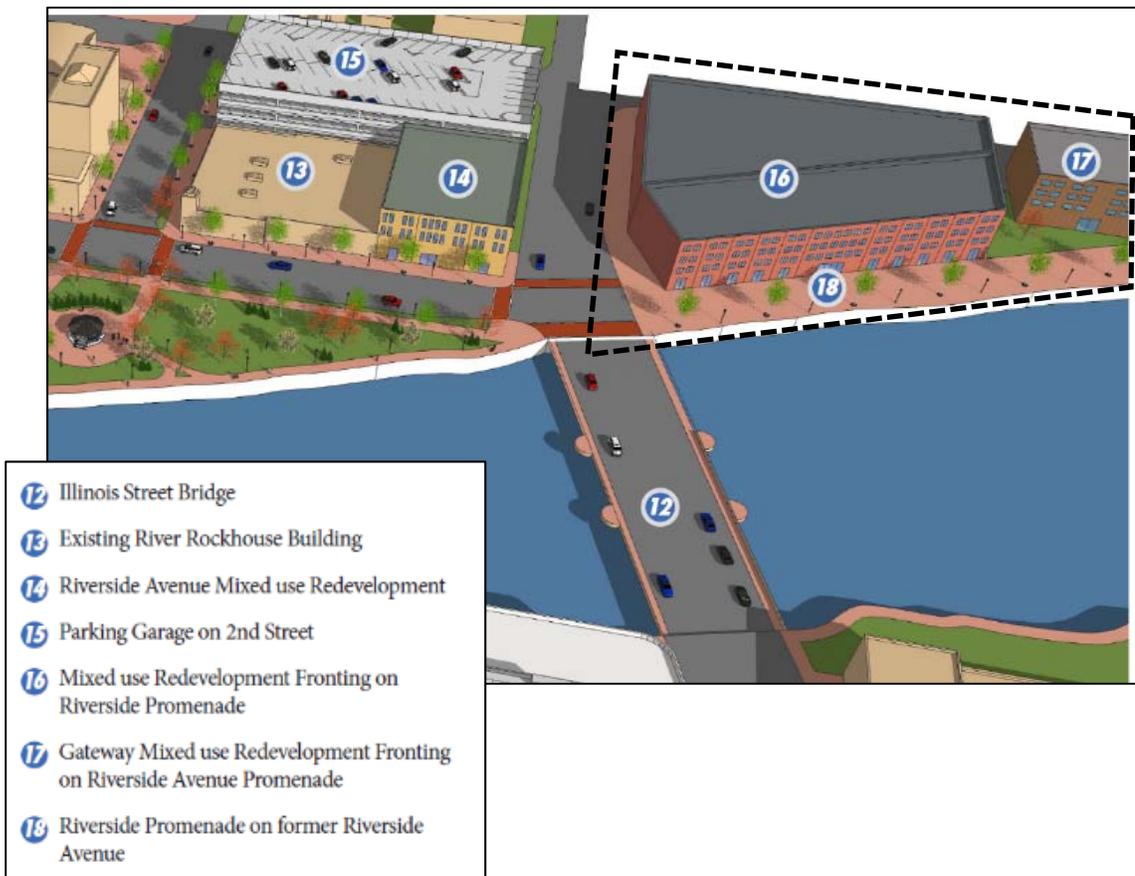
It should be recognized that some of the catalyst sites are existing public or private parking lots. The parking supply near each site should be assessed as each is considered for development. Downtown parking is further discussed on p. 74 and p. 89.

The subject property is identified as **Catalyst Site Q**.

Recommendation for Catalyst Site Q:
 This opportunity site represents the greatest potential for riverfront redevelopment on the east side of the Fox River. This site currently hosts a small office building and modest open space. However, it is the southern gateway to downtown along Riverside Avenue. Redevelopment of the site could vary based on the City’s ability to address transportation and circulation. Redevelopment should also include a significant gateway feature at the southern end of the site, and gathering spaces for riverfront events, cafes, or other activities and uses.



Downtown Redevelopment Concept (p. 92): This image depicts a development concept for a number of Catalyst Sites, including Site Q, but notes “the concept is only meant to illustrate one possible approach for redevelopment that satisfies the goals, objectives and guidelines as expressed in the St. Charles Comprehensive Plan.”



II. CONCEPT PLAN REVIEW PROCESS

The purpose of the Concept Plan review is to enable the applicant to obtain informal input on a concept prior to spending considerable time and expense in the preparation of detailed plans and architectural drawings. The Concept Plan process also serves as a forum for citizens and owners of neighboring property to ask questions and express their concerns and views regarding the potential development. Following the conclusion of the Concept Plan review, the developer can decide whether to formally pursue the project.

III. PLANNING ANALYSIS

Staff has analyzed the Concept Plan to determine the ability of future plans based on the Concept Plan to meet applicable standards of the Zoning and Subdivision ordinances. Based on the level of information provided, the plan was primarily reviewed against the following code sections:

- Ch. 17.06 Design Review Standards & Guidelines
- Ch. 17.16 Business and Mixed Use Districts
- Ch. 17.24 Off-Street Parking and Loading

A. Zoning

The property is located in the CBD-1 Central Business District and Downtown Overlay District. No change to the underlying zoning is proposed.

The property is located in the Central Historic District.

B. Proposed Uses

The Concept Plan proposes first floor retail use and upper floor 1- and 2-bedroom residential apartments.

- Use of the first floor of the building is subject to the Downtown Overlay District permitted use list. “Retail Sales” is a permitted use.
- The residential apartments are categorized as a “Multi-Family Dwelling”, which is a permitted use in the CBD-1 district, subject to a minimum lot area per unit limitation.

C. Bulk Standards

The table below compares the Concept Plan with the bulk standards applicable to the CBD-1 Zoning District. Any deviations from the bulk standards required for the development would need to be approved through a Planned Unit Development (PUD).

Category	CBD-1 Zoning	Concept Plan
Min. Lot Area	1,000 sf per residential unit 48,000 sf required for 48 units	25,930 sf for 48 units (Existing site is approx. 21,400 sf, which would allow 21 units)
Min. Lot Width	None	N/A
Max. Building Coverage	None	N/A
Max. Gross Floor Area per Building	40,000 sf	64,354 sf
Max. Building Height	50 ft.	63 ft.
Front Yard	Max. 5 ft.	0 ft.

Interior Side Yard	Max 5 ft.	0 ft.
Exterior Side Yard	Max. 5 ft.	0 ft.
Rear Yard	None	N/A
Landscape Buffer	Not required	N/A
Parking Spaces	48 spaces for residential units (1 space per unit, regardless of bedroom count. Note SSA parking exemption may apply, see section D below)	62 spaces shown (32 existing private spaces and 30 existing and proposed street parking)

Staff Comments:

- ✓ PUD deviations would, at a minimum, be required based upon the building size, including deviations to Minimum Lot Area per Residential Unit, Maximum Gross Floor Area of the Building and Maximum Building Height.

D. Parking Exemption

The property is located within the Downtown Special Service Area taxing districts 1A and 1B, Per Section 17.24.080, an off-street parking exemption is permitted, provided conditions in the table below are met:

Code Requirement to qualify for Parking Exemption	Concept Plan/Subject Property
<p><u>Residential Uses:</u> Overnight parking available within 200 ft. walking distance</p> <p><u>Non-Residential Uses:</u> Parking for general public during the business hours within 500 ft. walking distance</p>	<p><u>60 ft. away:</u> Municipal Parking Lot B (north of Illinois Ave., behind Pollyanna & Flagship): 63 total spaces, with 38 spaces designated for 24-hour parking. Remaining spaces are available for evening/ overnight parking.</p> <p><u>350 ft. away:</u> Municipal Parking Lot S (Walnut/Norris Parking Deck): 108 spaces available for 24-hour parking</p> <p><u>650 ft. away:</u> Municipal Lot I (the larger First Street Parking Deck): 269 spaces designed for 24-hour parking.</p>
<p><u>Existing off-street parking spaces</u> Shall not be eliminated unless: a) the same number of private, off-street spaces are constructed elsewhere by the property owner, within the distance specified above, or b) the City Council determines that, based upon a parking study, adequate public parking is available within the required distance to serve the use.</p>	<p><u>Current parking: 48 parking stalls:</u></p> <ul style="list-style-type: none"> • 37 private stalls on the 206 Riverside lot • 11 public stalls on 2nd Ave. adjacent to the 216 Riverside building. <p><u>Concept Plan: 62 parking stalls</u></p> <ul style="list-style-type: none"> • 32 private stalls on the 206 lot (5 spaces removed for building stair core and patio ramp) • 11 existing, plus 11 new stalls on 2nd Ave. • 8 angled stalls on Riverside Ave. <p><i>The developer has requested that the public street stalls be conveyed for private ownership for use by the building tenants/residents.</i></p>

On-street parking credit

On-street parking spaces located within three hundred (300) feet of the use may be credited to meet up to twenty-five percent (25%) of the requirement for off-street parking for *non-residential* uses only.

Staff Comments:

- ✓ With respect to distance to public parking, the site meets the code standards to qualify for the parking exemption.
- ✓ With respect to existing off-street spaces, the developer would need to provide 5 privately owned parking stalls, in order to maintain the existing total of 37 private off-street parking stalls.
- ✓ Given that the project will likely require a Planned Unit Development (PUD) approval, the PUD approval ordinance could allow for the use of public street spaces adjacent to the building to count toward meeting the parking requirement, even if they remain publicly owned, or are reserved for private use via an agreement with the City.

E. Design Review Standards and Guidelines

The Zoning Ordinance, Chapter 17.06, contains Design Review Standards and Guidelines for the Central Business District. In general, the plans comply with most requirements.

For the items listed below, plans differ from guidelines, and/or additional information will be required to verify compliance, should the project be submitted for PUD approval:

Building Placement and Lot Coverage

- *To maintain historic patterns of building development in downtown St. Charles, building footprints should not occupy more than 75% of a block.*

Parking and Service Areas

- *Surface parking lots shall not be located between buildings and the street, but may instead be located behind or beside buildings.*
- *Where a lot or use is eligible for the parking exemption (Section 17.24.080), onsite 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.*

Building Design Guidelines:

- *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.*
- *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.*

IV. DEPARTMENTAL REVIEWS

The Concept Plan has been reviewed by the Fire Department, Development Engineering, and Public Works. Relevant comments are summarized below.

A. Lot/Subdivision

The property will need to be platted into a single lot. Additionally, the developer is proposing that the City convey adjacent street right-of-way, including Indiana Ave. and adjacent parkway along 2nd and Riverside Avenues., for private ownership and use.

Staff Comments:

- ✓ The process and requirements for conveying the property have not been determined. Most of the property appears to be City street right-of-way.
- ✓ As an alternative to conveying the property, the City could retain ownership but grant easements or licenses to the property owner to allow for use and maintenance of the parking and open space areas shown on the plan.
- ✓ City public utility and access easements would need to be maintained over any area that is conveyed.

B. Street Improvements

The Concept Plan shows closure of Indiana Ave., narrowing of Riverside Avenue, and addition of parking stalls along both 2nd Ave. and Riverside Ave.

Staff Comments:

Illinois Ave.

- ✓ Left turns from northbound 2nd Ave. to Illinois Ave. are restricted. This may need to be reevaluated given the proposed change to the street network.
- ✓ An intersection site visibility issue may be created by the proposed building. This will require evaluation.

2nd Ave.

- ✓ The street is currently 22 ft. wide. A 24 ft. width is preferred due to traffic volumes.

Riverside Ave.

- ✓ Proposed width of 22 ft. will require further evaluation. A 24 ft. width is preferred due to traffic volumes.
- ✓ Angled parking on Riverside Avenue may pose safety issues, including backing up into traffic on a busy roadway and line of sight problems for traffic at 2nd Ave and Riverside. The northbound traffic lane may need to be a minimum of 12 ft. wide to keep vehicles from backing up into the oncoming traffic lane.
- ✓ Proposed paver crossing will require further evaluation, as this would be a mid-block crossing. A traffic signal-controlled crosswalk is provided at Illinois, and a signed and striped pedestrian crossing is provided at the 2nd Avenue intersection.

Other comments

- ✓ ATM usage may create conflicts with the parking lot, as the lot will be more consistently utilized.

C. Utilities

Water

- Fire hydrant locations and water supply will need to be reviewed based on the building construction type and design layout.
- Water mains along Illinois and 2nd Aves. are smaller sized mains, a larger main exists on the west side of Riverside Ave. near Illinois Ave.

Sanitary Sewer

- The sanitary sewer service to the building will require evaluation. A service line cannot be connected to the large trunk sewer on the west side of Riverside Ave. Other sewers adjacent to the property may need to be analyzed to determine if there is capacity available.

Electric

- There are number of overhead and underground electrical infrastructure items that cross through and around the site. Some of these facilities will need to be modified, upgraded or expanded based on the concept plan. Equipment structure boxes (including a transformer) may need to be accommodated within the site. This will require further coordination with the City's Electric Utility.
- The developer has indicated an interest in pursuing underground placement of the tall overhead wires along the west side of Riverside Ave. This would be a complex and costly project and would require coordination with both the City with a number of utility providers.

Stormwater

- Floodplain is located on the property and therefore compensatory floodplain storage volume will need to be accounted for within the project.
- The existing building appears to be in the floodplain and substantial improvements will require full compliance with floodplain regulations, including dry floodproofing the structure to 3 ft. above the base flood elevation. An elevation certificate can confirm if the structure is in the floodplain or not.

V. DEVELOPER CONTRIBUTIONS

A. Inclusionary Housing

This development will be subject to the Inclusionary Housing Ordinance, Title 19 of the City Code. The affordable unit requirement for this development is 4.8 units (10% of the total number of units). A fee worksheet has been submitted indicating the applicant's intent to pay a fee in-lieu of providing 4.8 affordable units. Based on a fee in-lieu amount of \$39,665.75 per required affordable multi-family unit, a total fee in-lieu amount of \$190,395.60 would be due at the time of building permit.

B. School District

This development will be subject to Ch. 16.10 "Dedications" of the Subdivision Code and will be required to provide either a land or cash contribution to St. Charles CUSD 303. Given the site size, it is anticipated a cash contribution would be accepted by the School District. Based

on the anticipated bedroom count of 20 1-bedroom units and 28 2-bedroom units, a total contribution of \$48,557.05 would be due prior to issuance of building permit.

C. Park District

Also per Ch. 16.10 of the Subdivision Code, a land or cash contribution will be required for the St. Charles Park District. Given the site size, it is anticipated a cash contribution would be accepted by the Park District. If a cash contribution is acceptable to the Park District, it will total \$213,448.56 based on the proposed bedroom count, due prior to issuance of building permit.

VI. HISTORIC PRESERVATION COMMISSION REVIEW

For properties within a Historic District and for designated Landmarks, and for properties within 250 feet of a Historic District or designated Landmark, the Zoning Ordinance calls for the Historic Preservation Commission to review the Concept Plan and comment regarding its potential impact on the historic resources of the City, particularly with regard to designated landmarks and historic districts directly affected.

The Historic Preservation Commission reviewed the Concept Plan on July 7, 2021, and offered the following comments:

- Concern was expressed regarding the scale and proportion of the building, given that surrounding buildings are shorter and there are no tall structures around the site.
- A preference was expressed to stay within the current zoning height limitation.
- Suggestions were offered to vary the building mass or step back portions of the building.
- The Commission questioned the architectural style, and recommended use of architecture found in downtown and the surrounding area to better blend with the neighborhood.
- Incorporation of greenspace is important to transition to the adjacent neighborhoods.

Although the Concept Plan proposes to retain the existing building, the Commission commented that the structure was not architecturally or historically worthy of being preserved.

VII. FUTURE APPROVAL PROCESS

If the applicant chooses to move forward with the proposed development at the conclusion of the Concept Plan process, the following zoning/subdivision approvals would be necessary, assuming the project would require a PUD:

1. Special Use for PUD: To establish a PUD ordinance with unique zoning use and standards to accommodate the project.
2. PUD Preliminary Plan: To approve the physical development of the property, including site, engineering, and landscape plans.
3. Final Plat of Subdivision: To re-plat the property and potentially vacate City street right-of-way for the development.

VIII. SUGGESTED ACTION

Review the Concept Plan and provide comments to the applicant. Staff recommends the providing feedback on the following:

- ✓ Land Use
- ✓ Building mass and scale, including PUD request for increased building size
- ✓ Unit count and parking impacts
- ✓ Proposed modifications to City streets- Riverside, Indiana and 2nd Ave.
- ✓ Request to convey City property for the project (or granting an easement or license for private use)
- ✓ Planned Unit Development (PUD):
Does the project meet the purposes of the PUD procedure:
 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*

IX. ATTACHMENTS

- Application for Concept Plan
- Plans
- Letter received

Please check the type of application:

- PUD Concept Plan:** Proposed Name: RIVER EAST APARTMENTS
- Subdivision Concept Plan** Proposed Name: _____
- Other Concept Plan** _____

Zoning and Use Information:

Current zoning of the property: ABD 2

Is the property a designated Landmark or in a Historic District? W/IN DISTRICT

Current use of the property: OFFICE

Proposed zoning of the property: ABD 1 PUD? YES

Proposed use of the property: MIXED RETAIL ? RENTAL RESIDENTIAL

Comprehensive Plan Designation: Mixed Use

Attachment Checklist

REIMBURSEMENT OF FEES AGREEMENT:

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

REIMBURSEMENT OF FEES INITIAL DEPOSIT:

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

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

PROOF OF OWNERSHIP and DISCLOSURE:

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

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

NOTE: Private covenants and deed restrictions can limit private property rights with respect to the use of land even though the City's Zoning Ordinance may authorize the use or a less restrictive use. We strongly advise that

you perform a title search on the property to determine if there any private covenants containing use restrictions or other deed restrictions. As those private covenants and deed restrictions may conflict with the City's Zoning Ordinance, it is further recommended that you consult with an attorney to obtain an opinion with respect to whether your intended use is compatible with those restrictions.

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

✓ **PLAT OF SURVEY:**

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

✓ **AERIAL PHOTOGRAPH:**

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

✓ **PLANS:**

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

Copies of Plans:

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

Concept Plans shall show:

1. Existing Features:

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

2. Proposed Features:

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

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

STATE OF ILLINOIS)
) SS.
KANE COUNTY)

I, CURTIS HURST, being first duly sworn on oath depose and say that I am
Manager of BTC MORSE, LLC, an Illinois Limited Liability
Company (L.L.C.), and that the following persons are all of the members of the said L.L.C.:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

By: , Manager

Subscribed and Sworn before me this 23rd day of
June, 20 21.



Notary Public



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

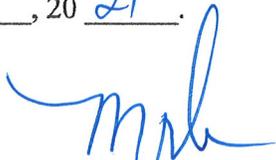
STATE OF ILLINOIS)
) SS.
KANE COUNTY)

I, CURTIS HURST, being first duly sworn on oath depose and say that I am
Manager of STC 216, LLC, an Illinois Limited Liability
Company (L.L.C.), and that the following persons are all of the members of the said L.L.C.:

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

By: , Manager

Subscribed and Sworn before me this 23rd day of
June, 2021.



Notary Public



River East- Apartments

Summary of Development

Proposed Land Use –

The proposed redevelopment will consist of a 64,354 square foot, 63' tall, 5 story building. This includes 56,796 square feet across 4 stories of 1&2 bedroom apartment units & 7,558 square feet of retail space on the first floor, an outdoor courtyard with improved landscaping & benches/seating areas. The ATM & existing surface parking will remain & an additional 19 parking stalls will be added (67 total within the proposed PUD).

Planning Objectives –

The underlying land for the proposed development is situated as a key gateway to the City's CBD-1 & Downtown Overlay districts. Its current uses, listed below, are severely underutilized and undermine the stated objectives of these districts & its positioning as a gateway.

- An underutilized, connector/public roadway
- 48 Surface parking spots & ATM
- Single story, office building

The opportunity to redevelop a critical site such as this does not present itself very often. The goal of this PUD is to maximize that opportunity and enhance the objectives for the City described within the CBD-1 and Downtown Overlay Districts. A key resource in determining the highest and best use for this development, in addition to the zoning ordinance, was the 2013 Comprehensive Plan. The Plan identified this site as a catalyst site and contemplated a use similar to the one proposed.

The first floor will consist of a single retail user, an established brand with a focus on outdoor/recreational sales and rentals. This use will be profoundly additive to the retail and pedestrian friendly character the CBD-1 and Overlay districts were created to achieve, in addition to enhancing the visibility of and opportunities to utilize the existing resources of the river and St. Charles River Trail system.

The plan includes 48 1 & 2 bedroom apartments, offered at competitive market rates that are directly in line with the goal of creating higher density residential opportunities for new residents to live, work, & play within the central area of the city.

The proposed courtyard/greenspace will serve as a gathering space for riverfront events, seating for local cafes and pedestrians and other activities and uses while the additional parking will accommodate all additional residents & help to alleviate the burden of additional local daytime business for the retailer.

Anticipated Zoning Variances Required

- Minimum lot area required (48,000 sf), 25,930 as proposed.
- Maximum gross floor area (40,000), 64,354 as proposed.
- Maximum building height (50'), 63' as proposed.

NONRESIDENTIAL ZONING COMPLIANCE TABLE

Name of Development: RIVER EAST- APARTMENTS

	Zoning District Requirement	Existing PUD Requirement (if applicable)	Proposed
	District:	Ordinance #:	
		N/A	
Minimum Lot Area	48,000		25,930 24,200
Minimum Lot Width	NONE		N/A
Maximum Building Coverage	NONE		N/A
Maximum Gross Floor Area per Building	40,000		64,354
Maximum Building Height	50'		63'
Front Yard	MAX 5' MIN 0		PER ORDINANCE
Interior Side Yard	IF PROVIDED MIN 5'		N/A
Exterior Side Yard	MAX 5'		PER ORDINANCE
Minimum Rear Yard	NONE		N/A
Landscape Buffer Yard ²	NONE		N/A
% Overall Landscaped Area	NONE		N/A
Building Foundation Landscaping	W/IN 5' OF SETBACK		PER ORDINANCE
Public Street Frontage Landscaping	N/A		N/A
Parking Lot Landscaping	PER ORDINANCE 17.26.100		PER ORDINANCE
# of Parking Spaces	48		67
Drive-through Stacking Spaces (if applicable)	N/A	√	N/A

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



ILLINOIS AVENUE

RIVERSIDE AVENUE

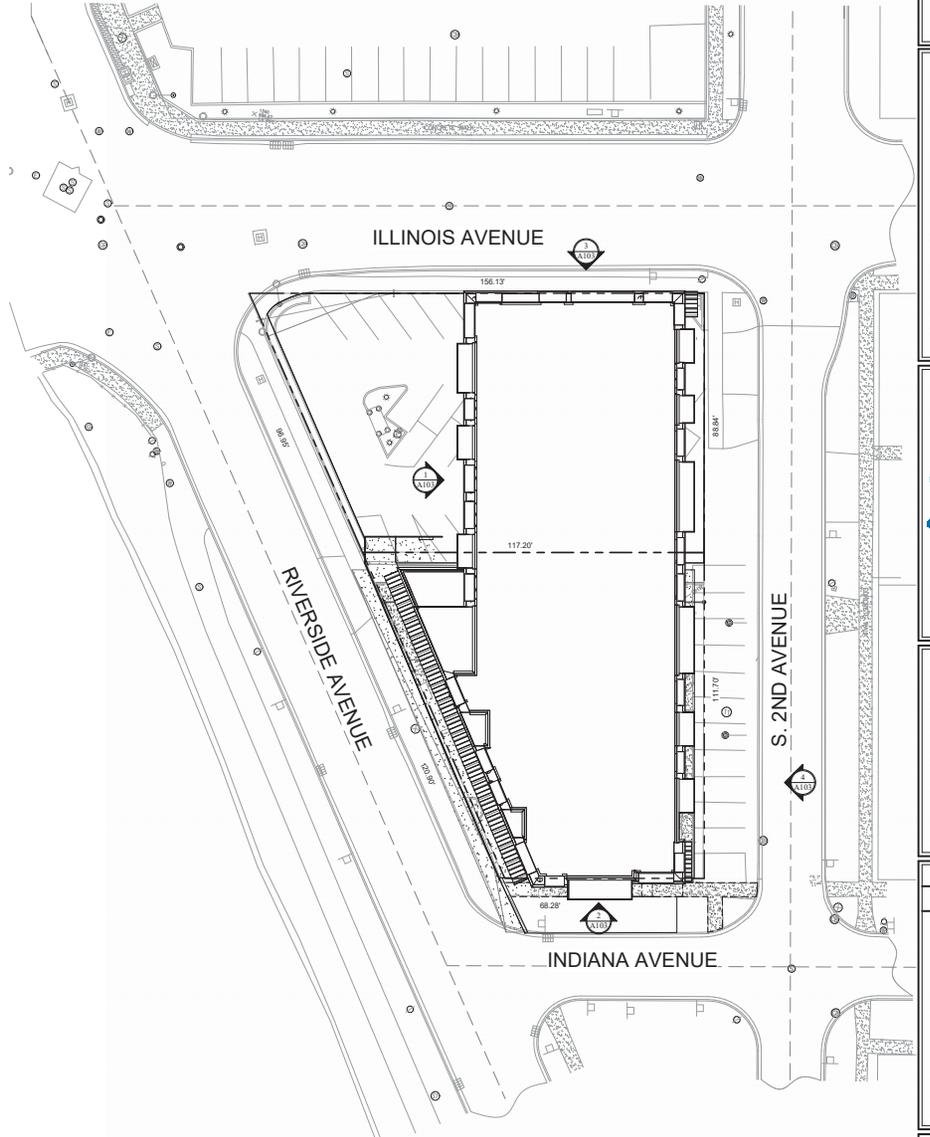
S. 2ND AVENUE

INDIANA AVENUE



AERIAL PLAN

SCALE: 1" = 30'-0"



ILLINOIS AVENUE

RIVERSIDE AVENUE

S. 2ND AVENUE

INDIANA AVENUE



OVERALL SITE PLAN

SCALE: 1" = 30'-0"

PROJECT:
21021

216 S. RIVERSIDE
ADDITION & REMODEL

216 S. Riverside St. Chicago, IL 60674

BATR

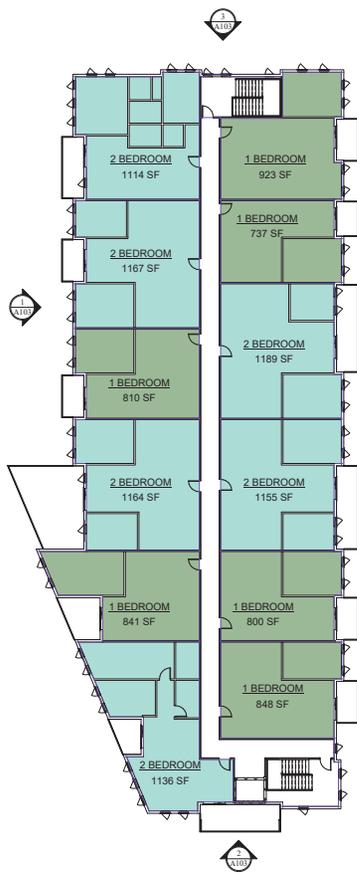
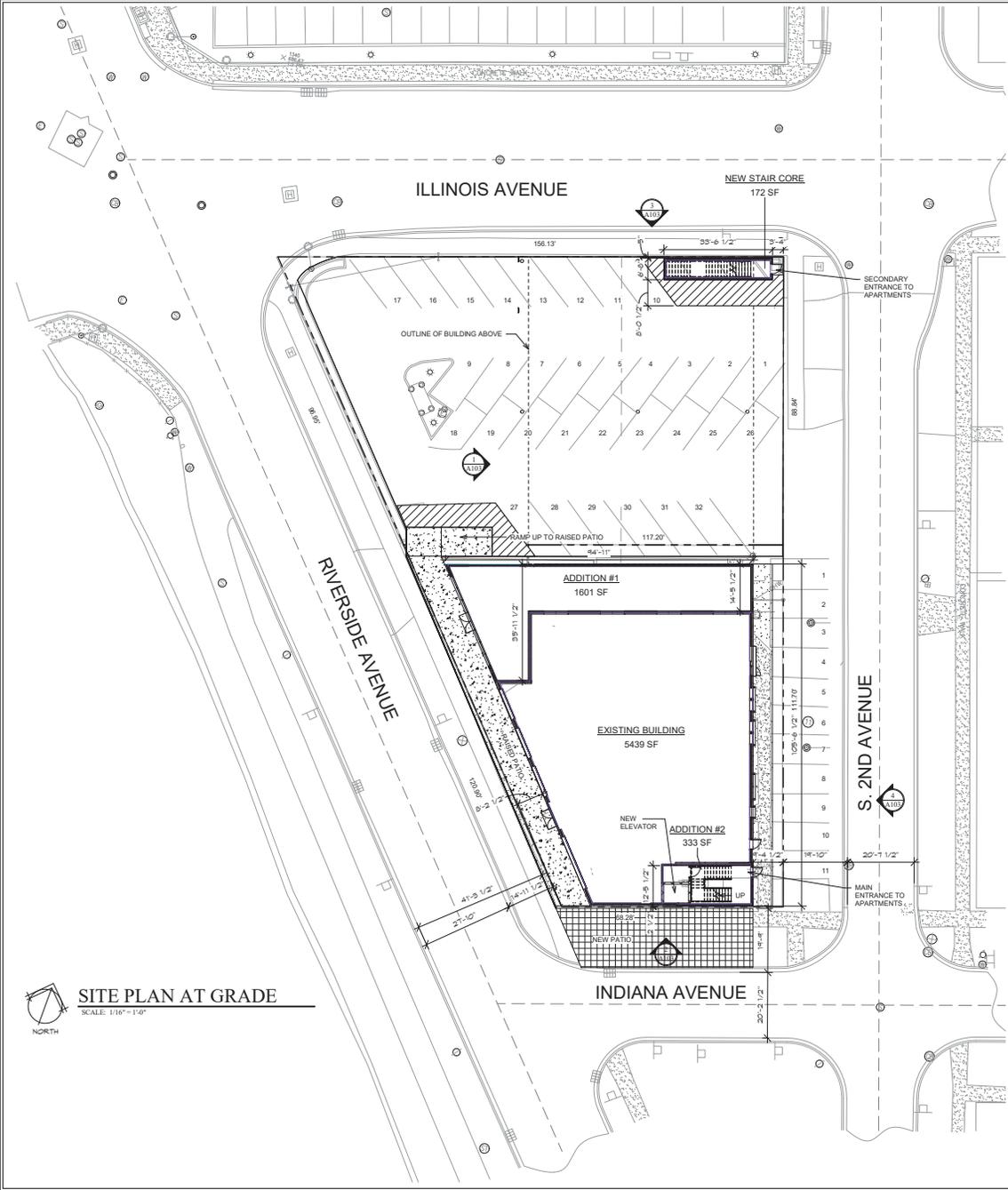
BATR ARCHITECTURAL LTD.
1121 E. MAIN ST. SUITE 226, ST. CHARLES, IL 60304
PHONE: WWW.BATRARCH.COM

AERIAL SITE PLAN AND
OVERALL SITE PLAN

ISSUED:
06-29-2021
CONCEPT REVIEW

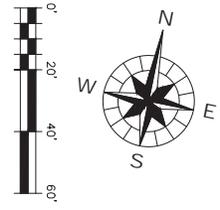
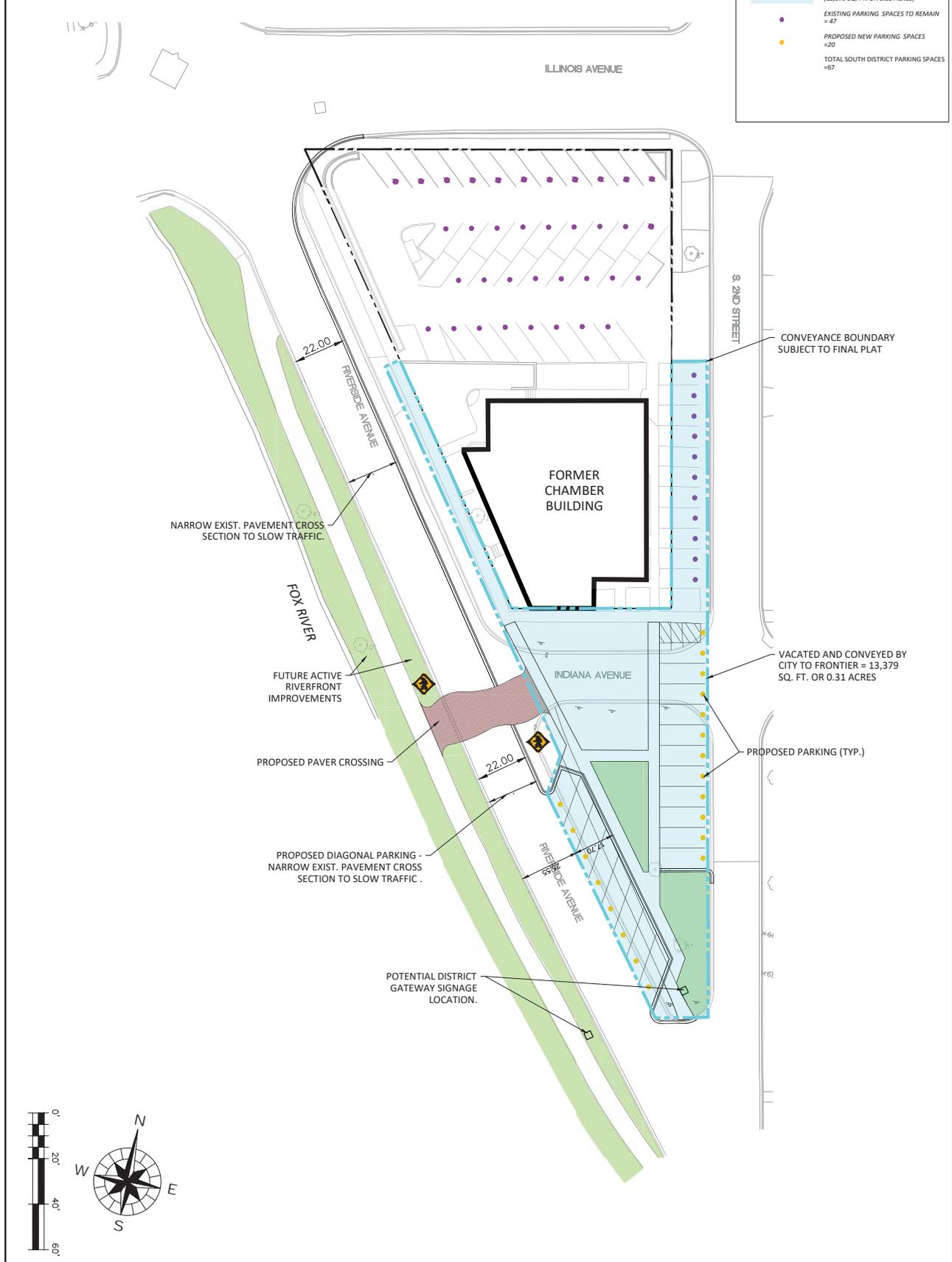
SCALE
As indicated
(UNLESS NOTED OTHERWISE)

A101



SOUTH DISTRICT PROPOSED CONDITIONS LEGEND

- EXISTING R.O.W.
- PROPOSED R.O.W.
- CONVEYED BY CITY TO FRONTIER
(13,379 SQ. FT. OR 0.31 ACRES)
- EXISTING PARKING SPACES TO REMAIN
= 47
- PROPOSED NEW PARKING SPACES
= 20
- TOTAL SOUTH DISTRICT PARKING SPACES
= 67



1 OF 1

WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
ST. CHARLES, ILLINOIS 60174
(630) 443-7735

CLIENT: FRONTIER GROUP
4N316 STATE ROUTE 31
ST. CHARLES, IL 60174

NO.	DATE	NATURE OF REVISION

DGSN. -
DWN. -
CHKD. -
SCALE: AS NOTED
EX200254-PARKING.DWG

TITLE: STC RIVER EAST REDEVELOPMENT
DISTRICT IMPROVEMENTS SUMMARY



1 ELEVATION - WEST
SCALE: 3/32" = 1'-0"



3 ELEVATION - NORTH
SCALE: 3/32" = 1'-0"



2 ELEVATION - SOUTH
SCALE: 3/32" = 1'-0"



4 ELEVATION - EAST
SCALE: 3/32" = 1'-0"



PROJECT:
21021

216 S. RIVERSIDE
ADDITION & REMODEL

216 S. Riverside St. Charles, IL 60174

BATR
BATH ARCHITECTURAL, LTD.
121 E. MAIN ST. SUITE 226, ST. CHARLES, IL 60174
PHONE: 618.255.9719
WWW.BATHARCH.COM

PERSPECTIVE
RENDERINGS

ISSUED:
06-29-2021
CONCEPT REVIEW

© COPYRIGHT 2021
BATH ARCHITECTURAL, LTD.
SCALE
1 1/2" = 1'-0"
UNLESS NOTED OTHERWISE

A104



PROJECT:
21021

216 S. RIVERSIDE
ADDITION & REMODEL

BATR
BAYTR ARCHITECTURE, LTD.
121 E. MAIN ST. SUITE 220, ST. CHARLES, IL 60174
PHONE: WWW.BAYTRARCH.COM

PERSPECTIVE
RENDERINGS

ISSUED:
06-29-2021
CONCEPT REVIEW

SCALE
1 1/2" = 1'-0"
(UNLESS NOTED OTHERWISE)

A105

July 6, 2021

Dear Historic Preservation Committee, Ms. Rita Tungare, and Rachel Hitzemann

Reference: River East Apartments Concept Plan Application

From: Martha Gass and Greg Taylor Residents of 211 South Third Ave

Marilyn Shulski and Tony Shulski Residents of 304 South Second Ave

Bob Carter and Zane Carter Residents of 217 South Third Ave

Brandi Murray and Robert Sheridan Residents of 211 Indiana Ave

We have read the proposed concept plan for the River East Apartments and feel strongly that said proposal should be rejected for the below outlined reasons.

- The proposed building would reduce the current residents' quality of life.
 - o Being an eye sore. The proposed construction is not attractive at all in our views.
 - o Being an obstruction to viewing the river for many residents.
 - o Add additional parking pressure on a neighborhood that already is challenged by this issue.
 - o Put additional sewage processing load on a system that is often overloaded when we receive a heavy rain. Raw sewage is pumped now directly into the river during heavy rain events.
- The five-story building is inconsistent with the current architecture of this single-family low occupancy rent neighborhood where many of the buildings were built in the mid to late 1800s.
- The proposed ceding of the park to be used for parking is an affront to the Shulskis who asked to purchase the land from the city when Fred Norris was mayor so that their view of the river would not be obstructed. The Shulskis were told that the city would make the property a park so that no development would happen on that property without an extensive approval process that included public notice and input.
- The destruction of the old dairy building and chimney would be a historic loss for the city.

We plan to engage our neighbors on this issue and generate a petition in opposition to the plan as provided on-line on the city's website if this application is forwarded to Planning Committee.

We appreciate the investment that Frontier has made in their other properties in downtown Saint Charles improving our quality of life and property values, but this project would be very detrimental to our quality of life and property values. If the city determines that the current building can not be repurposed and new development must happen, we would like to see a plan that is capped at two stories, construction is consistent with current architecture, the park remains a park, a meaningful green space is included in the plan, and that our parking and swage processing concerns are addressed.

Best regards,

Marilyn and Tony Shulski

Martha Gass and Greg Taylor

Bob and Zane Carter

Brandi Murray and Robert Sheridan

From: anton shulski <shulski@att.net>
Sent: Thursday, July 15, 2021 1:31 PM
To: Tungare, Rita <rtungare@stcharlesil.gov>
Subject: River East Apartments

River East Apartments Problems and Solutions.

1. Question?

Why does St. Charles need a 48 unit apartment high-rise on the old dairy site?

- a. because the builder wants to.
- b. grow the size of the town to compete with the other towns in the Fox Valley area.
- c. not enough patrons to make owning a new bar or restaurant profitable.
- d. make the town more beautiful. (In whose eye)

My response:

1. Problems:

A five or six story building on top of the old dairy is not compatible with the area and parking is a major problem.

Impact on increased traffic and major gridlocks.

Blocking the last block of Indiana Avenue causing problems for traffic to make a left turn onto

Illinois where there is presently no left turn on 2nd or 3rd Avenue. (making a left turn onto a busy road with no stop light is not healthy)

This whole road, parking concept is a body and fender repair shop's dream come true. The major problem is the building at the proposed height and architecture will not fit in with the

demographics of the area.

2. Alternate Solution :

- a. Erecting the proposed building on top of the old bowling alley building (Pollyanna and Flagship)
- b. This location with larger square footage would allow for more units generating a better cost based return.
- c. This location would complement the high-rise on the west side of the river and five or six stories at this location would be more attractive covering the blank wall of the Arcada.
- d. If the dairy site must be destroyed, build a two story enclosed parking garage on the dairy property leaving Indiana Avenue intact, also getting the needed parking for this area.

This is my logical solution to the problems generated from the proposed apartment building as being presented.

From: DICK PETRIZZO <dpetrizzo@aol.com>
To: CD@STCHARLESIL.GOV <CD@STCHARLESIL.GOV>
Cc: RTUNGARE@STCHARLESIL.GOV <RTUNGARE@STCHARLESIL.GOV>
Sent: Sat, Jul 17, 2021 12:52 pm
Subject: PROPOSED RIVER EAST CONDO PROPOSAL

AFTER READING THE PROPOSED INFORMATION ON THE RIVER EAST CONDO'S I CAME AWAY WITH THE FEELING OF FRUSTRATION AND DEEP CONCERN, THAT OUR GREAT CITY WOULD EVEN CONSIDER THE PLACEMENT OF THIS FIVE STORY MULTIFAMILY UNIT IN A SINGLE FAMILY RESIDENTIAL AREA.

THE PROPOSED FACILITY WILL BE FIVE STORIES AND HAVE THE LOWER LEVEL, THE PATIO GREEN SPACE, OPEN TO THE PUBLIC AS POSSIBLY A NEW SPOT IN TOWN FOR FOOD AND DRINK. THIS AREA IS FOR THE DOWNTOWN AREA, BUT THIS SITE IS NOT DOWNTOWN, IT IS SOUTH OF DOWNTOWN. THIS AREA FOR A FIVE STORY CONDO DOES NOT BELONG IN A SINGLE FAMILY RESIDENTIAL AREA. ONE MIGHT CALL THIS COMMERCIAL SPRAWL IN A QUIET RESIDENTIAL AREA. SHAME ON THE CITY FOR EVEN ALLOWING THIS PROJECT TO BE CONSIDERED FOR THIS SINGLE FAMILY AREA..HOW WOULD THE BOARD OF COMMISSIONERS FEEL IF THEIR HOMES WERE JUST TO THE EAST OF THIS PROPOSED SITE?

THIS IS AN AREA WITH KIDS RIDING BIKES, SKATEBOARDS, AND KIDS JUST PLAYING WITH FAMILY, FRIENDS AND OTHER NEIGHBORHOOD FESTIVITIES!! IT IS NOT AN AREA THAT NEEDS AN INCREASE IN TRAFFIC, VIEWS OF THE RIVER BLOCKED TO CURRENT RESIDENTS, AND ALL THE TRAFFIC ASSOCIATED WITH IT!!

PERHAPS THIS MIGHT ALSO BE A TEST FOR THE CITY AS TO HOW MUCH THEY ARE WILLING TO SUPPORT LOCAL RESIDENTS VS WHAT APPEARS TO BE GREED ON THE PART OF THE CITY AND ITS COMMISSIONERS FOR EVEN CONSIDERING TO ALLOW THIS HIGH RISE SPRAWL IN A QUIET RESIDENTIAL AREA. SHAME ON THE CITY FOR EVEN ALLOWING THIS PROJECT TO BE CONSIDERED AT THIS LOCATION.

MAYBE THE CITY SHOULD HELP THE RIVER EAST APARTMENTS CONCEPT TO FIND A MORE APPROPRIATE SITE ON VACANT LAND THAT EXISTS ON THE WEST SIDE OF THE RIVER OR ON MANY OF THE OTHER VACANT SITES OR UNDEVELOPED LAND THAT STILL EXISTS IN THE CITY??

IN ADDITION THERE APPEARS TO BE SOME PRESSURE TO RUSH THIS PLAN THROUGH, GIVEN THE COMMENT THAT RIVER EAST APARTMENTS DIDNT EVEN HAVE TIME TO GET THE PROPER RENDERINGS COMPLETED PRIOR TO SUBMISSION?? IS THERE SOMETHING GOING ON HERE THAT THE PUBLIC MIGHT NOT BE AWARE OF?

IT IS A FINE GESTURE BOTH FOR THE HOMEOWNERS AND THE CITY TO SEE A MUNICIPALITY TO CONTINUE TO ENCOURAGE APPROPRIATE GROWTH, BUT LET IS BE SENSITIVE TO WHAT IS GOOD FOR THE CITY AND WHAT IS GOOD FOR THE PROPERTY OWNERS AND OTHER RESIDENTS . AND AS A REMINDER MUNICIPALITIES MUST ALWAYS REMEMBER TO KEEP ALL ELEMENTS OF ALL DEALINGS OPEN TO THE PUBLIC FOR THE GOOD OF ALL PARTIES.

I WOULD HOPE TO SEE THIS PROJECT BUILT IN A MORE SUITABLE LOCATION IN KEEPING WITH LOCAL PLANS AND ORDINANCES.

RESPECTFULLY SUBMITTED,

DICK PETRIZZO AND PAM FEATHER
FRIDAY, JULY 16, 2021

TO WHOM IT MAY CONCERN

PLEASE SHARE WITH THE COMMISSIONERS AND INCLUDE IN THE MINUTES...MANY THANKS PS WE ARE UNABLE TO ATTEND THE MEETING..

PS FOR ALL TO KNOW, PLEASE EXCUSE MY ALL CAPS FORMAT. IT IS EASIER FOR ME TO TYPE WITH ALL OF THE SHIFTING, ETC ON THE KEYBOARD..THERE IS NO OTHER MEANING OR INTENTION CONVEYED..THANK YOU FOR UNDERSTANDING

From: Asucena Saldivar <saldivar.asucena@gmail.com>

Sent: Tuesday, July 20, 2021 11:29 AM

To: Tungare, Rita <rtungare@stcharlesil.gov>

Cc: martha.gass@sbcglobal.net; Pietryla, David <dpietryla@stcharlesil.gov>; bryan4stc@gmail.com

Subject: River East Apartments

Hi Rita,

To echo and build on other affected homeowners' questions and comments regarding the River East Apartments:

- Is the subject property for sale?
- Did the City issue a Request for Proposals? If so, when and through what method? And if so, what other proposals did the City receive if any?
- Does the proposed developer have any conflicts of interest? If so, what are they, and have they been previously and fully disclosed to the public?
- What other options has the City considered for the subject location?
- Has the City considered other "draws" to the area other than apartments (e.g., recreational)?
- If there are not enough parking spaces for the proposed units, why is the solution to take away the current homeowners' beloved river views and green spaces to create more parking spaces (rather than adjusting the plan to fit the available parking)?
- Is there a traffic analysis on how much of the affected homeowners' street parking will be consumed by weekend downtown patrons (that even now currently fill the chamber parking and spill into the street parking surrounding the chamber)? If as the concept plan suggests, only a net +19 spaces will result, then the neighborhood should expect far more parking congestion spilling into the area from the people occupying 48 additional apartments, and their guests.
- What is the plan for leasing the commercial space? Will there be any restrictions? And again, does the proposed developer have any conflicts of interest that may impact that decision?
- Is the City considering any other 5-story (or more) mixed-use building in downtown St. Charles? If so, in what locations?

I am disappointed this option is being acted upon as viable. From my perspective, it shows the developer (and any others involved to get it to this point) did not consider the existing homeowners and how deeply and negatively that plan would affect us.

I am hopeful our elected officials will advocate for the best interest of the homeowners and reject the proposed development.

Asucena (Susie) Saldivar
304 South 3rd Avenue
630-508-9354

From: Sharon <sbringelson@netscape.net>

Sent: Tuesday, July 20, 2021 12:10 PM

To: Tungare, Rita <rtungare@stcharlesil.gov>; Colby, Russell <rcolby@stcharlesil.gov>; CD <cd@stcharlesil.gov>

Subject: Comment for Jul 20 Plan Commission Meeting - River East Apartments

Dear Rita Tungare, Russell Colby, and the St Charles Plan Commission;

We are writing to you as a residents of downtown St Charles, with feedback on the River East Apartments building proposal. We appreciate the ongoing investments being made in St Charles by Frontier Development, and pleased to see the new businesses which have been added and enhanced. This riverfront site is underutilized, and the mixed use zoning is appropriate for the location.

We are happy to see potential development at this location and have several concerns about the project as proposed:

- **Building size and height.** While we would strongly prefer building height no more than 3 stories, we ask that you not grant exceptions to the current CBD-1 zoning requirements for minimum lot area, gross floor area, and maximum building height.
- **Design of building.** We would like to see a revised design that visually fits our historic downtown, and suitable for the southern gateway to downtown. Please ask for varied frontage, natural colors, and brick facade.
- **Greenspace.** Add greenery to the lot to add color and visually soften the size of the building.
- **Parking.** We see no issue with the closing of the short section of Indiana Street. There is already a serious parking deficit in the downtown area, even with the existing surface lot at 206 Riverside which is used as public parking for Arcada, Flagship, and Pollyanna. The majority of patrons for the commercial businesses are in the evening, the same time the apartment residents would likely be home. The requirement of 1 parking spot per unit is very low for 1-2 bedroom apartments. Designating street stalls for apartment residents will further inhibit business patrons and residential guests coming to the area. Can the City and Developer partner together to add a multi-story parking garage in the immediate vicinity? At minimum, the existing number of spots should be maintained for public parking and additional spots should be added for the new apartment residents. If not addressed, the parking shortage will be exacerbated due to:
 - Current parking already insufficient for local businesses and with Arcada reopening more parking is needed, even without the new building residents. We don't want to have a reputation like downtown Naperville, where people don't want to visit because of parking shortage.
 - Apartment residents are likely to have more than one car per unit.
 - Guests of the apartment residents, coming to enjoy our wonderful downtown.
 - Retail customers for the new business on the ground floor.
 - Additional businesses on Main Street, like Graceful Ordinary and Arcada's restaurants.

We appreciate your attention to our concerns and feel optimistic that a revised proposal can address these issues.

Best regards,

Mark and Beth Culotta, 371 Brownstone Drive
Beth Fancsali, 341 Brownstone Drive
David and Margaret Garagiola, 542 Brownstone Drive
Frank Giannetto, 332 Brownstone Drive
Robert and Fran Gilmartin, 550 Brownstone Drive
Melanie Henderson and Becki Holt, 432 Brownstone Drive
David Langowski and Sharon Bringelson, 372 Brownstone Drive
Charlotte Moore, 362 Brownstone Drive
Doug and Renee Peck, 452 Brownstone Drive
Ken and Maureen Pinter, 361 Brownstone Drive
Jeff and Sharon Potter, 381 Brownstone Drive
Robert Zander and Monica Eorgoff , 535 Brownstone Drive

From: marilyn shulski <mshulski@att.net>
Sent: Tuesday, July 20, 2021 1:14 PM
To: Tungare, Rita <rtungare@stcharlesil.gov>
Subject: River East Complex

Plan Commission Members:

Having lived in our house for over 60 years, I have seen many changes in the neighborhood but nothing as profound as the five story 48 apartment complex proposed on the old dairy property. This is completely out of character for the neighborhood and would destroy the quality of life for area residents. This is an older well established neighborhood where you can walk to the library, Mount Saint Mary's Park, Blue Goose and downtown with ease. This massive building does not fit in at all and would block river views for many homes.

The City should not cede the triangular park and the last block of Indiana Avenue to a private developer. Closing Indiana Avenue will create a safety hazard for cars wanting to go west. If you turn left it would necessitate making a u-turn onto Riverside and turning right you would have to cross a very busy Illinois Avenue and go to Main Street which is even busier. During the school year there are school buses coming down Indiana Avenue daily and they would not be able to negotiate a u-turn onto Riverside. Turning right would be dangerous for the school children. Diagonal parking, although not the best option, could be instituted on Second Avenue without giving away the little park and losing green space.

Frontier already owns the former bowling alley building where Flagship and Pollyanna are located and this would be a much better location for 48 apartments since there are already tall buildings in the area. Something more appropriate and not higher than two stories could be constructed on the dairy property.

Please do not allow such a monstrous building to ruin our neighborhood.

Marilyn Shulski
304 South second Avenue

From: janet@wilsontravelandcruise.com
Sent: Tuesday, July 20, 2021 3:52 PM
To: Tungare, Rita <rtungare@stcharlesil.gov>
Cc: CD <cd@stcharlesil.gov>
Subject: Proposed Building of Riverside East Apartments

Hello,

I own the property and run the business at 203 Illinois Ave which is just across 2nd Ave from the proposed building project and I have some comments and concerns. Would you please forward my letter to the appropriate people and ask that they be included in the minutes?

First, as a commercial property owner, I understand that the value of the land in question is that it can be developed and do not oppose something happening. My concern goes to **how** the development is carried out.

Here are the issues as I see them:

1 – the **style** of the development: the proposed building as shown is not in keeping with the neighborhood (a good example of an architecturally pleasing fit would be the buildings east up the street on Illinois that have a variation in the façade to appear as separate buildings of a similar style to those already in the neighborhood)

2 – the **extent of the development**: five stories is waaaaaaay too high! For this area, 3 stories would be a much better fit. And upper floors with 48 housing units is waaaaaaay too dense! These streets are narrow, partially residential and definitely inadequate to handle the increase in traffic (complicated by no left turn onto Illinois to go west over the bridge). Because my parking lot enters off of 2nd Ave., a bottle neck will affect my customers and potentially cause them to move on rather than stopping in the office.

3 – **parking and traffic**: naturally the developer is concerned with parking for the development. I am concerned about the loss of community parking that will arise. The current parking lot is often full on weekend evenings or when there are events in town. There is no street parking so my customers have needed to use it when our lot is full. With retail in the new development the parking would need to be enough for that and all the tenants. I definitely DO NOT AGREE with adding parking by sacrificing the triangle park (a spot of green has great value!) and the piece of street to the south of the building!!! That will make the traffic situation even worse. Again, a bottle neck will affect my customers and potentially cause them to move on rather than stopping in the office causing a negative effect on my business.

We all work hard to maintain and upgrade our business buildings, including plantings of trees and flowers with some green space. That is one of the charms of the business area surrounding the core of the business district. Unfortunately, the proposal comes off as a huge, imposing concrete block totally lacking in charm and open/green space, extremely oversized for the space.

I appreciate your consideration of these points as you work with the developer to come up with a plan that is great for downtown St. Charles.

Thank you,

Janet

Janet K Foster, President
Wilson Travel & Cruise
J Foster Enterprises, Inc.
203 Illinois Ave
St Charles, IL 60174
Phone - 630-377-3700
janet@wilsontravelandcruise.com
www.wilsontravelandcruise.com

To: Plan Commission, Planning and Development Committee
From: Martha Gass
Ref: River East Apartments
July 20, 2021

I have taken some photos that I would like the Commission and Committee to consider for the development of this block. I hope to show with these photos that a development in this area should be capped at two stories and the architectural style should match the neighborhood.

This is a 4-story building in downtown Geneva on the NE corner of routes 25 & 38. This building has similar features to the proposed in that it has no alternate contours or interesting features. In my opinion, it looks like a solid brick stuck on the block. It also is taller than other buildings in the area and looks out of place. There is minimal green space.



These are some two-story buildings with mansard roofs. I urge you to reject the mansard style for any development in this neighborhood. No other nearby buildings have this style.



This is the front and back of a two-story row house block in Geneva just south of the new library. This is an appealing look and feel for our neighborhood for several reasons. They have a green space in front. They are similar in size to other houses in the neighborhood. There could be two rows of these with a small alley in between, with the south end unit being not exactly like this.



This is on 5th Ave between Illinois and Indiana. This gets more stories by incorporating the hill into the design. Two and half stories front 5th Ave, while going down the hill, another story is added. Look at how tall and massive these are. I like the idea of incorporating the hill, but think the building should be capped at two stories.



This is on E. Main and 7th Ave. This is another example of incorporating the hill to get another story, but this building is two and half stories total. It looks a lot more like the houses in the neighborhood than the above example.



**Additional Letters Received for
Planning & Development Committee**

From: MaryAnn Maksinski <maks4055@yahoo.com>

Date: 7/20/21 4:58 PM (GMT-06:00)

To: "Tungare, Rita" <rtungare@stcharlesil.gov>

Cc: Carol Rabe <carol.rabe@sbcglobal.net>

Subject: River East Apartments

Hello Rita: Carol and I have concerns about the River East Apartments. As residents of St. Charles, we feel that the high-rise buildings are ruining that views of our beautiful river and charming buildings. The Fox River and historic buildings are the very characteristics that make St. Charles unique and special. 1st Street is a tunnel...we don't need or want more high-rises along the Fox River. The other issue with the River East Apartments is the lack of parking required for a building of that size. We already lack parking and the parking that exists on that site should belong to the city. While we understand the need for housing and business diversity, we hope that the city will decline plans for a 5-story building on that site.

Respectfully,
MaryAnn Maksinski and Carol Rabe

Sent from my iPhone

From: collins_cathy@yahoo.com <collins_cathy@yahoo.com>

Sent: Monday, July 26, 2021 4:25 PM

To: INFO <info@stcharlesil.gov>

Subject: [General inquiries] River East Apartments

Catherine Collins (collins_cathy@yahoo.com) sent a message using the contact form

I live in St. Charles and have been extremely disappointed with the number of multi-story buildings being allowed along the river. 1st street is a dark, foreboding, and ugly street due to the height of the buildings. Blocking views of the river and Baker Hotel as you walk and drive through St. Charles is very upsetting. I hate to see the City continue to make the same mistakes by allowing another 5 story apartment on the corner of Illinois and Riverside Ave. The city needs to draw up new or revised guidelines for development along the river. I would suggest lower profile buildings with more architectural significance. I don't think the current design of the River East Apartments is a good idea.

From: Susan Lloyd <suegee.lloyd@gmail.com>

Sent: Tuesday, July 27, 2021 8:12 PM

To: CD <cd@stcharlesil.gov>

Subject: East Side Apartment Development

My name is Susan Lloyd. I live at 410 State Ave in St. Charles. I am not able to attend the meeting on August 9 but I do want to express my concern that a 48 unit apartment building is proposed for the Indiana Ave - Riverside Drive location. I feel the proposed building is too tall for the neighborhood and it appears there will not be adequate parking for residents of the building as well as customers of the retail space.

I am also not in favor of closing off a section of Indiana Ave to provide part of the parking for the building. I feel it cuts off the neighborhood to the east of the proposed building from the river as well as access to Riverside Drive.

It seems all the new development along the Fox River has not considered how much parking is needed for residents as well as visitors to the area. First Street parking is a good example of this. Not only is there very limited parking for residents, the street is not wide enough for the angled parking along the block south of Illinois St. sometimes large pickup trucks partially block the driving lanes.

All in all, I see the need for AFFORDABLE housing but I do not see why it has to change the entire neighborhood.

Thank you for your consideration,

Susan Lloyd

From: Leah Beck <leahlbeck@msn.com>
Sent: Friday, July 30, 2021 3:49 PM
To: Tungare, Rita <rtungare@stcharlesil.gov>
Cc: Wirball, Bryan <bwirball@stcharlesil.gov>; dpietrllya@stcharlesil.gov
Subject: Riverside - East development

I live in and own properties in St. Charles and have been extremely disappointed with the number of multi-story buildings being allowed along the river. 1st Street is an ugly, un-inviting street due to the height of the buildings and the excessive use of concrete. Blocking views of the river and Baker Hotel as you walk and drive through St. Charles has diminished the attractiveness to visit and live in St. Charles. The building on the west side has destroyed the natural beauty of the river & river front. I understand the need to develop along the river but a well-thought plan incorporating natural spaces and keeping a low profile is critical. I hate to see the City continue to make the same mistakes that Naperville & Wheaton have by allowing another 5 story apartment on the corner of Illinois and Riverside Ave. The city needs to revise guidelines for development along the river. I would suggest lower profile buildings with more architectural significance, taking advantage of the gem which is the Fox River instead of blocking views, creating dark outdoor space and making it feel like the financial district/LaSalle Street of downtown Chicago. I do not support the current proposed design for River East Apartments.

Thank you.
Leah Beck
1015 & 1019 Ash Street

From: Nicole Loisi <nloisi1@yahoo.com>
Sent: Monday, August 2, 2021 10:43 AM
To: Colby, Russell <rcolby@stcharlesil.gov>
Subject: Apartment building

Hello,

I am a St. Charles resident and I want to voice my opposition to the proposed five-story apartment building at the corner of Riverside Ave. and Illinois Ave. This is already a busy intersection and adding a large influx of cars would have a negative impact on traffic and safety. One of the reasons people love this particular part of town is the ease of walking and biking. Adding such a large amount of vehicles to a concentrated space would increase hazards for pedestrians and bicyclists who regularly use the space.

The building would also impede natural light exposure for existing residents in the area. It would dramatically change the open nature of that stretch of the river - which, again, is something that attracts people to the area. People love that we have green spaces and our riverfront isn't completely built up, like other areas. It's not a negative, it's a positive.

Thank you for your consideration.

Nicole

From: Mary Gaffney <maryev2018@gmail.com>

Date: 8/3/21 5:03 PM (GMT-06:00)

To: "Tungare, Rita" <rtungare@stcharlesil.gov>

Subject: River East Apartment Complete Plan

Rita,

Please share my concerns with city council.

This proposal of a 5 story complex is not a good proposal for this location.

As a citizen that has driven in this area daily over my career, that corner needs to be visual. That can be a very congested area at times and during rush hour. Driving down Illinois to the bridge needs to be an open view of our beautiful river as well as open to see what vehicles are where on a slick snowy day. I have slide into that intersection more then once.

From an historical point of view it is not cohesive with the area. None of the building in the area are over two story. The brick building across the street from the Arcadia Building to the now Pollyanna Brewery flows with the rest of the downtown city construction. Even just across the river the building are brick and two story. The look of 'whatever' that would go into that corner needs to blend with the existing 'look' of the existing city.

Then thinking of the residential area that would now have there view blocked by the building, their streets altered to accommodate additional traffic and parking seems quiet unfair. That is an established area with a community of people that deserve consideration. I don't live there, but I would not be happy if this were proposed in my neighborhood.

Please consider all community issues.

Thank you,
Mary Gaffney

Sent from my iPad

DEAR COMMITTEE MEMBERS

7/22/2021

I WANT TO THANK YOU FOR LISTENING TO THE FOLKS LIVING IN THE NEIGHBORHOOD OF THE PROPOSED SITE OF RIVER EAST APTS.

I AM IN AGREEMENT THAT A 5 STORY BLDG. WOULD CERTAINLY NOT BE IN THE BEST INTEREST OF "DOWNTOWN" WHICH INCLUDES MY HOME ON S. 3RD AV.

CLOSING A BLOCK OF STREET THAT CONNECTS TO RIVERSIDE WAS ALSO A VALID POINT FOR CONSIDERATION.

SURPRIZINGLY, THESE 2 STREETS (INDIANA

& RIVERSIDE)

ARE USED SO MUCH

MORE THAN PEOPLE THINK.



PARKING IN OUR NEIGHBORHOOD IS ALWAYS AT A PREMIUM. ADDING MORE TO THIS ALREADY FULL SITE SEEMS ABSURD. I TRUST THAT A FEW OF THE STUDIES PROPOSED WILL ENABLE YOU TO ANALYZE & UNDERSTAND THAT MORE CONDOS & SUCH WILL BE A BURDEN TO OUR ALREADY BURSTING PARKING PROBLEMS.



MY LAST COMMENT IS ABOUT THE REALITY OF A STORE (RETAIL) BASED UPON THE RIVER. HAVE YOU FOLKS ACTUALLY WALKED BY & VIEWED OUR FOX RIVER?

I LIVE A BLOCK & A HALF EAST OF
 RIVERSIDE. I CAN VIEW THE FOX
 DAILY. THE STATE IT IS IN NOW
 IS IN NEED OF A LOT OF CLEAN UP.
 HAVING A RETAIL & LIVING QUARTERS
 BASED SOLEY ON THE FOX RIVER
 SEEMS FOOLISH WITH THE
 STATE THAT THE RIVER
 IS IN AT PRESENT.



THANK YOU FOR YOUR
 TIME,

ROBERT E. CARTER
 217 So. 3RD AV.
 ST. C.

Robert Carter

To: Planning and Development Committee
From: Robert Altergott
August 6, 2021

I am sending some photos to show the parking situation we have in our neighborhoods. This is typical any time there is good show at the Arcada or Pollyanna, or there are other community events downtown.

Here are four cars parked on a block ignoring the Illinois parking laws as follows You Can Not park Within: Fire Hydrant = 15 feet, Crosswalk = 20 feet, Stop Sign, Yield Sign or Traffic Signal = 30 feet Each Edge of Driveway = 5 feet.



This first car in this photo is 18" into the driveway apron of the house shown.

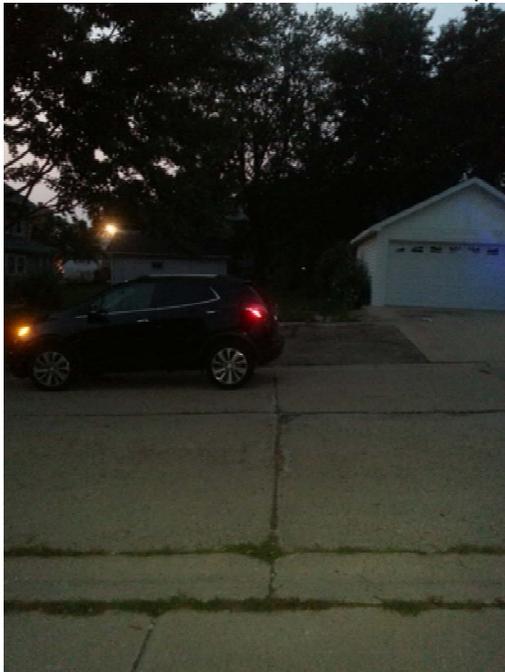
The last car is parked 41.5" from the center of the fire hydrant.



Here is a car parked completely blocking the crosswalk on Indiana Ave at 3rd Ave.



Just down the hill on Indiana Ave, here is a car parked substantially over the blacktop driveway apron.



Having walked the blocks in this area most have two to three driveway.
I don't mind Festival traffic a few times a year, but if this project causes the parking to be like this everyday I will be calling the police.

From: Kristine Fulton <kmcfulton87@gmail.com>

Sent: Friday, August 6, 2021 1:46 PM

To: Vitek, Lora <lvitek@stcharlesil.gov>; Pietryla, David <dpietryla@stcharlesil.gov>; birball@stcharlesil.gov; Bancroft, Todd <tbancroft@stcharlesil.gov>; Lencioni, Paul <plencioni@stcharlesil.gov>; Silkaitis, Ron <rsilkaitis@stcharlesil.gov>; Payleitner, Rita <rpaleyitner@stcharlesil.gov>; Bongard, Ryan <rbongard@stcharlesil.gov>; Bessner, Edward <ebessner@stcharlesil.gov>; Weber, Steve <sweber@stcharlesil.gov>; Tungare, Rita <rtungare@stcharlesil.gov>

Subject: Opposing Frontier Development project - 5-story condo

Mayor, Aldermen, and Director of Community & Economic Development,

I am writing to oppose the Frontier Development planned 5-story condo project on the east side of the river.

To quote Curtis Hurst in the Daily Herald article 'The plans are very raw and you have to kind of look at it with what the intentions are as opposed to the specific things within it because they're not fully developed.'

That sounded awfully familiar...how do I know?

I have personal experience with Frontier Development as I lead the residential opposition to rezone the white mansion (4N262 Rte 31) from residential to commercial in the spring of 2019.

From his sweet, charming April 11, 2019 letter (attached) sent to a handful of the WildRose Springs residents saying the rezoning purpose was to host small, high end, intimate events to their ultimate plan – it was all a lie.

The facts:

- Frontier was adding 122 parking spaces and parking lighting located less than 50 feet from the back yards of townhome properties.
- Impact to environment, storm drainage, sewer was critical...and downplayed by his son Conrad at the May zoning meeting.

- Noise, parking, and traffic residential concerns were ignored. Spoiling the quiet residential area that had been in existence for over 30 years was not a concern to Frontier – they would plant bushes to drown out any party noise.
- Wildrose Springs Townhomes, WildRose Springs Estates, Timbers, Thornwood on the Fox neighborhoods all opposed this rezoning and submitted 200+ petition signatures to the Zoning Board. The evening of the May zoning board meeting, hundreds of neighborhood residents showed up in opposition.

Fast forward to the 5-story condo project. It's very clear Frontier (again) does not care about residential issues: noise, parking, traffic, river views, sewer, water, congestion.

Frontier's priority remains the business side. Given the announcement of Sammy's Bike's moving into the new building, it certainly gives the impression this project is being fast tracked behind the scenes.

Residents matter. We are opposed to this project.

Kristine Fulton

I would like to introduce myself & my wife, Curtis and Anna Hurst. We are 20+ plus year residents of St. Charles and have a fond connection to the community. We are your neighbors at 4N316 Route 31.

My Mother, Bobbie (we call her Grammy), is one of your neighbors too as she lives in Wildrose Springs. You may have seen her in the red convertible with "Bobbie 1" plates. She frequently walks up to see us through the Sumac Ct access. We love that! We know other folks in the community too like Jay & Dawn Rodgers.

We want to let you know we are working with the county for our home and the white house on the hill adjacent to us on the south at 4N262 Rt 31 (which we are purchasing) to allow us to host events. We will be working on smaller, higher end events such as charity fund raisers with a focus on exceptional experiences. The reason I mentioned Grammy and the Rodgers is to let you know we will be doing this as if our Mother and friends live here, because, they actually do. We will also continue to live in our home and we love our privacy. We have made our application to the county and they are reviewing it.

There will be no visible signs of change to the property from a distance because we think the big white house on the hill is spectacular the way it is. We are embarking on this journey because we wanted to share the grandness of one of St. Charles true sophisticated gems with the community.

As Anna and I will continue to live here, as well as Grammy and our friends, we welcome you to enjoy our journey with us. Our vision includes having informal, private neighbor gatherings we can all enjoy together. We'll be sure to let you know when those are planned. Thank you for your time and feel free to call me at (630) 330-7215.

Sincerely,



Curtis & Anna

From: Mary O'Connor <MOConnor@mocandco.com>

Sent: Friday, August 6, 2021 1:52 PM

To: kmcfulton87@gmail.com; Vitek, Lora <lvitek@stcharlesil.gov>; Pietryla, David <dpietryla@stcharlesil.gov>; birball@stcharlesil.gov; Bancroft, Todd <tbancroft@stcharlesil.gov>; Lencioni, Paul <plencioni@stcharlesil.gov>; Silkaitis, Ron <rsilkaitis@stcharlesil.gov>; Payleitner, Rita <rpaleyitner@stcharlesil.gov>; Bongard, Ryan <rbongard@stcharlesil.gov>; Bessner, Edward <ebessner@stcharlesil.gov>; Weber, Steve <sweber@stcharlesil.gov>; Tungare, Rita <rtungare@stcharlesil.gov>

Subject: RE: Opposing Frontier Development project - 5-story condo

It's a bad plan and the city should learn from previous bad plan that it should not go forward.

Mary O'Connor



Global Meetings & Events | We Grow Brands and Advance People

moconnor@mocandco.com | www.mocandco.com | m: 630.788.8167 | d: 630.338.8440 | o: 630.443.4300

From: Kristine Fulton <kmcfulton87@gmail.com>

Sent: Friday, August 6, 2021 1:46 PM

To: lvitek@stcharlesil.gov; dpietryla@stcharlesil.gov; birball@stcharlesil.gov; Bancroft, Todd <tbancroft@stcharlesil.gov>; plencioni@stcharlesil.gov; rsilkaitis@stcharlesil.gov; rpaleyitner@stcharlesil.gov; rbongard@stcharlesil.gov; ebessner@stcharlesil.gov; sweber@stcharlesil.gov; rtungare@stcharlesil.gov

Subject: Opposing Frontier Development project - 5-story condo

CAUTION: Think Security! This email is not from someone at MOC. Do not click any links or open any attachments you are not expecting.

Mayor, Aldermen, and Director of Community & Economic Development,

I am writing to oppose the Frontier Development planned 5-story condo project on the east side of the river.

To quote Curtis Hurst in the Daily Herald article 'The plans are very raw and you have to kind of look at it with what the intentions are as opposed to the specific things within it because they're not fully developed.'

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- Noise, parking, and traffic residential concerns were ignored. Spoiling the quiet residential area that had been in existence for over 30 years was not a concern to Frontier – they would plant bushes to drown out any party noise.
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Residents matter. We are opposed to this project.

Kristine Fulton

From: marilyn shulski <mshulski@att.net>
Sent: Monday, August 9, 2021 12:43 PM
To: CD <cd@stcharlesil.gov>
Subject: River East Development

Members of the Planning and Development Committee

As long time residents of this neighborhood, we are very dismayed at the proposed River East Complex of a 5 story, 48 apartment building on the old dairy site. This will destroy the character of the neighborhood and negatively impact our way of life. This proposed building is much too big and should not be allowed to go forward. Something similar to Heritage Square, which fits nicely into the surrounding area, is much more appropriate. This an older neighborhood where it is safe to walk to the library, Mt. St. Mary Park and the Blue Goose, etc. and we would like to keep it that way.

Please consider the safety of all St. Charles residents who use Indiana Avenue and not close the street at Second Avenue. There is already a dangerous situation with 6 ft. high bushes on Ohio and Indiana and a bad angle making it hard to see traffic traveling south on Riverside. Most drivers go to the stop sign on Riverside to be safer. School buses travel south on Indiana Avenue daily during the school year and closing Indiana at Second would be very dangerous for these buses.

The City should not cede the triangular park to a private developer. People walk their dogs there and kids play catch. It was completely full on the 4th of July with people watching the fireworks. Flowers could be planted and possibly a sculpture installed to make it even more attractive but it should not be given away.

This complex would adversely affect parking, traffic, the sewer system and our quality of life. Something more in line with the neighborhood should be considered.

Marilyn Shulski
304 South Second Avenue
St. Charles

August 9, 2021

To: Mayor Vitek and Council members

From: Bob Rasmussen

Subject: River East Apartments

I will be unable to attend tonight's P&D meeting at which I hoped to discuss in person my concerns with the proposed development. Unfortunately, I had emergency surgery last week and did not get released from the hospital until Saturday night.

- 1) I am concerned about the transition this property represents. We have always worked hard in St. Charles to blend with our neighbors and transition from one zoning district to another. There is significant single-family development directly adjacent to the project and I am unaware of and 5 story building ever being adjacent to a single family neighborhood. To properly transition this property a 2-3 story building at most should be proposed. The Flagship Pollyanna property is better suited for a 4-5 story building.
- 2) Bulk mass must be considered on this property as I don't believe the city should look the other way by using a PUD to make the massing acceptable. This too relates back to the transitional nature of the property and the proposal is so far from EVERY bulk mass requirement.
- 3) Parking is a significant concern. With the success of Flagship, Pollyanna Arcada and the coming of the Old BMO Harris building we have already added significant pressure to the East side parking. There has been a lot of traffic added and not 1 parking stall added to date, we must have a plan in place. The current parking lot B is shown as 63 total spaces yet at least 12 have been taken up with outdoor dining so the parking lot no longer has that many spaces. Yes, the overlay district does allow for parking of apartments at 1.0 per apartment and no parking for the retail spaces. It is

my understanding that this is allowed as the infrastructure of parking in the downtown is managed by the city and the SSA provides the funding for it. I strongly urge the council to get the infrastructure upgraded first for any additional development on the East side with the number one concern being parking. If we used normal municipal parking requirements for 48 units and 7,000 SF of retail, the requirement for parking would be 80.2 spaces.

- 4) Closing of Indiana Street should not be granted. I have seen no precedence for closing streets and giving the land to a developer. Although this is a very small portion of street it was put there for a reason when our city was developed and allows for proper traffic flow. I use this street on a daily basis as I go to my offices at Heritage Square. I cannot leave Heritage Square and turn left on Illinois at 4th, 3rd or 2nd Avenue so my only option is to head down Indiana and take a right on riverside. Obviously, I have many tenants at Heritage Square that experience the same challenge as well as the entire neighborhood.
- 5) Right of way parking has historically remained in the ownership of the city and allowed for public parking. The concept of right of way parking is to offset the loss of street parking the development creates from new access being cut etc. The best 2 examples I have are at Heritage Square across from Lincoln school where I installed 7 parking stalls in the right of way that are 100% public and The Judd Mansion a block to the South where I installed 2 stalls in the right of way that remain public. In both instances I was required as the developer to pay for, install and maintain these areas in perpetuity. The precedence has been set for years on this throughout our town.
- 6) Narrowing of Riverside drive and angled parking should not be allowed at our Gateway. It is my believe that the pedestrian friendly zone really starts North of Illinois. Riverside drive is the main access point to our downtown for the SE quadrant of St. Charles and the NE quadrant of Geneva. I believe there is enough traffic on this road to warrant its normal width and require there be no stalls that back into traffic.

This is a tremendous development site and I believe the proposed mixed use is beneficial to our town on a much smaller scale.

Thank you for your time, I hope tonight's discussions can get the developer more on track with what is best for this site.

From: Patricia Hucker <huck2428@gmail.com>

Date: August 10, 2021 at 7:05:19 PM CDT

To: Bryan Wirball <bryan4stc@gmail.com>, "Pietryla, David" <dpietryla@stcharlesil.gov>

Subject: River East Apartments

Bryan & David

My husband and I had an opportunity to look at the plans for the proposed River East apartments. It seems like small area for an additional 48 apartments and retail businesses. A five-story building certainly seems over-sized for that area. We wonder about the number of new residents in that area and the traffic, parking, and pedestrian concerns, as well as how it would impact the area schools. The architecture of the complex seems not to fit in with the heritage of the downtown area and what a shame that it will effect the view from the west side of the river as well as that of the residents east of the proposed complex. Please feel free to forward our comments to the city council members who may be seeking input about the proposal of River East.

Thank you for you involvement and time spent working for the citizens of the city of St. Charles.

Sincerely

Bruce & Pat Hucker

To: Planning and Development Committee
From: Martha Gass, 211 S. 3rd Ave
Aug 11, 2021
Regarding River East Apartments proposal

I am addressing you tonight to request you to provide the Hursts some firm feedback regarding their proposal – feedback to advise them to stay within the City zoning requirements, and to truly beautify this “gateway” corridor to the downtown.

Conrad and Curtis Hurst’s proposal is ugly and greedy.

I ask you to view the Perspective Rendering submitted that shows the view of this development from directly across the river, and to try to find anything redeeming in the size and architecture, and to truly look at all sides of the building in this rendering to see how it does not “blend” with anything in the several neighboring blocks shown. Furthermore, I wish to point out that in this view the ATM which is on the front left is pretty obscured, but it would be there, well-lit and bright blue, just near the corner.

It’s not me saying the developer is being greedy. It’s right in their proposal:

The minimum lot size required for this size development is 48,000 sf. **Their proposal should be on lot that is 48% larger than the one they have.**

The maximum gross floor area is zoned at 40,000 sf. **Their proposal is 61% more than the maximum allowed.**

The lot size is zoned to allow 21 units maximum. **Their proposal for 48 units exceeds the zoning by 129%.**

The maximum height allowed is 50’. **Their proposal is 26% taller.** I’m not sure how this block was zoned for 50’ in the first place. Surely that decision was not made by people who walked the neighborhood. And just because they are *allowed* 50’, does not mean the Committee should view that as *appropriate* when they really view the current neighborhood.

The

They are required to replace the 5 private parking spots they are eliminating in their current parking lot. **They do not replace these spaces, and furthermore, they want the City to cede the 11 PUBLIC pull-in spaces on 2nd Avenue (the developer does not own these) to them for private use and they want the City to close a road and cede more green space for them to use for additional private parking.**

The development is required to have 48 residential parking spots and 30.2 retail spots.

Because the development is in the Downtown Special Service Area taxing district, they can count municipal parking spaces across Illinois Ave toward their parking requirement. This means that *residents* of their proposed development will be parking in the municipal lots that other St. Charles business owners are paying special taxes to support, ostensibly to have parking for THEIR businesses. The developer can also count the municipal lot on Walnut Ave between 2nd and 3rd Ave toward their retail parking requirement. I can tell you for certain that when street parking is available, a retail customer is not going to park in the Walnut Ave garage.

The proposal is for more larger apartments than smaller ones: 28 2-bedroom apartments, and 20 one-bedroom, so the number of residents likely having 2 cars is higher.

Were the development in another location, this building would be required to have parking for 101.8 cars. Where are these cars going to park? Yes, right in our neighborhood, the shortest distance to the development as possible.

The final truth about parking is that the developer is providing 32 private parking spaces.

I am also concerned with garbage and the fact that our neighborhood will now be the back door of a large development. Where is garbage proposed to go? How will the building be serviced – through back

doors on our side of the development? How about other industrial machinery and pumps – all on our side?

Our neighborhood has sewer problems during heavy rain events. The Public Works acknowledges this. Here is what they shared with us. “There are two separate sewer pipes. One for storm water and another for sanitary waste, they do not use the same pipe.

During very heavy rainfalls over an extended period of time there have been times in the past when sanitary waste was discharged into the river. This has not happened for at least 2 or 3 years; however, the pumps are currently in place in order to provide a prompt response if needed. If/when this event does occur, EPA guidelines and protocols are followed by Public Works. The reason for this is to prevent sewage from backing up into resident's basements and business establishments.”

This development is going to add to sewer issues in a very large way.

Another concern is the “retail” portion of this development. I understand that a bar could go on this site right now as-is. If the developer goes forward with a PUD, I strongly urge the Committee to restrict the use of any retail space by prohibiting a bar or restaurant on this site. You have before you tonight all the issues regarding regulating micro-breweries and have had to listen to the neighbors of D&G Brewing tell you about their issues with a bar literally adjacent to their homes. We do not want their issues in our neighborhood. I am afraid that when the “retail” portion folds, the space will be morphed into a bar / restaurant. Then we have even more issues with parking and traffic in the neighborhood, more noise, litter, and other spill out issues associated with alcohol and hours of operation.

I strongly urge the developer and the City to build two-story row houses on this site that incorporate the slope of the land. When I say two stories, I’m not saying two stories when in my head I would accept three stories. Every other building within several blocks is only two stories. I really mean two stories. These Riverside Ave row homes will have beautiful river views. Second Ave row homes could have roof top terraces with river views. Garage parking could be in between. I believe these would be marketable and consistent with the neighborhood. If the City thinks a River East type of development is vital for downtown, Frontier can place it at site already zoned for it.

The developer has garnered a lot of good will from the neighbors and the City Council for the other attractive projects they’ve worked on. It would be a shame for them to squander that on a project that simply does not suit the area.



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Transcript of River East Apartments

Date: July 20, 2021

Case: St. Charles Plan Commission

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Email: transcripts@planetdepos.com

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BEFORE THE PLAN COMMISSION
OF THE CITY OF ST. CHARLES

-----x
In Re: River East :
Apartments, Application :
for Concept Plan :
-----x

HEARING
St. Charles, Illinois 60174
Tuesday, July 20, 2021
7:17 p.m.

Job No.: 336730B
Pages: 1 - 93
Reported by: Joanne E. Ely, CSR, RPR

1 HEARING, held at the location of:

2

3 ST. CHARLES CITY HALL

4 2 East Main Street

5 St. Charles, Illinois 60174

6 (630) 377-4400

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13 Before Joanne E. Ely, a Certified Shorthand
14 Reporter, and a Notary Public in and for the State
15 of Illinois.

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Transcript of River East Apartments

Conducted on July 20, 2021

3

1 PRESENT:

2 PETER VARGULICH, Vice Chairman

3 JENNIFER BECKER, Member

4 JEFFREY FUNKE, Member

5 LAURA MACKLIN-PURDY, Member

6 LAUREL MOAD, Member

7 COLLEEN WIESE, Member

8

9 ALSO PRESENT:

10 RUSSELL COLBY, Assistant Director of

11 Community & Economic Development

12 ELLEN JOHNSON, Planner

13 RACHEL HITZEMANN, Planner

14 RITA TUNGARE, Director of Community &

15 Economic Development

16 MONICA HAWK, Development Engineer

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

2 VICE CHAIRMAN VARGULICH: Now, we come
3 back to Item 5 on the agenda.

4 So the next two items, the first one will
5 be River East Apartments, are going to be concept
6 plan types of discussions and public input.

7 So for these plans, everyone here, these
8 are just for remarks. There's no particular
9 voting with respect to something being approved.
10 So the purpose of this is we allow the applicant
11 to have informal input on their conceptual plan,
12 which would be their application that they have
13 submitted and with respect to any drawings or
14 details that they have provided.

15 The concept plan process serves as a forum
16 for our citizens, neighboring property owners to
17 ask questions and express views on the potential
18 development.

19 Our procedure tonight will be to start
20 with the applicant's presentation. After that,
21 the Plan Commission will ask questions. Then
22 members of the public who wish to speak will be
23 given a chance to do so. After that, finally,
24 Plan Commission members will offer final feedback.

1 The Plan Commission will not take any
2 action with respect to approving or denying this
3 project. After this meeting, the concept plan
4 will be discussed again at the Planning and
5 Development Committee meeting of the City Council.
6 If the applicant decides to pursue this project,
7 zoning applications will be filed, and property
8 owners will be noticed again.

9 I ask anyone who wishes to speak to allow
10 me to recognize them. Again, you will come up to
11 the lectern, state your name and your address for
12 the record.

13 So River East Apartments, Conrad Hurst.
14 You guys ready?

15 MR. CURT HURST: Good evening. Thank you
16 for letting us present this evening. Thanks for
17 the introduction as well in terms of the process,
18 which is really what we're wanting to do is to get
19 some informal input before we go through all of
20 the, you know, final engineering and those
21 processes to make sure that -- oh, I'm sorry.

22 VICE CHAIRMAN VARGULICH: And also if you
23 could please introduce yourselves --

24 MR. CURT HURST: Yeah. I'm sorry. I

1 apologize.

2 VICE CHAIRMAN VARGULICH: -- for the
3 record and for the public.

4 MR. CURT HURST: Yes. I'm Curt Hurst, and
5 I live on 700 North Third Avenue in St. Charles.

6 MR. CONRAD HURST: Conrad Hurst, 9 East
7 Main Street, St. Charles.

8 MR. CURT HURST: So I already said that
9 part, so I won't go back on that.

10 I'd like to open with the fact that what
11 we've been looking at, you know, over the
12 course -- and, obviously, everybody is relatively
13 aware of, you know, that we are doing some other
14 things in downtown St. Charles.

15 But we paid close attention to what the
16 2013 comprehensive plan for the City of
17 St. Charles is really presenting because it's gone
18 through a rigorous process over the years to kind
19 of get to where it is now, which is really to help
20 guide development within the City to what the
21 community and the City wants. So it's been very
22 well thought out, and it's been put together in
23 terms of how that is presented.

24 What this site is identified within that

1 comprehensive plan -- it's a 2013 plan, which was
2 updated in 2020 as well. And this site is located
3 in what's called the "Downtown Subarea" within the
4 comprehensive plan. That's all in the package.
5 Rather than kind of flipping back and forth, I
6 think I'll just keep the comments relatively
7 general.

8 It's further identified as a catalyst
9 site; and in that catalyst site, it's got one of
10 the greater potentials for riverfront development
11 on the east side, particularly, which we think is
12 significant.

13 And then also it's a southern gateway to
14 the downtown area. As a southern gateway, it
15 should include some features that are important
16 not only, you know, it is, you know, the front
17 door, if you will, from the south. So some things
18 that, you know, architecturally and, you know, use
19 wise we think should be part of the plan.

20 The primary objective of the comp plan is
21 to provide mixed uses that foster active -- an
22 active and interesting district. These are all
23 things -- I'm paraphrasing a little bit, but these
24 are all things identified in the comprehensive

1 plan. We just wanted to make sure that everybody
2 understands that we are trying to work within the
3 framework of that comprehensive plan.

4 So having said that, some of the things
5 that are on this site plan that we think are
6 relevant are looking at the southern part of
7 that -- again, we'll admit that the plans at this
8 stage are very raw. So you have to kind of look
9 at it with, you know, what the intentions are as
10 opposed to the specific things within it because
11 they're not fully developed.

12 We continue to develop them as we get
13 input, as we think of things, as we, you know,
14 look around at what's happening in the rest of
15 downtown St. Charles. We want to make sure that
16 we're considering all those things. So this is
17 just a very raw plan at this stage.

18 At the southern part of the -- we'll just
19 call it -- there's actually three parcels there.
20 It's the -- on the north side, which is -- it's
21 hard, I don't know if I have a pointer there. But
22 the north side where the existing parking lot is,
23 you're all familiar with it, it's got the BMO ATM
24 in it.

1 We currently own that site. It came as
2 part of our acquisition with the BMO parcel.
3 There were three parcels that came with that
4 acquisition. One was the BMO building and the
5 parking that's to the south of that immediately,
6 this site, and then also the site on the other
7 side of Illinois Street here which is part of the
8 Riverside building, which has Pollyanna and
9 Flagship in it. So those three parcels were part
10 of that acquisition.

11 Subsequent to that, we bought the former
12 Chamber building, which is how that's identified
13 on there, and that's how everybody, you know,
14 affectionately knows that building. It housed the
15 Chamber of Commerce for the most part. There were
16 a couple of other smaller tenants in there, but we
17 purchased that building about four months ago.

18 And then the balance of that triangular
19 area, the southern part is currently Indiana
20 Avenue and a small open area of park space.

21 So our thoughts here are, to be consistent
22 with the comp plan, to kind of, first of all,
23 consolidate all of those just so we can get more
24 of an entrance feature, if you will, from the

1 south, including, you know, again it may not show
2 it here very well, but it does anticipate open
3 space down there that, you know, encourages
4 outdoor activity. You know, whatever outdoor
5 activity is, whether it's for public or private
6 use.

7 Our anticipated use on that would be --
8 and I've had the conversations with the intended
9 user in here, so I can now kind of talk about it
10 publicly, which I haven't been able to do previous
11 to this.

12 The first floor of this building is going
13 to be Sammy's Bikes, and he's going to expand his
14 operation and to do a lot of other things that are
15 very pedestrian oriented, which will be some
16 rentals of kayaks, those types of things. He's
17 going to have an outdoor cafe that has mostly a
18 juice bar, that type of thing.

19 If you're familiar with, which you all
20 are, the Riverside corridor, it's a very active
21 bicycle and pedestrian area already; and we're
22 just trying to take that momentum and enhance it
23 so that, you know, this site is fully utilized not
24 only for that but also for the Riverside Avenue

1 corridor altogether.

2 So that's kind of the plan, if you will,
3 for the southern tip of that. The Chamber
4 building we're currently -- it's currently an
5 existing building obviously. We're expanding the
6 footprint a little bit to the north, not
7 significantly, but on the first floor that
8 building will go from approximately 5700 square
9 feet to approximately 7500 to 8,000 square feet,
10 depending on how that final footprint works out,
11 and that will all be one user, which is Sammy's
12 Bikes.

13 And then above that, as the architecture
14 kind of indicates, we're doing four stories of
15 apartment units that will also extend out over the
16 existing parking lot. That existing parking lot
17 is going to stay in place, as noted in the
18 package, and so there's currently 37 parking spots
19 on there.

20 Depending on how the architecture lays
21 out, you know, we have to think of structural
22 items, it could be as low as 32 but somewhere
23 between 32 and 35 parking spots will remain on
24 that flat-surface parking lot.

1 There's also currently 11 parking spots in
2 the rear of the building that exist today. Those
3 are City parking spots, and then we're proposing
4 adding another 11 spots along Second Avenue and
5 eight more spots on Riverside Avenue. That will
6 get the count up to approximately 62, depending on
7 how that 37 shakes out between 32 and 37.

8 So currently there are 48 spots. We're
9 proposing to make it into 62 spots. I think the
10 package actually says 51; but if you do the count,
11 it gets it to 62.

12 In addition to that, a lot of the things
13 that we're really focused on here are -- and it
14 actually is part of the comprehensive plan as well
15 is that a big component of being in the downtown
16 area is to make it pedestrian friendly, to make it
17 oriented to, you know, walk about, walkability in
18 the downtown area, using the services that are
19 provided by all businesses within the downtown
20 area.

21 And currently, Riverside Avenue is -- I'm
22 not going to state the width because it's X width.
23 We are proposing to narrow that down a little bit
24 just so that we can slow the traffic down a little

1 bit. It's called -- in the engineering world,
2 which we learned, it's called traffic-calming
3 measures.

4 So really one of the things that you can
5 do is to narrow the street down a little bit and
6 provide some things, for instance, the crosswalk
7 that goes across to the street there is raised
8 about 6 inches. I forget the technical name
9 for it.

10 It's a sidewalk basically but, you know,
11 maybe it's done in pavers, but it's raised up a
12 little bit, and you put signs there to let
13 everybody know, but it definitely slows things
14 down. It acts as a speed bump essentially. It
15 also elevates pedestrians so that they can be seen
16 as they're going back and forth, which again
17 that's all part of the comprehensive plan is to
18 make this, you know, very accessible to
19 pedestrians, bicycles, everybody using the
20 downtown services.

21 So, in general, we want to continue that.
22 It's not reflected in this PUD or this plan; but
23 further north on the other side of Illinois on
24 Riverside Avenue, we're continuing that theme so

1 that there's a lot of walkability and
2 traffic-calming measures so that we're slowing
3 that traffic that's going down.

4 We don't have the opportunity to do that
5 on Route 64, but we can certainly impact that
6 here, and I think First Street is a great example
7 of that. The First Street development has done a
8 great job down there in terms of slowing traffic
9 down and making it very walkable.

10 Even with the new closure of that First
11 Street from North Avenue, I think it's a great
12 addition to downtown as well because it does do
13 all of that -- make it much more pedestrian
14 friendly.

15 So in general, those are the overall
16 comments that I would make rather than getting
17 into each of the specific items, but I'm sure, you
18 know, there's going to be an opportunity to talk
19 about those as questions come up.

20 VICE CHAIRMAN VARGULICH: Before you
21 conclude, could you -- if they're available on
22 this, could you walk us through the building a
23 little bit both architecturally or floor plan just
24 so that we understand what you're -- you've talked

1 about the units, but could you help us understand
2 that.

3 MR. CURT HURST: Sure. Absolutely. This
4 is probably the right picture for that, for the
5 footprint.

6 If you see the dotted line kind of in the
7 middle of that building, and the part to the south
8 is, essentially, the existing Chamber of Commerce
9 building right now.

10 The part to the north would be the added
11 part on the second -- second, third, fourth, and
12 fifth floors. And also on the south part, which
13 is the current Chamber building, we would have the
14 second, third, fourth, and fifth floor as well.

15 The first floor will remain, essentially,
16 intact as it is from a front elevation with some
17 awnings, decorative items that are included in the
18 architecture, and a little bit of an expansion of
19 the footprint. So like I said earlier, that
20 footprint gets from about 5700 square feet plus or
21 minus to 8,000 square feet, depending on what that
22 final architecture looks like.

23 So that, essentially, you know, talks
24 about the footprint of it. The architecture --

1 well, okay, let's go back to that one.

2 So you can see how the apartments lay out
3 on there. Our goal for the apartments here -- you
4 know, our target for these are to be the urban
5 professional, for lack of a better word, don't
6 know what that means necessarily, but for those
7 people that want to use the downtown services,
8 live, work in the downtown area.

9 And maybe it's a springboard to buying
10 their first home as well. I don't want to
11 pigeonhole myself into X dollars per month, but
12 they're certainly for that urban professional; and
13 if I can use, you know, an example of somebody, we
14 have 300 employees that work at ALE. That's our
15 target market.

16 We want those folks to live, work,
17 entertain downtown, grow their families, move to,
18 you know, homes within the St. Charles community
19 because they love being in the St. Charles
20 community. That's what we've done in the last 20
21 years. I've raised my sons, my children here. So
22 we love the downtown area.

23 So that's kind of the footprint. There
24 are 12 apartments, plus or minus. Again, we say

1 that based on what the final architecture and
2 footprints come out to, the engineering, all of
3 those things. So we're working through all of
4 those, again, getting all the input from all the
5 stakeholders in it.

6 The next one is the architecture, which,
7 again, we've been through a couple of iterations
8 through this both before we put the first one in
9 front of the Historic Commission, which really
10 wasn't -- you know, they didn't like it, to be
11 very honest. It was somewhat -- it was the first
12 one before this.

13 It was somewhat modern. You know, you
14 could say that, you know, and that's what was
15 told. So we made some adjustments to it, and then
16 we looked at the comprehensive plan and took some
17 of the things in there again as well.

18 They want you to step back -- you know, if
19 you're going to go to a certain number of floors,
20 they want you to step back that top floor. Maybe
21 we accomplished that, maybe we didn't on this one,
22 but we're certainly open to the comments on how we
23 get through that process.

24 By no means are we, you know, necessarily

1 locked in on architecture at this point. We're
2 just trying to get an idea and a sense of the
3 input on, you know, how we get through that, and
4 we're continuously, you know, going through
5 iterations of this.

6 And we've gotten some very good input from
7 the Historic Commission as well in terms of ideas
8 that they would like us to incorporate. We've
9 missed the mark, so we're going back and changing
10 that. So we're, you know, open to those ideas.

11 So that's kind of the overlay of the
12 building itself.

13 MEMBER WIESE: Could I ask a question?

14 VICE CHAIRMAN VARGULICH: If I could
15 just --

16 MEMBER WEISE: Sure.

17 VICE CHAIRMAN VARGULICH: -- just from a
18 standpoint -- there have been several letters, two
19 letters that were in our packets, and then
20 apparently there's been about six other letters
21 that have been submitted to us.

22 MR. CURT HURST: Sure.

23 VICE CHAIRMAN VARGULICH: I'm sure they've
24 been provided to you in some format.

1 MR. CURT HURST: Yes. All of those
2 letters -- we've gotten all of those letters, just
3 so you know.

4 VICE CHAIRMAN VARGULICH: Yes. And so are
5 those -- I mean, obviously, some people are here
6 to testify or provide some comment and things like
7 that.

8 MR. CURT HURST: Sure.

9 VICE CHAIRMAN VARGULICH: And we just hope
10 that then you'll take the opportunity to address
11 those to the best you can and to at least address
12 these comments. Would that be okay? For you to
13 be able to address those comments at some future
14 date if you proceed ahead.

15 MR. CURT HURST: Oh, absolutely, yes.

16 VICE CHAIRMAN VARGULICH: So just for the
17 record, we have two letters that we received in
18 our packet from a Greg Taylor at 211 South Third
19 Avenue and also a letter from Anton Shulski at 304
20 South Second Avenue. So those were in our packet.

21 We also received six additional letters
22 recently. One from a Dick Petrizzo dated the 17th
23 of July; a letter from -- I'm sorry I'm doing this
24 a disservice -- Asucena Saldivar -- I apologize --

1 304 South Third Avenue dated the 7th of July -- or
2 I'm sorry, the 20th of July; Sharon Bringelson,
3 from 372 Brownstone Drive, and some Brownstone
4 residents also signed her letter, dated the 20th
5 of this month; Marilyn Shulski, 304 South Second
6 Avenue, letter dated the 20th of this month; Janet
7 Foster, 203 Illinois Avenue, dated the 20th; and
8 also Martha Gass, 211 South Third Avenue.

9 So we have received all these. We have
10 tried to digest them and also provide our own
11 comments, and then there will still be
12 opportunities for people to speak.

13 So now I can open it up, so please.

14 MEMBER WIESE: I just wanted to clarify
15 what I'm looking at. So is the parking underneath
16 that second floor that extends over the current
17 parking lot now?

18 MR. CURT HURST: That's correct.

19 MEMBER WIESE: Okay.

20 MR. CURT HURST: Because those 37 spots
21 that are there today will stay as a parking lot.
22 There will be a few changes in the count just
23 based on how the structure lays out.

24 MEMBER WIESE: Got it. Okay. I just

1 wanted to make sure.

2 MEMBER FUNKE: I've got a couple
3 questions.

4 MR. CURT HURST: Sure.

5 MEMBER FUNKE: Right now your
6 architectural plans are showing, is that Second
7 Avenue, as being a street, and the civil plans are
8 showing that you're vacating that. So is that
9 correct?

10 MR. CURT HURST: Which one?

11 MEMBER FUNKE: The architectural site
12 plan.

13 MR. CONRAD HURST: Yeah. That hasn't been
14 updated to reflect the site plan.

15 MEMBER FUNKE: So we're supposed to go
16 with the civil drawings? If you look at the
17 architectural site plan --

18 MR. CURT HURST: Oh, right, that's
19 correct, yes. No. Right. That was an early
20 iteration and we haven't -- so that's not part of
21 the current site plan that we're expecting to do
22 as part of the PUD application or the plan.

23 MR. CONRAD HURST: We do have a plan to
24 incorporate some kind of a courtyard patio space

1 like the architectural site plan shows there, but
2 you kind of have to look at the engineering site
3 plan, which isn't really a site plan at this
4 point, to understand the rest of that. Everything
5 below the architecture shown as a patio will
6 become courtyard and parking.

7 MEMBER FUNKE: I think it would be helpful
8 next time to incorporate the architecture into the
9 proposed site plan.

10 MR. CURT HURST: Yeah. That's a good
11 point. It's an iteration -- the one previous is
12 an iteration that the architect had done versus
13 the engineer, which is the site plan, so.

14 MEMBER FUNKE: No, I get it. I get it.
15 The next question I have is that you're
16 showing a 59-foot height in the elevations. It's
17 saying that you're going 63 in the application.
18 And then the elevations also show a negative 5
19 foot 1. So I'm really confused as to what the
20 height of the building is going to be.

21 MR. CURT HURST: That's a good point. The
22 59 feet is on the Second Avenue side.

23 MEMBER FUNKE: Right.

24 MR. CURT HURST: And the 63 feet would be

1 on Riverside Avenue because there is a slope to
2 that from Second Avenue.

3 MEMBER FUNKE: But it's showing minus 5
4 foot 1.

5 MR. CURT HURST: That five-foot
6 difference -- and maybe the math is off. Is it 59
7 and 5 is 64, so it should be 64.

8 MEMBER FUNKE: Okay.

9 MR. CURT HURST: So that's really, you
10 know, we had to work through that, you know, that
11 engineering.

12 MEMBER FUNKE: All right.

13 MR. CURT HURST: But that's, essentially,
14 the difference is, you know, Riverside Avenue
15 obviously is lower than Second Avenue. So there
16 will be a shorter height in the back.

17 MR. CONRAD HURST: It has an awkward
18 slope, and we measured from the tallest point just
19 to make sure we're covering our bases.

20 MR. CURT HURST: Right.

21 MR. CONRAD HURST: So the 63 illustrates
22 what is the tallest opportunity for that building.

23 MEMBER FUNKE: Okay. The next question I
24 have is you're in close proximity to single-family

1 homes to the east, and it would be good to see,
2 like, something to show what the difference in
3 height is from the building to the buildings next
4 door and the proximity to those buildings. I
5 don't know what that is from the street, how big
6 the street is.

7 MR. CURT HURST: Right.

8 MEMBER FUNKE: And, you know, and maybe
9 some shadow studies to show what kind of shadows
10 are going to be cast on the neighbors next door.

11 MR. CURT HURST: Okay.

12 MEMBER FUNKE: I think that's important.

13 MR. CURT HURST: We're working on that on
14 a lot of the background engineering and
15 architecture, so we can to do a lot of perspective
16 so that you really get a good sense of, you know,
17 what that looks like from the south, from the
18 east, from the west, including some of the, you
19 know, the green spaces and greenery more detailed.
20 So all of those will definitely be, you know, part
21 of our next approval process.

22 MEMBER FUNKE: I think a shadow study
23 would be key because that's going to --

24 MR. CURT HURST: Right. Show what is

1 casting a shadow --

2 MEMBER FUNKE: Casting a shadow on, you
3 know, the next-door buildings.

4 MR. CURT HURST: Sure. Absolutely.

5 MEMBER FUNKE: And did you speak to the
6 neighbors next door? Did you kind of talk to them
7 about what you're proposing?

8 MR. CURT HURST: No. We have not talked
9 specifically to the neighbors other than the
10 Historic Commission preliminary concept review.
11 They were here, and we had a little bit of
12 dialogue during that process but not any direct
13 conversation.

14 MEMBER FUNKE: And then my last comment
15 is, you know, in the existing zoning you have, you
16 know, the MGA is 40,000 square feet, your
17 allowable square footage, and the lot area is
18 48,000 square feet. So that comes out to .83, and
19 you guys are proposing 64,000 square feet of MGA,
20 and your lot is 25.9 thousand, which comes out to
21 2.5.

22 So you guys are, essentially, three times
23 the allowable area for that site. So it's quite a
24 density. You're asking for three times the amount

1 of area that's allowed.

2 MR. CURT HURST: It's an interesting
3 point, and I think that, you know, it's currently
4 two parcels, actually it's going to be -- there's
5 three parcels there if you could consider the park
6 there and Indiana Avenue.

7 It's currently -- but it is two things
8 there, so two parcels. And if you look at the
9 ordinance, it's actually 40,000 per parcel per
10 building. So if you don't combine the pins, then
11 you actually get the 80,000 because you'd get the
12 40,000 for each parcel. So, you know, we're
13 trying to figure out what the best way to present
14 that is.

15 MEMBER FUNKE: It would be good to see
16 that analysis --

17 MR. CURT HURST: Right.

18 MEMBER FUNKE: -- and compare them, to see
19 what the zoning allows --

20 MR. CURT HURST: Right. Because then we
21 wouldn't be looking for that density variance --

22 MEMBER FUNKE: Right.

23 MR. CURT HURST: -- based on per lot if we
24 didn't combine the pins.

1 It's also, you know, not necessarily for
2 this conversation, but at least for, you know,
3 knowledge, that the southern -- or the northern
4 parcel, which is the current parking lot, is in
5 the TIF, the First Street TIF, and the Chamber
6 building is not in the TIF.

7 So we're kind of wrestling with how do we
8 put all that together. And so we'll figure all
9 that engineering out, what the best way to do
10 that is.

11 MEMBER FUNKE: It would be nice to see
12 the -- you know, whatever this site is, I mean,
13 the entirety of the site --

14 MR. CURT HURST: Sure.

15 MEMBER FUNKE: -- what that square footage
16 of what, you know, you're proposing compared to
17 what the zoning allows.

18 MR. CURT HURST: Right.

19 MEMBER FUNKE: It would be nice to see
20 that number and that comparable.

21 MR. CURT HURST: Okay.

22 MEMBER FUNKE: That's all I have. Thanks.

23 MEMBER BECKER: I'll take a few.

24 VICE CHAIRMAN VARGULICH: Sure.

1 MEMBER BECKER: I guess regardless of the
2 math, my opinion is that building is too bulky for
3 the site, and I think that it will be an
4 encroachment on the neighborhood across the
5 street.

6 In thinking about it being a gateway, I
7 think that is an appropriate thing to think about.
8 If you think about the mass across the river where
9 they even on the Fox, even on the River, I think
10 that scale is -- to mirror something like that
11 across the river and then step up to the north, to
12 the more dense and higher buildings would be more
13 appropriate at this part in the downtown.

14 The other thing I'm wrestling with is the
15 use of public right-of-way for private parking
16 spaces. So it sounds like it's going to be a
17 challenge as well as the vacation of Indiana
18 Avenue and using public park or open space for
19 private.

20 So I'll be interested to see how that
21 works out from a land transfer standpoint. I
22 don't think it's appropriate to have those
23 diagonal spaces on Riverside Avenue backing out
24 into that. I acknowledge that they're already on

1 Second Street. So that seems to be working all
2 right, but adding new ones onto Riverside
3 regardless of trying to do some traffic calming, I
4 don't think that's an appropriate use there.

5 So those are my comments.

6 MR. CURT HURST: Okay.

7 MEMBER MOAD: I am largely concerned with
8 parking availability because parking on the
9 weekends in particular in that portion of downtown
10 on the east side is always full. And if we add
11 more residential units to that area, the residents
12 are going to have an expectation of parking, and
13 that will deter visitors from being able to park.

14 So I think we have an inadequacy in terms
15 of anticipating our parking needs long term, and I
16 agree with the comments that have been made with
17 regards to the bulk of the building for the space
18 that it's on.

19 I am in favor of the multiuse concept and
20 multifamily housing --

21 MR. CURT HURST: Sure.

22 MEMBER MOAD: -- above Sammy's, but the
23 building feels much too massive for a gateway to
24 our town.

1 MEMBER MACKLIN-PURDY: Are we giving
2 comments or questions?

3 VICE CHAIRMAN VARGULICH: Whichever, it's
4 our turn.

5 MEMBER MACKLIN-PURDY: Okay.

6 VICE CHAIRMAN VARGULICH: You can if
7 you're ready.

8 MEMBER MACKLIN-PURDY: I don't have any
9 questions per se. I do agree with Commissioner
10 Funke about a shadow study. That is something
11 that I know the neighbors would appreciate.

12 MR. CURT HURST: Okay.

13 MEMBER MACKLIN-PURDY: I do like the
14 project. I think it's a great use of the space.
15 If we're ever going to develop into a larger
16 community, that we're all striving for, we need
17 more density downtown.

18 It may be a little bit large for the
19 space, but I think you're going to do some --
20 maybe working on that. I know that you're
21 probably going to go back to the drawing board a
22 few times.

23 I like the whole concept. I like Sammy's.
24 I like the apartments above it. And I know your

1 kind of MO is to create pedestrian friendly, bike
2 access, river access. So I think the whole
3 concept is very positive for our downtown.

4 MR. CURT HURST: Thank you.

5 VICE CHAIRMAN VARGULICH: Go ahead.

6 MEMBER WIESE: I like the one thing that
7 you did say in terms of helping drive more people
8 to St. Charles and giving them an opportunity for
9 a place to live that they may not buy into right
10 away and eventually grow to love the downtown and
11 grow into St. Charles.

12 And I agree that I think the mixed-use,
13 the idea of Sammy's is something that provides
14 St. Charles more access to the river and to be
15 able to use the river, and the site plan is
16 phenomenal. I think that's a necessary asset for
17 downtown.

18 My suggestion would be the ideas for the
19 courtyard, for that to be more fully developed.
20 You know, any changes that you make -- anything
21 that can show and bring to light, I think, will
22 help kind of determine what is the road to -- like
23 what does that look like and is it going to create
24 more green space. Is it going to create more --

1 you know, I think those are the things that are
2 unclear and probably causing hesitancy.

3 The idea of parking seems to be answered.
4 I understand that there probably would be
5 increased density, but I also think future parking
6 in St. Charles isn't solely on your shoulders.
7 That's something the City needs to think about
8 with the Arcada, with all the great things that
9 are coming downtown.

10 So I think that's something that in some
11 way the City as a whole needs to think about
12 because I think the idea of bringing more people
13 to St. Charles is a good thing.

14 I would agree with some of the comments
15 about the density of the building. So I'd like to
16 see what that ends up looking like, but I do think
17 this is a gateway entry point. You know, as a
18 resident that doesn't live far from this area, I
19 have always wondered why that space has been
20 vacant --

21 MR. CURT HURST: Right.

22 MEMBER WIESE: -- and looked the way it
23 looks. So I'm excited about something coming
24 there, and I think you're on the right track. I

1 just think that there's probably some tweaks and
2 things that need to -- and to the point, listening
3 to the residents and hearing concerns, I think is
4 valid and seeing where we can then take it.

5 MR. CURT HURST: We appreciate those
6 comments, and that's really the value of this
7 process of an informal versus the formal process
8 and getting here and not being able to do that.
9 So we're continually going through that and taking
10 all the input and trying to incorporate those in.

11 VICE CHAIRMAN VARGULICH: I have
12 somewhat -- I'll start with some high-level
13 questions --

14 MR. CURT HURST: Sure.

15 VICE CHAIRMAN VARGULICH: -- and some
16 thoughts for you.

17 MR. CURT HURST: Okay.

18 VICE CHAIRMAN VARGULICH: We've touched a
19 little bit on parking. I guess I'm a little
20 uncertain as to how -- is all this parking, the
21 existing spaces and the proposed spaces,
22 understanding that this can change, but let's just
23 work with what you have right now.

24 MR. CURT HURST: Sure.

1 VICE CHAIRMAN VARGULICH: Are all those
2 intended to be public parking spaces, or is some
3 of it, specifically for the residents, like on the
4 existing lot? Because right now I think people
5 use it as public parking.

6 MR. CURT HURST: Right.

7 VICE CHAIRMAN VARGULICH: So if you build
8 a building, you're going to need parking for
9 residents at some level, and how would that be
10 secured for them?

11 MR. CURT HURST: Yeah. So I'll try to
12 answer that sort of in a direct and roundabout
13 way. So there's 37 spots there, and they're
14 private. And they're currently used, you know,
15 for the enjoyment of everybody, and we fully
16 expect that there's going to be a large component
17 of that to remain.

18 Largely, because we have a very vested
19 interest in the community, not just in what we do
20 financially but what we do personally. We live
21 here. We enjoy the community. We do all those
22 things. So we want to make -- we want to be as
23 respectful as we can to what the parking is.

24 With that in mind, there are ordinances

1 that, you know, kind of dictate that. You know,
2 the ordinance says you have to have one per unit,
3 so 48 spots, and they can be public spots. They
4 can be across the street. There's a, you know,
5 it's in the package, X number of feet away.

6 And so you could say that, you know, if
7 you did an apartment and just did the ordinance
8 and they were all public and you had no private
9 and you met that ordinance, then none of those
10 residents would have any specific parking, other
11 than fight for the parking that's on the public
12 streets or in other public lots within that area.

13 We've got sort of a hybrid going. We
14 don't know what the final metric is going to be.
15 There's going to be some, and you'll pay for it,
16 no different than if you're doing an apartment
17 complex somewhere else.

18 You have X number of open spots. Those
19 are sort of in -- and it's a little different in a
20 non-downtown area because they build X amount of
21 parking for the residents and typically no other
22 people are going to use them unless they're
23 located near retail, which that probably happens
24 as well.

1 But then they build covered spots or
2 garages, and they charge X dollars for those, and
3 there's some ratio. I don't know exactly what
4 that ratio is, but there's some ratio.

5 So we anticipate that that will happen,
6 that there will be some ratio of spots that
7 tenants would pay for additional in order to have
8 the private reserved spot underneath the building
9 so their car doesn't get snowed on or whatever the
10 case may be. Again, so we don't know exactly what
11 that's going to work out to be.

12 We have a retail component here, a very
13 vibrant retail component that we want to
14 accommodate as well, which is why we want to make
15 sure we're trying to do as much as we can with
16 additional parking in the limited space that we
17 have.

18 So there's going to be some push and pull
19 of where that parking goes. And so the other ways
20 you can control things is, you know, 24-hour
21 overnight parking restrictions and things like
22 that. So we haven't really gotten to that point
23 in the engineering yet, but that's a way to let
24 the public use the parking in general so that

1 whether you're going to the Arcada or you're going
2 to Alter or you're going somewhere else because
3 that lot gets full over there, and people have to
4 walk across the street as well. Maybe they have
5 to come over here and park.

6 So we want to encourage that as much as we
7 can, and then we'll figure out what the right
8 components of all of that kind of come together.
9 So I know that's not the direct answer, but it at
10 least gives you a flavor of what we're trying to
11 figure out and what that right ratio would be.

12 VICE CHAIRMAN VARGULICH: And maybe for
13 you and for staff, is this something that gets
14 rolled up into any kind of a parking study that
15 they would do or a traffic study that they might
16 need to do in conjunction with how all the
17 downtown parking is working because of the varying
18 intensities of uses that we have?

19 MR. COLBY: Yes. That is something that
20 could be requested by the Plan Commission and/or
21 City Council as a comment in reaction to this
22 concept plan if you believe that type of analysis
23 is warranted.

24 VICE CHAIRMAN VARGULICH: Yeah. Okay.

1 All right.

2 A second thought with respect to just
3 general planning independent of how many units
4 you're going to end up with and all of that is I
5 think with respect to the concept plan and also
6 our downtown plans that have been done, and
7 there's little vignettes that have been done, and
8 I think part of them were in our packet.

9 I mean, one of the options that seems to
10 be identified was actually closing Riverside
11 Avenue --

12 MR. CURT HURST: Uh-huh.

13 VICE CHAIRMAN VARGULICH: -- and making it
14 all pedestrian. As you talk about pedestrians and
15 the use, and you have a bike path that, you know,
16 traverses north past the property. And you're
17 trying to, you know, have a speed table to help
18 slow people down and, you know, do all those
19 things. And not necessarily that it has to be a
20 totally paved plaza --

21 MR. CURT HURST: Sure.

22 VICE CHAIRMAN VARGULICH: -- but the idea
23 becomes instead of the right-of-way trying to
24 accommodate a narrow bit of traffic and the

1 challenges with that with respect to is that okay,
2 is the pavement width okay, does public works feel
3 that's okay, and all these other parties.

4 Is it possible to look at using the entire
5 thing as a pedestrian space and how that -- I
6 guess even to further go beyond that is would the
7 consideration be if the right-of-way was -- I
8 don't know if vacated is the right word, but I
9 will start with that. That's the most permanent
10 versus a license, versus an easement, that kind of
11 thing.

12 MR. CURT HURST: Correct.

13 VICE CHAIRMAN VARGULICH: If it was
14 vacated and you could adjust the massing of the
15 building and move some of it forward, but now you
16 still have a pedestrian way --

17 MR. CURT HURST: Correct.

18 VICE CHAIRMAN VARGULICH: -- there, and
19 move some of the massing forward, which would then
20 if your number is 48 units for a good reason for
21 now, would then potentially spread that out and
22 lower the building or move the mass forward with
23 respect to Commissioner Funke's question about
24 shadows obviously in the afternoon. How far does

1 the building cast a shadow onto the Second Street
2 right-of-way and does that -- you know, at what
3 time of the day does it, you know, impede on the
4 neighbors on the other side, on the east side of
5 Second Avenue.

6 MR. CURT HURST: Correct.

7 VICE CHAIRMAN VARGULICH: And so I guess I
8 ask for that thought. I don't know who the right
9 people are at the City to ask about that kind of
10 thing. But I think, you know, since our comp plan
11 did suggest that as one attempt at redevelopment,
12 I think that could be another way to look at this
13 and still accomplish all the things you are trying
14 to do as well as Sammy's and all of that.

15 MR. CURT HURST: Right. We're definitely
16 open to a lot of that. You know, that's exactly
17 what the comp -- what you described, obviously, is
18 straight out of the comprehensive plan, and we
19 looked at that. And you know we're, you know,
20 just wrestling with how all of that works with,
21 you know, timing, costs, city participation.

22 At this point, and I don't want to, you
23 know -- I don't know a way to say it. You know,
24 at this point, we're really not asking -- it's

1 kind of been our format. We're not asking the
2 City for financial assistance on this. We haven't
3 asked for it for any of our other developments.
4 And so we're really trying to, you know, wrestle
5 with all of those components. And are we open to,
6 you know, that concept? Sure.

7 And, you know, the one thing that also
8 came in was how do we preserve the amount of
9 traffic for getting to some things that are
10 already downtown, whether it's on the east or the
11 west side of the river. So that's a consideration
12 as well.

13 And that's kind of how we came up with the
14 hybrid was, sure, we love this concept that has
15 been, you know, part of the comprehensive plan,
16 but how do we preserve that look and feel. And
17 you can do a similar thing by -- and what we came
18 up with was what we came up with, which is slowing
19 the traffic down and narrowing it down and leaving
20 it as a street.

21 There's another way to do that is to kind
22 of go in between those two and have, you know,
23 even less of a street. So you can still use it
24 whether it's for parties or events or whatever it

1 is, you can still use it, but you kind of open and
2 close it because it's private, and you can kind of
3 make a hybrid of that. So there's a lot in that
4 small package, if you will.

5 VICE CHAIRMAN VARGULICH: Agreed.

6 MR. CURT HURST: But we love the thought
7 process and are certainly open to that.

8 VICE CHAIRMAN VARGULICH: Again, none of
9 that is a simple answer.

10 MR. CURT HURST: Right.

11 VICE CHAIRMAN VARGULICH: I mean, you
12 already identified -- I wasn't focusing, but you
13 already identified that technically the parking
14 lot is in the TIF. So while you're not asking for
15 assistance, but maybe to do some of this, you
16 might, you know, if everybody is -- if all parties
17 together are in agreement, where the TIF funds
18 could be used to help with these kinds --

19 MR. CURT HURST: Sure.

20 VICE CHAIRMAN VARGULICH: -- of
21 infrastructure and that kind of thing.

22 Part of that parking study but also a
23 traffic study is if you take out Riverside Drive
24 there, all of a sudden you're shifting how traffic

1 moves.

2 MR. CURT HURST: Correct.

3 VICE CHAIRMAN VARGULICH: And so that
4 becomes important because -- you know, maybe to a
5 lesser degree, but it certainly does impact, you
6 know, the traffic onto Second Street then. You're
7 not balancing it on the light anymore. And so,
8 you know, with it being a gateway from the south,
9 you know, how important is it that you hit that
10 light. I don't know. I think a traffic study --

11 MR. CURT HURST: Right.

12 VICE CHAIRMAN VARGULICH: -- would help to
13 sort that out. You can still make the changes,
14 but I think it helps to sort that out.

15 I know you've worked on the building. We
16 have had some people already comment. I'm sure
17 there's others who will, and you've already gotten
18 feedback from the Plan Commission.

19 I think with the idea of a gateway, you
20 know, into our City from the south and coming out
21 of 25, I do think that there's at a high level
22 some improvements to this.

23 MR. CURT HURST: Sure.

24 VICE CHAIRMAN VARGULICH: And if you still

1 end up at, say, four stories, even if it's five, I
2 think the building now feels just really massive.
3 If there are some things either with a combination
4 of materials or windows that can help give it a
5 lighter touch --

6 MR. CURT HURST: Sure.

7 VICE CHAIRMAN VARGULICH: -- a lighter
8 feel visually. I think that goes a long way.
9 That may tend to make it more modern, and I think
10 there's, you know, some balance between those.
11 But I think making it feel lighter so that it
12 doesn't have the sense of mass that the current
13 building feels that it does.

14 I think visually at least right now in the
15 elevations and the renderings that you've shown,
16 realizing that there could be development. Right
17 now it just feels pretty massive.

18 MR. CURT HURST: The massing is definitely
19 ringing loud and clear, and we're working through
20 that.

21 VICE CHAIRMAN VARGULICH: Yeah. And I
22 think there are ways architecturally -- I'm sure
23 Jeff would agree.

24 MR. CURT HURST: Sure.

1 VICE CHAIRMAN VARGULICH: There are ways
2 architecturally that will make it feel a lot
3 lighter visually.

4 MR. CURT HURST: Absolutely.

5 VICE CHAIRMAN VARGULICH: And I think that
6 then that not necessarily changes opinions for
7 people who just don't like the idea of it --

8 MR. CURT HURST: I understand.

9 VICE CHAIRMAN VARGULICH: -- but I think
10 that architecturally how it fits to the City and
11 everything, it does make a difference.

12 MR. CURT HURST: Correct.

13 VICE CHAIRMAN VARGULICH: And as a
14 gateway, I think that does make a difference.

15 MR. CURT HURST: And that's great input,
16 and that's what we really, you know, wanted to
17 have.

18 VICE CHAIRMAN VARGULICH: So if we're done
19 for now, I'd like to open it up.

20 MEMBER BECKER: I'm sorry. I have one
21 more question.

22 VICE CHAIRMAN VARGULICH: Okay.

23 MEMBER BECKER. I'm so sorry. I might as
24 well ask it now.

1 There's some discussion in the staff
2 report about the floodplain. Could you maybe talk
3 about how the floodplain affects your development
4 at this point in the process. You probably don't
5 have it all nailed down.

6 MR. CURT HURST: He's much better at it
7 than I am.

8 MR. CONRAD HURST: It basically just
9 dictates a specific elevation that we can have our
10 lowest opening or our lowest floor at. So it's a
11 little bit additive to the height factor, which is
12 that if you look at the building as it exists,
13 there's a tall foundation, and whether or not that
14 was done to remediate some floodplain issues, it
15 actually serves that purpose today.

16 So it's really just a matter of getting
17 the openings, doors, windows, things like that up
18 to a specific height.

19 MEMBER BECKER: So will that parking lot
20 be used as compensatory storage? Is that how it
21 operates now, or you'll have to find somewhere
22 else on site to accommodate that?

23 MR. CONRAD HURST: Well, we haven't done
24 all the calculations for compensatory storage --

1 MEMBER BECKER: Okay.

2 MR. CONRAD HURST: You know, that is
3 engineering money we'll spend once we get what the
4 final shape and footprint of the building is going
5 to be. And if we have to go underground with it
6 or whatever the case may be, we'll figure out how
7 to provide that.

8 MEMBER BECKER: Right. That will drive
9 what you have to store. Got it.

10 MR. CONRAD HURST: Detention, retention,
11 yeah.

12 MR. CURT HURST: A good example of what
13 the impact is in terms of whether you're going to
14 call architecture or engineering is the Riverside
15 building. We have the same condition there.

16 If you look at that Riverside building, we
17 have elevated all of the openings up to the FPE,
18 which is the County's requirement, which is 3 feet
19 above the base flood elevation. That's why we did
20 the garage doors there versus down at the grade
21 level, which will be a similar condition here.

22 Just because you have to get -- and the
23 County has a different requirement than the City,
24 so we follow the County -- we have to follow the

1 County's requirement which is 3 feet above the
2 base flood elevation, and that's the FPE.

3 MEMBER BECKER: Thank you.

4 MEMBER FUNKE: I've got a quick question.
5 Are you guys saving the building, and you're going
6 to build on top of it?

7 MR. CURT HURST: Correct. Yes. That's
8 the current anticipation. We're going to use the
9 existing footprint with a bit of an extension to
10 the north of that, and then the foundation of the
11 west side would move out a little bit to
12 accommodate, essentially, an awning and a patio
13 type environment, albeit closed in, but we would
14 anticipate that coming forward some, about
15 10 feet.

16 But the structural elements of the
17 building are very sound and expect -- because it's
18 basically on bedrock. You know, and if you know
19 the architecture, which you do, in those days, and
20 I found this to be true in the Arcada and the
21 other buildings that we've been doing is that
22 these foundations and buildings have been built
23 very well. So there's no reason necessarily to
24 take that down, although it could be if we changed

1 the footprint.

2 MEMBER FUNKE: Okay. And, you know, I
3 agree with Commissioner Vargulich regarding
4 spreading the building out and maybe taking over
5 Riverside Avenue. I mean, if you could lower the
6 building, but I think you need to maintain Indiana
7 Avenue, at least that vista, that view portal. I
8 mean, you can close off the street, but, you know,
9 I wouldn't push the building south so you block
10 that off.

11 MR. CURT HURST: Okay.

12 MEMBER FUNKE: I think that's a really
13 critical street. You know, I walk that street a
14 lot because I live on Indiana. I just love
15 walking down that street and seeing the river.

16 So you know, I think it would be a great
17 addition to the riverfront, that plaza on the
18 river. I think it's a great idea and getting it
19 away from the residences to the -- it would help
20 getting away from the residences to the east too.

21 MR. CURT HURST: Sure.

22 MEMBER FUNKE: Maybe making -- closing off
23 Riverside Avenue and making Second Avenue larger,
24 right, to accommodate that traffic.

1 MR. CURT HURST: Okay. We love all those
2 ideas.

3 MR. CONRAD HURST: We appreciate it.

4 MR. CURT HURST: Yeah. We appreciate your
5 input as well.

6 VICE CHAIRMAN VARGULICH: Okay. So I
7 think we're going to take a break, and we'll allow
8 you to take a break from our discussion, and we'd
9 like to hear from residents. They'll be able to
10 come up one at time, please, and then we can
11 start.

12 Is that okay with you guys?

13 MR. CURT HURST: Absolutely. Thank you
14 very much.

15 VICE CHAIRMAN VARGULICH: Would you like
16 to speak on this project? Please.

17 MR. SMUNT: Hi, I'm Dr. Steve Smunt. I'm
18 the vice chair of the Historic Preservation
19 Commission, and we've been working with Conrad
20 Hurst for a number of years, and I have the
21 highest admiration for his organization, their
22 projects, at least so far as I've seen.

23 As far as the 2013 concept plan for the --
24 comprehensive plan, I should say, as far as a

1 gateway or a catalyst site, I think we're right
2 on. That site is perfect for what he's proposing
3 as far as a gateway structure or a gateway
4 development.

5 In our review process at our Historic
6 Preservation Commission level, our ordinance
7 dictates that we actually look into certain
8 proportions such as architectural details, height,
9 massing, directional expression. These are not
10 specific to architecture, but they relate to
11 adjacent structures such as the neighborhood to
12 the immediate east, Second, Third, Fourth avenues
13 going up the hill to the east.

14 And I really feel that what we're -- that
15 we're at risk of maybe over -- I heard the word
16 overpowering this site. The size and the height
17 of this structure has a great risk of overpowering
18 an entire neighborhood in its mass and height.

19 And Mr. Hurst is aware of our feelings on
20 this. Most critical with these structures that
21 are on the east side of Second Avenue, they're
22 mainly two-story residential structures. A
23 five-story building is going to completely
24 overpower them; however, as you go up the hill,

1 Second, Third Avenue, and Fourth Avenue, that
2 becomes less and less because given a two-story
3 building going upgrade is going to not have the
4 same negative impact.

5 So perhaps there's an opportunity for them
6 to bring down the height of this building, and I
7 know it's been mentioned before, and with some
8 proper setbacks, we could make this more palatable
9 to the pedestrian who is coming in from the
10 southeast into our town.

11 I don't believe I buy into the idea of
12 closing Riverside Avenue. Riverside Avenue
13 currently is a traffic signal at Route 64. For us
14 to lose that to traffic heading and force it onto
15 north Second Avenue -- heading northbound on
16 Second Avenue is going to be a disaster when it
17 comes to Route 64. So I'm not sure that's an
18 idea.

19 And the vista on Indiana Avenue, if
20 they're only doing a patio and maybe some parking,
21 we're not going to obstruct a vista looking down
22 westward on Indiana Avenue looking at the Fox
23 River. I don't think it will obstruct any vista.
24 It will obviously force traffic to go in a

1 different direction.

2 So I think I would like to see, for the
3 benefit of our Commission and for the Plan
4 Commission, a streetscape elevation of how their
5 proposed structure relates to the streetscapes on
6 the east side of Second Avenue so we can get an
7 idea of what the height issue really is and be
8 able to compare apples to apples on this.

9 And in conclusion, I think the key to this
10 succeeding would be to add the architecture, make
11 this -- if this is an outstanding architectural
12 proposal, it's going to be a lot easier to swallow
13 than, obviously, some proposals that I don't -- I
14 think need a lot more time to develop. Thank you.

15 VICE CHAIRMAN VARGULICH: Thank you. Yes.

16 MR. RASMUSSEN: Hi, my name is Bob
17 Rasmussen. My office is at 405 Illinois Avenue,
18 right up the street from this proposed project.

19 Many things I want to address, and I'll
20 just try to walk through the packet here and
21 address the items that I've highlighted.

22 My biggest concern being -- first of all,
23 I do like the concept of the mixed use here. I
24 also did the First Street redevelopment project,

1 which is still in the works, and there's still one
2 or two more buildings to do, which I believe the
3 Hursts are planning on doing one of them. We've
4 spent 17 years on that project trying to get it
5 right for what the City set out to do.

6 So what we need in this town is more
7 bodies. We all agree to that, more homes, more
8 apartments, more condos, whatever it may be; but
9 we also need to marry it into the existing
10 structures, marry it into the downtown, marry it
11 into what our City was meant to be and what it
12 began with.

13 The first thing I'll look at is we've got
14 a series of streets and roadways in our town that
15 were created for a purpose and a reason.
16 Sometimes you can turn left. Sometimes you can
17 only turn right. In some places, there's lights,
18 what have you.

19 The closing of any street needs to be
20 considered for an extreme amount of time because
21 there's a reason that street is there. To walk up
22 that street right now where I developed Heritage
23 Square 1, Heritage Square 2, and Judd Mansion, two
24 entire City blocks in the last 21 years, our only

1 way to get to downtown St. Charles is down
2 Indiana. We can't turn left on Fourth. We can't
3 turn left on Third. We can't turn left on Second.
4 And maybe that will change, but then I've got a
5 question why we can't turn left now. There must
6 have been a traffic study. There must be a reason
7 for it.

8 So for us to go down Indiana, take a right
9 on Riverside Avenue, head to the downtown that
10 we're trying to make flourish, that's what exists
11 today. I drive it every single day. So to close
12 the street -- which I don't think we have a
13 precedence there. I fought hard to not close
14 streets when we did First Street. The Walnut
15 Street was not closed. You can still drive
16 through there. The Blue Goose parking lot, you
17 can still drive through there.

18 That was done on purpose. These are
19 extensive meetings over several years because
20 nobody wanted to close streets, and First Street
21 is a pedestrian street. It was always meant to
22 be. It's not a thoroughfare. Riverside is a
23 thoroughfare. All the people coming from the east
24 side of our east, southeast quadrant, and then the

1 northeast quadrant of Geneva come up Riverside.
2 It's the way they go downtown, turn left at that
3 light, and you have a right-in, right-out in a
4 large parking structure that we built in '08.

5 If you change that program, they're going
6 to come down 31, and they can't get in the parking
7 structures easily. So there's a lot of reasons
8 all this stuff was designed. So to throw it out
9 the window and close the street, I don't believe
10 is appropriate.

11 We also must look at the parking situation
12 that is here. If you look on your page 4, one of
13 the things that they discuss in people accessing
14 parking is parking should be located at the rear
15 of the lot, and minimal curb cuts should be
16 provided.

17 Most of this parking is at the forefront
18 of this property, some of it on Riverside, most of
19 it on the corner with the building not covering
20 it. You can see it. We just discussed it, where
21 the BMO Harris drive-thru is. This is absolutely
22 against anything we've ever tried to do in our
23 downtown.

24 Every parking garage that we built, the

1 big one and the little one behind Alley and
2 Sterling was built to be concealed by other
3 buildings so you don't see the actual parking, and
4 that's everything that was done new in this town
5 in the last 20 years.

6 So I think we need to consider that, and I
7 think the Hursts can handle that situation. I
8 just want to make sure it gets considered. It
9 just needs to be hidden.

10 If you go to the concept plan that we did
11 with those buildings, and you're going to notice
12 they were drawn at four stories, not five. So
13 consider the fact that that concept plan was
14 four-stories. Also consider the plan to the north
15 of it where they show a four-story parking
16 structure. That was all in that concept plan.
17 You can't build one without the other, I guess, is
18 my point on the parking.

19 You go to the next page, and you get into
20 bulk standards. We're not in the ballpark of bulk
21 standards. Not one bulk standard is even in the
22 ballpark. We've got to get in the ballpark with
23 something there. We can do a PUD and ignore it,
24 but I don't think we should in this scenario.

1 So going back to the parking, there's a
2 lot of development happening on the east side
3 right now, and it's all good. These guys have
4 done a tremendous job with Pollyanna, BMO,
5 Flagship, the Arcada. Imagine the potential
6 traffic we're going to have when the Arcada opens
7 back up.

8 We are losing parking. The 62 stalls that
9 currently reside in the parking around Pollyanna
10 don't reside because there's outdoor patios on
11 them. If those outdoor patios remain, the parking
12 stalls aren't there. They're just not.

13 And if we take this site and we add
14 property -- give property to the developer to put
15 street parking, which I don't know that we've ever
16 conveyed or vacated property from the City to an
17 individual to own parking.

18 I'll give you two examples. When I
19 developed the Heritage Square in 2003 across from
20 Lincoln School, there are seven angled parking
21 stalls there which I installed and I maintain and
22 I plow.

23 I have no right to use them beyond the
24 public's right to use them because they're in the

1 public right-of-way. I own the property adjacent
2 to it, and I had to build them, and that was part
3 of the way the City functioned.

4 So, again, I was not allowed to have the
5 exclusive right to that property. So it's been a
6 problem over the years because all the people park
7 there from the school. Not necessarily the
8 teachers, but every mom and dad that goes there to
9 drop their kids off. So we don't really get to
10 use those stalls that I installed, maintain, and
11 do everything on. That's the reality of the
12 public right-of-way.

13 Go to the Judd Mansion development, we
14 were losing some street parking there. So we
15 added two parking stalls in the Judd Mansion that
16 are on the street. Again, the same scenario, I
17 have paid to build them. I've paid to maintain
18 them on an annual basis. I have no more right to
19 use them than the individual across the street who
20 spent 40 years parking on that street and now he
21 can still park there.

22 I drive by this site every morning. There
23 are four cars parked along Second Avenue on that
24 triangle every single morning. On my way here

1 tonight, there were three, missing one.

2 We're going to take those away. We're
3 going give the property to an independent
4 developer, and there's no way that those are going
5 to become public stalls. So if they're going to
6 be public stalls, then we should not be vacating
7 or giving the property to the developer.

8 And I'd like to see the precedence in our
9 town where we've done that in the past because I
10 don't believe it exists. So I think it's an
11 important factor in that scenario.

12 All these parking things lead to the fact
13 that it's a great building. It's just too big for
14 this particular location. When we've developed in
15 this town, and I've done a lot of it for a lot of
16 years, it's always about where that development is
17 relative to the rest of the community.

18 What's the transitional space. What's
19 next to it. How are you getting from here to
20 there and progressing up to that big building.
21 There's no progression here. There's no
22 transition here. It's wham. It's in your face,
23 and that's a problem.

24 When I developed the Heritage Square, the

1 Historic Commission which -- Steve, were you on it
2 back then? You might have been. We're getting
3 old.

4 Anyhow, I was asked specifically to make
5 that complex look residential, to look like the
6 old 50-foot lots and houses that were in there.
7 You can drive by it today. That's exactly what I
8 did, and I internalized all the parking, and I
9 handled the street parking for folks by adding the
10 angled spaces that are public.

11 Those are the things we need to do in a
12 transitional space. This is a transitional space.
13 It is a gateway. So in the least, I would ask
14 that a parking study be done for this entire
15 corridor.

16 We can't look at the other side where we
17 built the parking garages for First Street because
18 every discussion I've had with Rita and Russ
19 throughout the years, those parking spaces are for
20 the buildings that are there and the potential
21 building 8, which right now the Hursts have a
22 development agreement on, and building 6, which we
23 still haven't built because of parking issues.
24 Building 6 goes on that Blue Goose public parking

1 lot there, if you will.

2 I've had proposals on it to replace it,
3 put parking underneath the building that equals
4 the parking, but now you've lost that parking.

5 Anyhow, so parking is a significant
6 challenge in our downtown, and nobody has looked
7 at it on this side, and I think it becomes very
8 important to do at this point. You've got some
9 very successful businesses. Just look at the
10 people that are around on a Friday and Saturday
11 night.

12 There just isn't any parking, and now
13 we're going to exacerbate the problem with a much
14 larger building, and we don't have to look at the
15 8,000 square feet of retail space because it's in
16 the CBD-1 zoning, but we do have to look at the
17 8,000 square feet from a global picture to make
18 sure that people can find a place to park.

19 Because what's going to happen is I
20 believe many of these folks live up the street.
21 Those cars are all going to be up those streets,
22 and I don't think anybody wants that in this town.
23 It's never a good thing to see that many cars
24 parked on the City streets in front of people's

1 houses on a day-to-day basis, and those are the
2 things we have to preclude.

3 So my two things are a parking study and a
4 traffic study. Riverside Drive is a thoroughfare.
5 I believe it's somewhat absurd to think that we
6 could angle the parking on Riverside Drive. I
7 think it's absurd to shrink the size of City
8 streets, which I don't believe we've done that
9 anywhere but on First Street.

10 And First Street we did it on purpose, and
11 Rita was there from the beginning, to make it a
12 pedestrian-friendly street. I'm not sure from
13 Illinois south on Riverside that it's a
14 pedestrian-friendly area. It's our only way to
15 get into downtown if we don't go to Route 31 or
16 Route 25. That's it.

17 So we have to look hard at maintaining the
18 concept of what the City was built upon and the
19 street structure that was designed for these very
20 purposes. It's been here for a long time. We
21 shouldn't just ignore it. So Riverside, the
22 thought of closing it, in my opinion, would be a
23 travesty for getting people from Geneva and
24 St. Charles into our downtown, which is our very

1 objective. So I think you need to look at that.

2 So that's all I really wanted to say, and
3 I appreciate your listening. Hopefully, we'll
4 look further at this project and bring it to
5 fruition in a much better format. Thank you.

6 VICE CHAIRMAN VARGULICH: Yes, please.

7 MS. MYERS: I'm Susie Myers, and I live on
8 Third Avenue, on the corner of Indiana and Third.

9 I wasn't going to speak tonight, but
10 there's a -- no one has mentioned the fact that
11 the fire station is on Riverside; and if you've
12 got a fire on the west side of town, you're going
13 to have to turn onto, 64 or both of them, they
14 take Riverside, and they go over to Prairie and
15 up. That's how they manage to move.

16 So I think that is a real big -- unless
17 you plan on moving the fire station, I wouldn't be
18 making 6-foot bumps and all that sort of stuff.
19 That is the firemen's road. Okay.

20 Secondly, parking. I just have to look
21 outside, and, oh, our town has got something going
22 on tonight because all up and down Indiana, all up
23 and down Ohio, all up and down Third Avenue, cars,
24 cars, cars, cars, cars. None of our cars. These

1 are all people coming in, and they come across,
2 and then they park there, and then they walk over
3 to whatever, and then they go to the bars, and
4 then they come back laughing and screaming and
5 happy at midnight.

6 So it is a real pain, and I think if you
7 put these in, I don't know where people are going
8 to park. They're going to have to be all over
9 further up from Fifth and stuff, maybe the library
10 parking. I don't know. Anyway, those are my
11 points.

12 VICE CHAIRMAN VARGULICH: Thank you.

13 Okay. Anyone else? Please.

14 MR. SHULSKI: Hi, I'm Mark Shulski,
15 S-h-u-l-s-k-i, and 4N024 Wingate Road,
16 St. Charles. My parents both wrote letters, so I
17 figured I'd better get up here and talk or they're
18 probably going to cut me out of the will or
19 something, so.

20 But I grew up in this area. I was born
21 and raised here in the area you're talking about.
22 It's where I spent my whole childhood, you know,
23 all the way through college and everything. So I
24 know the area really well.

1 Some of the points that were made are
2 excellent. I mean, one of the reasons, I mean,
3 you talk -- obviously, that area is not a gateway
4 to downtown if you can close down Riverside. The
5 reason you can't turn left on Illinois and that
6 now is because people would try to beat the light,
7 cut through Indiana, turn left onto Second Avenue,
8 and turn left onto Illinois and try to cut through
9 there.

10 I'm there every weekend cutting their
11 grass or during the week, and I can't tell you how
12 many times I've almost been hit by cars. If you
13 close down Riverside, I'm pretty much a dead man
14 trying to cut the grass there with the traffic
15 that's going to be flying through there.

16 So, I mean, that's -- I think we all
17 know -- and the only other point I'd make about
18 the parking is if you want to really see an impact
19 of what it is, go there on the 4th of July because
20 the whole area is packed with people down in the
21 area. They're watching the fireworks. It's a
22 very narrow road.

23 If you put parking on one side of the
24 road, now you're down to one lane. So you have

1 cars that come down, and basically they hit each
2 other. They can't go anywhere. People have to
3 back all the way up. So, I mean, you don't have a
4 lot of space there.

5 So that kind of leads into the point of,
6 you know, the proposal sounds nice. I mean, you
7 talk about walking areas and everything like that.
8 I mean, it sounds like a beautiful area, but the
9 thing is I don't think if anyone talked to any of
10 you and said what is your plan for beautifying
11 that area, you would say put up a 60-foot-tall
12 apartment building.

13 No matter what town you live in, no one is
14 going to say that. I mean, it blocks the views
15 and everything. And I really kind of feel when
16 you do something, you build everything off a focal
17 point. And what do you have that this town
18 doesn't have in a lot of areas, you have a
19 beautiful river here.

20 And if you enhance that, that's the
21 walking path. That's what's drawing people there,
22 and you start building tall buildings and blocking
23 that view, now all of a sudden your focal point is
24 not the river, your focal point is the apartment

1 building. And that's just not -- I don't think
2 that's a vision the City would want to have.

3 And, you know, I'm kind of just going off
4 the cuff on the things I heard tonight, but, I
5 mean, that's just kind of some of the thoughts
6 there.

7 But, you know, also the impact it's going
8 to have. You know, bringing down -- already
9 there's a lot of drainage issues in the area. So
10 you've got to have studies on what that's going to
11 do. You're going to have more people there,
12 utilities, things like that.

13 But really I just feel, you know, it
14 sounds like it's a nice area. It's just, I think,
15 you know, the point made before if you look at the
16 restaurant across the river, and you kind of scale
17 things in that area. You know, it would fit in
18 and blend into the area and not be something that
19 just sticks out, and it's a focal point for the
20 whole thing.

21 And that really doesn't matter what the
22 architecture is or how nice it looks. I mean,
23 it's not really what you want to have as your
24 image.

1 And, you know, my last point I'd make is
2 growing up in that area for my whole life, and if
3 someone said where do you live, we always said --
4 you know, anybody who lived in that neighborhood,
5 all the kids, you know, we live in town. We don't
6 say we live downtown. I don't consider that
7 downtown. It's outside of -- downtown is this
8 area here.

9 So, you know, there's a lot of points
10 about the downtown. That's not really downtown,
11 and you talk about the buildings that are built
12 here and they're higher, taller, and stuff, but
13 they're not built in front of residential homes.
14 And, like I said, that's a narrow road, and you're
15 going to talk like from here to the desk away, and
16 you're going to have a 60-foot building. I just
17 don't think that's right to do for the people who
18 are the residents here, so.

19 VICE CHAIRMAN VARGULICH: Thank you very
20 much.

21 Anyone else? Please.

22 MR. ALTERGOTT: My name is Robert
23 Altergott, A-l-t-e-r-g-o-t-t, 317 Indiana Avenue.

24 I want to -- you know, the first thing

1 I -- I'm a little hard of hearing, but they said
2 that they were going to be renting to families.
3 Right? Did they say that?

4 VICE CHAIRMAN VARGULICH: I don't believe
5 he said families. I think they -- not that that's
6 not possible, but I don't think they were
7 specifically saying families.

8 MR. ALTERGOTT: Well, what I'm saying is
9 that families have two cars nowadays. They should
10 be looking at 96 parking spots not, what, 60
11 something. That's putting 30 cars on our streets.

12 And like they had said, the people, when
13 they come for the fests, they're way past the stop
14 signs. They're blocking the fire plugs. It's a
15 mess, and you're now going to say, oh, you can
16 have that every day, and I don't want to see that
17 every day.

18 I can't back out of my drive because I got
19 a car across the street that's 2 feet away from
20 the curb. You know, and that's all along. And
21 this goes on from morning until night for any kind
22 of event. People come from -- and come in and
23 park in our area. It's perfect for them, but it
24 isn't perfect for us.

1 And the other thing is the school buses
2 run up and down Indiana Avenue to pick up the
3 kids, and another thing is they're going to have
4 children. Have they talked to the schools about
5 do they have room for more children. I mean,
6 they're bussing kids all over the place. So now
7 we're adding more buses in and out of the area,
8 and we're blocking the road that the buses take.

9 I'm just trying to say what's going on.
10 So that's all I've got to say.

11 VICE CHAIRMAN VARGULICH: Thank you.

12 Anyone else from the public?

13 MR. ANTON SHULSKI: Anton Shulski. I've
14 got a cold, so I can't speak too well.

15 THE REPORTER: Can you spell your last
16 name.

17 MR. ANTON SHULSKI: S-h-u-l-s-k-i.

18 Solve the problem. Take this building,
19 put it on top of Pollyanna's next to the Arcada
20 theater. You'll have more room up there, more
21 apartments, get more patrons into the bars and
22 restaurants. Take the old -- tear it down, put a
23 two-car height parking garage there. That takes
24 care of the parking, and leave the rest of the

1 stuff alone. That building on top of Pollyanna's
2 would fit in downtown, would complement the
3 buildings across the river and be an eyesore to
4 nobody, and that should make the Arcada building
5 look better. It's just a blank wall.

6 We should get some people with spray paint
7 and put up a mural up there or something and make
8 it look better. That's my point.

9 VICE CHAIRMAN VARGULICH: Thank you.

10 MR. SHERIDAN: Rob Sheridan, 211 Indiana
11 Avenue.

12 Thanks for your patience. You know, I
13 think people are excited about development of that
14 property in particular. I think it will actually
15 give a presence as you go north into the downtown
16 area.

17 I think the big feature is the scale of
18 the property and how it fits into the neighborhood
19 in terms of the oversize. I think if I came to
20 you as an individual and I wanted to put a 20-foot
21 fence in in my yard, I would find it difficult to
22 have the fence codes changed to accommodate my
23 particular request.

24 In fact, we have an individual trying to

1 do just that. Trying to build in a fortress
2 around his own property and not be scalable for
3 the other property owners around them.

4 You know, we came a few weeks ago to the
5 preservation group, and no mention, when it was
6 discussed, in terms of paid parking or private
7 parking. Public parking was discussed. And here
8 we are again tonight where the details aren't
9 final.

10 We seem to have a lot of floating designs,
11 and the details are very foggy and gray. You
12 would expect, as a community, that we would have
13 something more concrete, something for you to grab
14 ahold of and say this is exactly what we're
15 agreeing to.

16 When the property on the north side of
17 this, the parking lot was developed into the BMO
18 drive-thru, it was done haphazardly. There's
19 still construction debris laying in that parking
20 lot. It's not paved. The planters around the
21 edge are not even filled with dirt. They just
22 jammed in bushes like it was supposed to be final.

23 If the gentleman would come to that
24 neighborhood, he would see in that particular

1 building right there, there's garbage that's been
2 sitting out in that dumpster for two months. Now,
3 if I was an individual, the City would have a
4 problem with my construction debris laying out and
5 my garbage laying in front of my house for two
6 months.

7 That's not being a neighbor. That's not
8 supporting the community. Don't take the good
9 things that we've done and bully this project into
10 a place it's not supposed to be. This is not a
11 good fit. This is not the legacy our community
12 needs to be able to have here with a 1970s train
13 depot in the middle of our downtown community.

14 I don't think that the scale looks right,
15 the design looks right, and the proper
16 communication in terms of the final details of how
17 this is supposed to work matches anything that
18 we're talking about tonight.

19 I recommend you slow it down and make sure
20 that we get it right and have a great legacy like
21 this community deserves. Thank you.

22 VICE CHAIRMAN VARGULICH: Thank you.

23 Anyone else? Yes.

24 MS. GASS: I'd like to thank the

1 Commission for listening to all of us so
2 patiently. My name is Martha Gass, and I live at
3 211 South Third Avenue.

4 Like I did at the Historic Preservation
5 Commission meeting, I'd like to thank Conrad and
6 Curt Hurst for the development that you've put in
7 so far. I feel like it has been well done. Once
8 again, I'm going to state a few points about this
9 development that I don't like.

10 I would also just urge you to pay special
11 attention to what Mr. Rasmussen said regarding the
12 traffic studies and the parking in the area. A
13 lot of people who have spoken about this have
14 talked about Second Avenue becoming a corridor if
15 Riverside is closed.

16 I truly think it would be Third Avenue,
17 which is my street. Already we get all the
18 traffic that comes off the Prairie Street bridge.
19 For me it would be horrible to have a traffic
20 light right at the end of my street.

21 Furthermore, like everybody has talked
22 about parking being an issue, and it's not just
23 for special events. The houses in our
24 neighborhood are old, and a lot of the driveways

1 are single-car driveways. And what that means
2 just for my husband and myself is that we're not
3 getting two cars in that single-car driveway all
4 the time.

5 Around the corner on Illinois Avenue are
6 several rental houses that do not have enough
7 parking, and there are also owned homes that now
8 have teenage children that also do not have enough
9 parking in a single-car driveway; and so in front
10 of my house every day, every day, there are at
11 least three or four cars parked that belong in the
12 neighborhood.

13 And on special events, every single bit of
14 space in front of my house is taken up, which is
15 wonderful. Right. We want to have a lot of
16 support for the special events that go on in the
17 community. But it does make it difficult to pull
18 in and out of the driveway and navigate traffic.

19 I also submitted a letter to you and in my
20 letter, I put some photos of things that I feel,
21 like, should be strongly considered. One of them
22 is just an example of a very large building that
23 was put in in downtown Geneva. It's the Geneva
24 Place building, and that I'm concerned is what is

1 proposed here.

2 It's just like a singular block with
3 almost no architectural interest; and furthermore,
4 it goes straight to the maximum use of the space
5 so that there's hardly any green space to soften
6 the look of the building.

7 I urge you to cap the height of the
8 building; and with that, I know that the Hursts
9 have also proposed a mansard-style roof on their
10 building, and so I did just submit a few photos of
11 what I feel, like, are not very attractive looking
12 low-story buildings with that mansard-style roof.

13 I also submitted some photos of things
14 that I think would be more strongly supported by
15 the neighborhood, and one of them is a row house
16 concept where -- which I think would fit in that,
17 where fronts could be on either side, on Riverside
18 and on Second Avenue, with an alley-type parking
19 situation in between those row houses, garages
20 that would accommodate the cars that would be
21 associated with those.

22 And also I referenced Mr. Rasmussen's
23 development and that the parts of the building
24 that face the street, because he's on a hill, are

1 shorter, and they're more interesting, and
2 they're, I don't know, less heavy feeling I guess
3 from the street, where you're not looking at the
4 entire structure. And then as you go down the
5 hill, another story is added, but it's concealed
6 from the street view which would be our street
7 view on the higher end of the hill.

8 So his are still a little tall for my
9 taste, and I included another building that's over
10 on Seventh Avenue and Main that is similar to that
11 and it's on a hill and where they incorporated
12 another story by going on the hill.

13 My final point is going to be about the
14 ATM which is actually when you presented your
15 concept at the Historic Preservation Committee,
16 you were saying that that is actually going to
17 stay in place, and I feel like we should strongly
18 consider figuring out an alternative to that. It
19 just seems a shame that an ATM would have the
20 prime corner spot on that development. Thank you.

21 VICE CHAIRMAN VARGULICH: Thank you.

22 MR. TAYLOR: Greg Taylor, 211 South Third
23 Avenue.

24 For all of the reasons already stated, I

1 just want to go on record as opposed to this as
2 presented, and I'd like to emphasize two things
3 and offer one new thought.

4 One is the sewage, someone briefly
5 mentioned it. The sewage load on the system
6 already, people in the neighborhood have sewage
7 backing up in their basements on heavy rain days,
8 and raw sewage is pumped into the river now on
9 heavy rain events, even though it's consistent
10 with OSHA guidelines. This is only going to make
11 a bad situation worse.

12 No. 2, the thought of closing Indiana,
13 giving that property to the developers, and the
14 park, is offensive to the neighborhood and to me.
15 We use that all the time. We use the park. And
16 just to cede that to a developer, it would lessen
17 our quality of life. I'll just go on record as
18 saying that.

19 I would just like to say if the City does
20 feel that this type of development is essential
21 for the development of downtown, I would propose
22 putting this at the old police department. You
23 would get your population density. You're right
24 down by the river. Utilize that space.

1 And I would hope that the City would not
2 put a hotel there because it makes no sense to me
3 to put in a competition for a landmark business
4 already when the Baker Hotel is successful and
5 makes the whole downtown more vibrant too, and
6 that's a landmark business too.

7 So those are my comments. Thank you.

8 VICE CHAIRMAN VARGULICH: Thank you very
9 much.

10 Sir, please.

11 MR. KERSHNER: Bob Kershner, it's
12 K-e-r-s-h-n-e-r. I live at 316 South Third
13 Avenue, corner of Third Avenue and Ohio.

14 A lot of points that I was going to bring
15 up have already been addressed, so I'm not going
16 to beat a dead horse, but the parking thing was so
17 obvious to me that Bob brought up. 48 apartments,
18 that's two cars, 96 parking spots. Look what
19 would happen, so that's ridiculous.

20 The one thing that -- the architecture of
21 this really surprised me, and I want to say this
22 too. You've done a great job with what you've
23 done down here and I think this is your -- you're
24 sticking your toe in the shallow end of the

1 residential side of town. You've been downtown
2 this whole time. So I think this is kind of a
3 misstep at this point on the impact of this
4 building.

5 And the architecture, I would say this, if
6 the architect that's working on this building is
7 the one that designed it, that bank thing, I don't
8 know if I'd go with him anymore because that is
9 atrocious. That's such an eyesore, and I totally
10 agree with this gentleman over here, that that
11 whole parking area is just an eyesore, and it's
12 been for many years, far before the ATM was put in
13 there.

14 But I look at the architecture of this
15 thing, and I know you've put such great effort
16 into the architecture and the history of this
17 City; but I look at the Baker -- or, I'm sorry,
18 not the Baker but the Arcada, that's basically a
19 three-story building.

20 The thing that gets extremely high is the
21 theater portion. So you have a three-story Arcada
22 building. You have your street. Now, you have
23 basically a story part of Flagship and Pollyanna
24 building and then -- I'll even give it a story and

1 a half, and then you're going to want a five-story
2 building. It's ridiculous. It doesn't flow at
3 all.

4 And then this mansard-style building, I
5 guess you could say that the Arcada building is a
6 mansard-style building, architecture with the tile
7 on the top. It's kind of a Spanish mansard, I
8 guess, you could call it.

9 And those elements -- and I know this is
10 conceptual, but I think you might have done
11 yourself a disservice by how that looked because,
12 No. 1, I think maximum should be two-story on this
13 property.

14 And I find your study about the shadow
15 study -- I can save the City some money. It's
16 going to be a nighttime for the residents on
17 Second Street after 1:00 o'clock in the afternoon.
18 Because if you look at the First Street
19 Development, with those huge buildings there, when
20 do you get sun down that street. So that kind of
21 tells you right there how the back of that
22 building is going to be.

23 Plus, if you look at the elevation that
24 shows that east side of the building, there's

1 actually balconies back there looking into that
2 property. How would you like to be sitting on
3 your front porch waving to the guy grilling his
4 burgers up there on the fifth floor. I don't
5 think that's a real inviting part of this either.

6 So I think -- I'm in total -- I agree
7 totally with the concept of not closing Second
8 Avenue down there. A lot of people, transfers,
9 and it is going to push all that parking back up
10 on our Third Avenue.

11 And I love the events here. I enjoy
12 talking to the people when they're going down to
13 this stuff because they're all juiced up, and
14 they're really juiced up when they come back at
15 2:00 o'clock in the morning, and I've found some
16 wonderful things in my flower beds and all that
17 stuff down there. So it's exciting. It's
18 exciting between midnight and 2:00 o'clock in the
19 morning. But I don't mind that because it's for
20 the best of the City to have that going on.

21 Now, we talked about Sammy's. Sammy's is
22 great. I love that location down there, but let's
23 think about that again. Every time you've looked
24 at Sammy's parking lot, when he's got a Saturday

1 morning bike event that's going to go, there's
2 10, 15 bikes. Where are they going to congregate
3 on that street. And they've mentioned kayak
4 rentals. I competed on this river since 1971 in
5 all these kayak races, part of the St. Charles
6 canoe club, kayak club.

7 And when you rent kayaks and you're
8 training people on how to paddle, you have to
9 stage kayaks out there. Where are they going to
10 stage kayaks out there. And then you're going to
11 have Riverside Drive, and you're constantly going
12 to be going across that dragging kayaks, dragging
13 bicycles, which trust me, I love the sport.

14 I've even thought of trying to open a
15 kayak shop or a bike shop in the area, and it just
16 takes a large footprint to be able to do those
17 things. So I love the idea of Sammy's being
18 there. I think it would be an upgrade from the
19 building that he's at.

20 I think it would put him on the map. He
21 might be able to do another one of those -- I
22 think that was a national race that he had done
23 here. I'm sorry. Yes. I would love to see that
24 again in this town. I love it when -- the fellow

1 that runs all the running races around here. Dick
2 Pond.

3 We could get Dick Pond maybe a more
4 visible spot down there because those people are
5 running all the time and to have those
6 competitions down there.

7 So these are all great things, but parking
8 I think is one of the major keys here, and then
9 the size of that monstrosity, and I understand
10 you've got to have so many dollars per square foot
11 to make this whole thing viable and make a profit.

12 But if you look at what Shodeen has done
13 down there at the Mill Race, he's trying to play
14 hardball down there, and that thing just keeps
15 getting uglier and uglier and uglier, and it's
16 going nowhere because he's got -- you know, he's
17 got the property now and he keeps presenting
18 high-density situations.

19 The same situation that went on in another
20 Shodeen project in Batavia where Route 25 makes
21 the jog and they tore down that Baptist church.
22 Go back and look at all the arguments that went on
23 in that process, and they wanted high-density
24 residences, and they were not providing any

1 parking. And I still think parking is a huge
2 issue with that project, and it might even involve
3 tearing down the existing parking garage that they
4 have.

5 So there's a lot of issues. I would love
6 to see something here because everybody now with
7 this gateway thing. This has been the ugliest
8 corner that's ever been, and I love the fact that
9 that was an old creamery down there. It's just a
10 great piece of history to keep there, but it
11 didn't really fit and look good.

12 And they tried to do -- and let me say one
13 other thing is the pedestrian bridge needs some
14 real attention because that's a jewel that we
15 don't want to lose either. If you put your City
16 out there to take a walk down there and see how
17 that thing is starting to rust apart, and it
18 looked like the Adams family house today when I
19 took a walk through there because there's more
20 spiders and stuff.

21 If you want to get a community
22 organization together, we'll work on it. I think
23 that thing should be decorated at Christmastime.
24 It's a beautiful old bridge, the old Hall Company.

1 In fact, it was there from the Piano factory days.

2 So we need that architectural response to
3 what this is. We need to have it look a little
4 bit like the Arcada. We could even make it look
5 like some of the brownstones, and I think it would
6 be a good fit.

7 But keep the faith, keep working on it,
8 but this is nowhere near what it needs to be at
9 this point. Thank you, guys.

10 VICE CHAIRMAN VARGULICH: Thank you.

11 All right. Everybody done? Nobody left,
12 at least on this topic.

13 So to finish up, we're going to allow each
14 of our Plan Commission members to provide some
15 final feedback now that we've heard from our
16 residents, and then I think we'll be done with
17 this concept plan discussion. All right.

18 MEMBER BECKER: Oh, boy, thanks.

19 Well, I said my piece earlier, and I think
20 that my main comments have been talked about by
21 many, and it mainly deals with the bulk of the
22 building and the use of right-of-way for private
23 spaces. I think that's a huge challenge in
24 closing Indiana.

1 I think that the multiuse building is a
2 great idea, but interpretation of the gateway, I
3 think it's going to take a lot more work than what
4 is proposed right now. That's it. Thanks.

5 MEMBER FUNKE: Well, I agree with
6 everything that's been said, and like I said in my
7 comments earlier, I think the density is too high.
8 You know it's stated in the existing zoning of
9 .83, and you're actually tripling that.

10 So bring the scale down, you know, talk to
11 the neighbors; and if that works well, then come
12 up with a great plan that works for everybody. So
13 that's all I have to say.

14 MEMBER WIESE: Yeah. I would say my
15 comments before stand. I appreciate the community
16 being involved and wanting to be heard, and I
17 appreciate the developers wanting to listen and
18 getting input.

19 I think something will get worked out.
20 I'm excited to see the iteration -- the next
21 iteration of what this could look like. I think
22 everyone is excited that something can be done on
23 this site and give it the proper gateway that it
24 should be.

1 MEMBER MOAD: Of course, I'm echoing
2 everything that's been said. I would encourage
3 you to do a parking survey and study of the
4 community as well as a traffic study prior to
5 moving forward with the concept of closing some of
6 those streets. Love the multiuse concept and
7 would like to see the density somewhat lower.

8 MEMBER MACKLIN-PURDY: First of all, I
9 would just like to say the Hursts have been huge
10 champions for our City, and I know that everything
11 that you are working on is only for the good of
12 our community.

13 That being said, I do think that it needs
14 some massaging. I did work and live at Heritage
15 Square. I do understand -- after you kind of
16 like pinpointed the traffic, I do think that is an
17 issue. And to be honest, you did do a good job
18 with the parking situation at Heritage Square.

19 So I think that needs to be worked on a
20 little bit, and it does fit within the
21 comprehensive plan. I do like the idea of the
22 mixed use, and I love the idea of getting an
23 active business on the first floor of this plan
24 because that's the way of our future, utilizing

1 our best resource, which is the river.

2 But I do think some things need to be
3 reevaluated, and I know that you will probably
4 move forward with a parking and traffic study and
5 look at all these objections and constructive
6 comments, and I know you will look at those and
7 address them.

8 So that's really all I have to say.

9 VICE CHAIRMAN VARGULICH: As a group, I
10 think that I just want to help the audience
11 understand. There were a few questions related to
12 approval or changing information and not feeling
13 like -- at one meeting it was one thing and today
14 it's something else.

15 This is a concept plan meeting, and so it
16 is open to continued updating. This is not a
17 formal process at this point. They just are not
18 at that point to go into all of the time and
19 energy it takes to do that.

20 When that does happen, then I think you
21 will see very detailed analysis supported by
22 engineering, supported by a traffic study, which
23 some of our members have asked for, and I think it
24 will be really important with respect to parking

1 and access to this property, especially given a
2 potential for 48 units.

3 For me, I think a mixed-use project is
4 good. I think there were some things, not
5 understanding all, that somebody like Sammy's
6 does, but to introduce kayaks and understand the
7 logistics for actually doing that and how that
8 potentially works for crossing Riverside Drive,
9 which then has pros and cons if you explore
10 closing it, notwithstanding the fire department
11 using it as an access way to go south.

12 Certainly, a traffic study would look at
13 all of those issues and features. So I would
14 certainly encourage that to happen. I do like the
15 mixed-use, though, whether -- hopefully, it's
16 still Sammy's, and hopefully, all those little
17 details can get worked out with him, understanding
18 what his operations are and logistics are.

19 Because I think that a lot of the things
20 that he's doing are not only good as a business
21 but also supports continued growth in our
22 downtown, which obviously everyone would like to
23 see.

24 It's always a little awkward. A thought

1 that no matter what you do when you try to change
2 something, you're going to have things that are
3 going to not make people happy or make people
4 happy as well as you're going to have things that
5 are going to cause a little rub one way, but they
6 will be a benefit in the end for something else.
7 There's no way that everything will turn out
8 perfectly.

9 So between our City staff, our
10 departments, I'm sure a lot of that will get
11 worked out. So I encourage you to come back,
12 which I'm fairly certain you will, and I'm sure
13 we'll have detailed drawings and studies for us to
14 look at and for the public to also look at.

15 With respect to the public, if you would
16 like to continue to have the City's attention on
17 this topic, there is a meeting scheduled on the
18 9th of August with the Planning and Development
19 Committee. So you are welcome to attend that.

20 For now, I think, we'll close this and
21 move on to our next agenda item. Thank you.

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

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CERTIFICATE OF SHORTHAND REPORTER

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 26th day of July, 2021. My commission expires: May 16, 2024



Notary Public in and for the
State of Illinois