

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



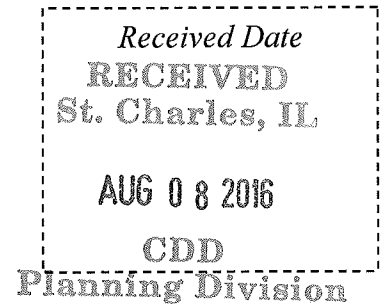
COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

**SPECIAL USE APPLICATION**

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

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



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

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

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

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

**Please check the type of application:**

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

**Information Regarding Special Use:**

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

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

What is the property's current zoning? BR

What is the property currently used for? Vacant

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

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

**For Special Use Amendments only:**

Why is the proposed change necessary?

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

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**Note for existing buildings:**

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

**Attachment Checklist:**

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

**APPLICATION FEE:**

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

**REIMBURSEMENT OF FEES AGREEMENT:**

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

**REIMBURSEMENT OF FEES INITIAL DEPOSIT:**

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

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

**PROOF OF OWNERSHIP and DISCLOSURE:**

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

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

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

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

**PLAT OF SURVEY:**

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

**FINDINGS OF FACT:**

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

**LIST OF PROPERTY OWNERS WITHIN 250 FT.:**

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

❑ **SOIL AND WATER CONSERVATION DISTRICT APPLICATION:**

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

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

☑ **ENDANGERED SPECIES REPORT:**

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

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

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

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

☑ **PLANS:**

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

**Copies of Plans:**

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

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

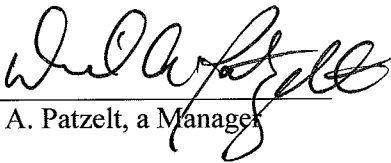
A plan or plans showing the following information:

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

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

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

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

By:   
Name: David A. Patzelt, a Manager

August 3, 2016  
Date



**LEGAL DESCRIPTION  
PRAIRIE CENTER**

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

# CRITERIA FOR PLANNED UNIT DEVELOPMENTS (PUDs)



*\*For Special Use for PUD or PUD Amendment applications.\**

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

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

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

Prairie Center  
*PUD Name*

August 3, 2016  
*Date*

## **From the St. Charles Zoning Ordinance, Section 17.04.410.3:**

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

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

1. To promote a creative approach to site improvements and building design that results in a distinctive, attractive development that has a strong sense of place, yet becomes an integral part of the community.
2. To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable open space and recreational facilities for the enjoyment of all.
3. To encourage a harmonious mix of land uses and a variety of housing types and prices.
4. To preserve native vegetation, topographic and geological features, and environmentally sensitive areas.
5. To promote the economical development and efficient use of land, utilities, street improvements, drainage facilities, structures and other facilities.
6. To encourage redevelopment of sites containing obsolete or inappropriate buildings or uses.
7. To encourage a collaborative process among developers, neighboring property owners and residents, governmental bodies and the community

**The proposed Special Use for PUD meets the above criteria in that it will establish a creative, mixed-use residential and commercial site which is for both pedestrian and vehicular movement, promotes physical activity and social interaction, encourages a mixed land use, and establishes a high-quality of residential units, encourages the redevelopment of this long-vacant and obsolete site.**



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

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

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

1. The PUD will provide community amenities beyond those required by ordinance, such as recreational facilities, public plazas, gardens, public art, pedestrian and transit facilities.
2. The PUD will preserve open space, natural beauty and critical environmental areas in excess of what is required by ordinance or other regulation.
3. The PUD will provide superior landscaping, buffering or screening.
4. The buildings within the PUD offer high quality architectural design.
5. The PUD provides for energy efficient building and site design.
6. The PUD provides for the use of innovative stormwater management techniques.
7. The PUD provides accessible dwelling units in numbers or with features beyond what is required by the Americans with Disabilities Act (ADA) or other applicable codes.
8. The PUD provides affordable dwelling units in conformance with, or in excess of, City policies and ordinances.
9. The PUD preserves historic buildings, sites or neighborhoods.

**The proposed Special Use for PUD provides community amenities beyond those required by the ordinance, such as high-quality residential rental; provides superior landscaping and buffering; provides high-quality architectural design; provides an efficient building and site design; provides accessible dwelling units, and will conform with the affordable housing standards of the City of St. Charles.**

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

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

**The proposed Special Use for PUD will provide much-needed high-quality rental housing in St. Charles and the additional residence will serve to support the City's business district.**

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

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

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

**The proposed Special Use for PUD will not be injurious to the use or enjoyment of other properties in the immediate vicinity and will, instead, augment and help to increase the property values of same.**

D. Effect on Development of Surrounding Property: That the establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

**The proposed Special Use for PUD will not impede the normal and orderly development and improvement of surrounding properties.**

E. Effect on General Welfare: That the establishment, maintenance or operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare.

**The proposed Special Use for PUD will not be detrimental to or endanger the public health, safety, comfort or general welfare of the community.**

F. Conformance with Codes: That the proposed Special Use conforms to all existing Federal, State and local legislation and regulation and meets or exceeds all applicable provisions of this Title, except as may be varied pursuant to a Special Use for Planned Unit Development.

**The proposed Special Use for PUD will conform to all existing Federal, State and local legislation and regulation except to the extent expressly modified by the PUD.**

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

**The Subject property has been vacant and underutilized for many years, and does not contribute sufficiently to the City's tax base. The proposed Special Use for PUD will allowed this property to be placed into economically beneficially use for the City and its residence.**

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

**The proposed Special Use for PUD conforms to the purposes and intents of the Comprehensive Plan.**

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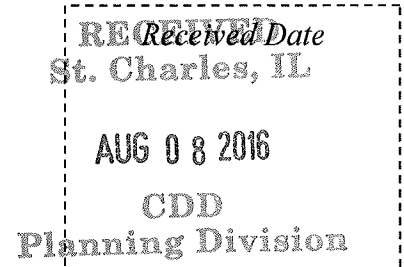


COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

**PUD PRELIMINARY PLAN APPLICATION**

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



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

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

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

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

**Please check the type of application:**

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

**Subdivision of land:**

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

**Attachment Checklist:**

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

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

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

**REIMBURSEMENT OF FEES AGREEMENT:**

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

**REIMBURSEMENT OF FEES INITIAL DEPOSIT:**

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

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

**PROOF OF OWNERSHIP and DISCLOSURE:**

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

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

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

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

**PLAT OF SURVEY:**

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

**SOIL AND WATER CONSERVATION DISTRICT APPLICATION:**

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

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

**ENDANGERED SPECIES REPORT:**

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

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

**PLANS:**

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

**Copies of Plans:**

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

**SITE/ENGINEERING PLAN:**

**PRELIMINARY ENGINEERING PLANS – DRAWING REQUIREMENTS/CHECKLIST:**

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

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

the proposal indicated

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

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

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

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

**ARCHITECTURAL PLANS:**

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

**TREE PRESERVATION PLAN:** *N/A*

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

**LANDSCAPE PLAN:**

Landscape Plan showing the following information:

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

**STORMWATER MANAGEMENT:**

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

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

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

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

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

**SCHEDULE:** Construction schedule indicating: *N/A*

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

**PARK AND SCHOOL LAND/CASH WORKSHEETS**


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

**INCLUSIONARY HOUSING SUMMARY**

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

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

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

By:   
Name: David A. Patzelt, a Manager

August 3, 2016



**City of St. Charles Land/Cash Worksheet**

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

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

1 1/2 Mile Jurisdiction Park Cash in Lieu

**\$1,961,494.50**

(Not for development within City of St. Charles)

1 1/2 Mile Jurisdiction School Cash in Lieu

**\$407,929.53**

(Not for development within City of St. Charles)

RECEIVED  
St. Charles, IL

AUG 24 2016

CDD  
Planning Division



October 11, 2016

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

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

—  
Christopher S. Nudo  
of counsel

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

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

Dear Mr. Koenen:

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

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

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

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



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

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

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

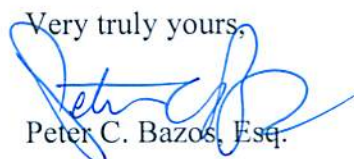
2. If the City Council approves the special use for the Preliminary PUD, then the applicant has two (2) years to gain approval of and to record the final PUD, subject to the Council's right to extend this time limit on a year-by-year basis.

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

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

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

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

Very truly yours,  
  
Peter C. Bazos, Esq.

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

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www.sbfklaw.com

# **BAZOSFREEMAN**

Bazos, Freeman, Schuster & Braithwaite, LLC

## **EXHIBIT A MAP AMENDMENT LEGAL DESCRIPTION**

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

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

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

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# **BAZOSFREEMAN**

Bazos, Freeman, Schuster & Braithwaite, LLC

## **EXHIBIT B STATEMENT OF PUBLIC BENEFIT**

### **APPLICANT'S STATEMENT OF PUD PUBLIC BENEFITS**

To: City of St. Charles

Re: Applications 2016AP026 and 2016AP027

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

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

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

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

By: \_\_\_\_\_

David A. Patzelt

Title: \_\_\_\_\_

# **BAZOSFREEMAN**

Bazos, Freeman, Schuster & Braithwaite, LLC

## **EXHIBIT C PUD DEVELOPMENT SCHEDULE**

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

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October 6, 2016

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

Re: St. Charles Prairie Centre  
Inclusionary Housing

Dear Russ,

As a follow-up to our correspondence dated September 26, 2016 in reference to Chapter 19.02 Inclusionary Housing City of St. Charles Ordinances, specifically section 19.02.130, please accept this correspondence and the attached worksheet as the information describing how the St. Charles Prairie Centre Residential Development will comply with the requirements of Chapter 19.02.

In summary, we will comply with Chapter 19.02 by providing affordable units within the proposed development in accordance with 19.02.060 and all of its subparagraphs with the exception of two items that we seek variances to and that we will NOT be providing a fee in lieu of the units and are NOT requesting an Alternative Housing Plan.

In more detail, as requested in section 19.02.130 we offer the following comments that may be requested of us by the Director of Community and Economic Development:

19.02.130(1):

a. Number: We will be providing up to ten percent (10% which is equal to 61 units) of rental or for sale units. As we know the proposed development is currently planned as "rental" as the market may shift to "for sale" units for Market Rate housing, we request the same flexibility with the Affordable Units either "for sale" units or "for rent".

b. Pricing: The proposed pricing of these units, either for rent or for sale, will be as described in section 19.02.110.

c. Schedule: The proposed units will be constructed in accordance with the ordinance, specifically section 19.02.100.B wherein it states that as we build up to 50% (302 units) of the Market-Rate units, we must also build at least 30% (18 units) of the total Affordable Units. These 18 units would be built in the same ratio as the 302 units are built. Thus if 100 of the 302 Market Rate units are built ( $100/302=33\%$ ), at least 33% of the 18 Affordable units will be built. Then as we build between 50% and

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75% (303 - 454 units) of the Market-Rate units, we must build at least 60% (37 units) of the total Affordable Units. Then as we build between 75% and 100% (455 – 605 units) of the Market-Rate units, we must build 100% (61 units) of the total Affordable Units.

19.02.130(2):

The location of the Affordable units may be provided in one or more of the buildings within the development. Thus, we are seeking a variance to section 19.02.100(A) wherein it states that the Affordable Units shall be dispersed among the Market Rate Dwelling Units to allow us flexibility for providing Affordable Units that may need to be grouped together such as in a senior living facility or if tax credit housing is provided. If the units are grouped into one or more buildings, the exterior appearance of the building(s) will be architecturally consistent with all other buildings located within the development.

19.02.130(3):

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

19.02.130(4)

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

19.02.130(5)

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "David Patzelt". The signature is written in a cursive, flowing style.

David Patzelt

President

# INCLUSIONARY HOUSING SUMMARY



Name of Development \_\_\_\_\_  
 Date Submitted: \_\_\_\_\_  
 Prepared by: \_\_\_\_\_

## Background:

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

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

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

## Submission Requirements:

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

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

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

## Affordable Unit Requirement Calculation

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

## Fee In-Lieu Payment Calculation

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

August 23, 2016

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

Re: Shared Parking

Dear Russ:

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

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

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

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

In November of 2013 VTPI found;

***“Paradigm Shift***

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

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

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

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

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

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

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

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

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

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

**2. Eliminate minimum parking standards**

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

**3. Change zoning laws and encouraging shared parking arrangements**

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

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

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

**5. Promote public transportation and walkability through coordinated investment**

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

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

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

**More Accurate and Flexible Standards**

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

**Table 4 Parking Requirement Adjustment Factors**

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

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

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

**Comparable Cities Calculated Requirements**

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

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

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

This study concluded with;

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

### **Prairie Centre**

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

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

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

Independent Living Units: 0.5 spaces per Dwelling Unit

Office Use: 4 spaces per 1,000 sf

Restaurant Use: 10 spaces per 1,000 sf

Retail Sales Use: 4 spaces per 1,000 sf

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

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

#### **Discount 1:**

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

#### **Discount 2:**

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

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

**Discount 3:**

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

**Discount 4:**

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

**Discount 5:**

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



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

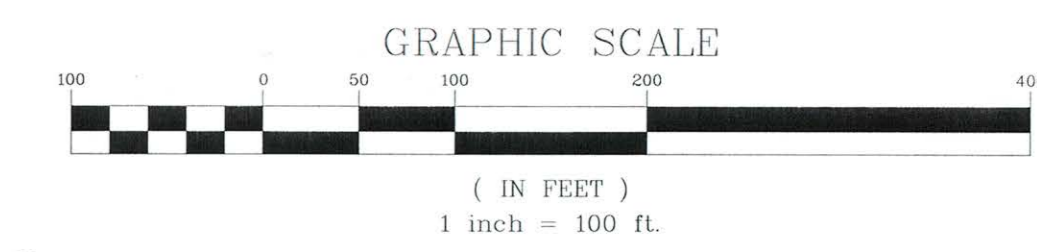
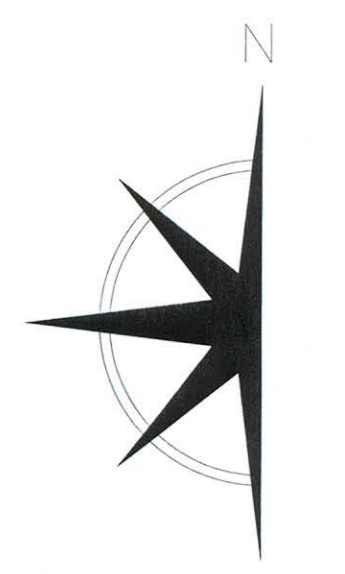
**In conclusion, a 5% vacancy discount, plus a 10% walkable discount plus a 10% discount for mixed use development for a total of a 25% reduction in the required parking spaces is requested.**

Sincerely,

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

David Patzelt





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



PREPARED BY:  
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Civil Engineering - Land Entitlement - Project Feasibility  
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REVISIONS			REVISIONS		
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
1	6-29-16	ADDED HYDRANTS & RELOCATED VALVE VAULT PER CITY			
2	07-05-16	REVISED SIDEWALK AND ADDED STREET LIGHTS			
3	7-08-16	REVISED PER CITY PLANNING & ENG REVIEW			

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



October 17, 2016

Mark Koenen, City Administrator  
City of St. Charles  
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St. Charles, IL 60174

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

Dear Mr. Koenen:

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

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

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

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



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

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

Very truly yours,

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

PCB/awy

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