



**Charlestowne Mall Redevelopment**

<b>Applicant:</b>	S.R. Jacobson Development Corp.
<b>Property Owner:</b>	SC 3800 Main LLC (The Krause Companies LLC)
<b>Location:</b>	3700-3850 E. Main St.
<b>Purpose:</b>	Feedback on commercial/residential redevelopment
<b>Application:</b>	Concept Plan
<b>Public Hearing:</b>	Not required
<b>Zoning:</b>	BR Regional Business / PUD
<b>Current Land Use:</b>	Commercial
<b>Comprehensive Plan:</b>	Corridor/Regional Commercial



*Subject Property*

<b>Summary of Proposal:</b>	<p>S.R. Jacobson Development Corp. has filed a Concept Plan proposing a mixed-use redevelopment of the 81-acre Charlestowne Mall site. Details:</p> <ul style="list-style-type: none"> <li>• Demolish all structures except Classic Cinemas, Von Maur, Coopers Hawk and Starbucks/Verizon; demolish a majority of the internal drives and parking lots; relocate underground utilities</li> <li>• Regrade the site to accommodate new development</li> <li>• Retain existing stormwater detention basins and access points</li> <li>• Commercial component:             <ul style="list-style-type: none"> <li>○ 7 new commercial buildings (retail/restaurant) totaling 40,700 sf</li> <li>○ 135-room hotel</li> <li>○ Gathering place between commercial uses</li> </ul> </li> <li>• Residential component:             <ul style="list-style-type: none"> <li>○ 324 apartment units within 9 buildings (3-story)</li> <li>○ 208 townhome units (rental)</li> <li>○ Clubhouse shared between apartments and townhomes</li> </ul> </li> <li>• PUD for the entire site; rezoning of the residential portion to RM-3.</li> </ul>
<b>Info / Procedure on Application:</b>	<ul style="list-style-type: none"> <li>• 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.”</li> <li>• 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.</li> <li>• No recommendation or findings are involved.</li> </ul>

<b>Suggested Action:</b>	Provide feedback on the Concept Plan. Staff has provided topics Commissioners may wish to consider to guide their feedback to the applicant.
<b>Staff Contact:</b>	Russell Colby, Acting Director of Community & Economic Development

## I. PROPERTY INFORMATION

### A. History / Context

The subject property is the 81-acre site of the Charlestowne Mall. The Charlestowne Mall PUD was approved by the City in 1988 and the mall opened in 1991. Additions were constructed in 1994 (Kohl's) and 1995 (movie theater). In addition to the enclosed mall building, two outlot buildings constructed in recent years exist along E. Main St.

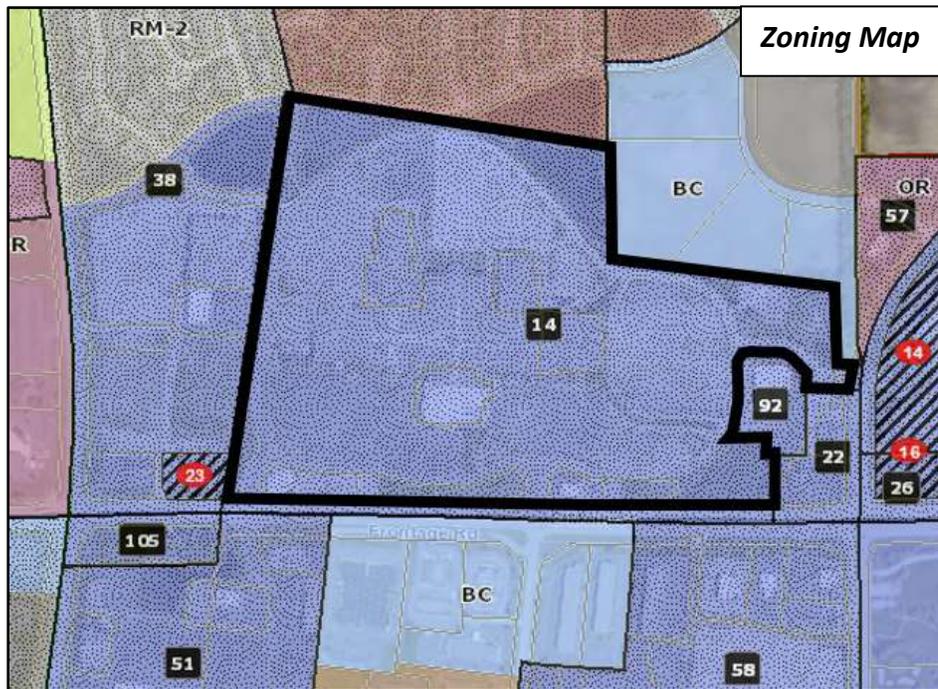
In November 2013, the City Council approved Ordinance 2013-Z-19 which amended the Charlestowne Mall PUD to create new zoning and development standards for the redevelopment of the mall property, which was given the name, "The Quad St. Charles". As a result, the landscape berms along Main St. were removed and the mall ring road was pushed north to create four building outlots along Main St. Starbucks/Verizon and Coopers Hawk were completed in 2017.

Also in 2017, the City reviewed a Concept Plan submitted by the owners of the property, SC 3800 Main LLC, which contemplated a mixed-use redevelopment. The plan contemplated retention of Von Maur, Carson Pirie Scott and Classic Cinemas, as well as a portion of the mall building which would have new outward-facing front entries. Additional freestanding commercial buildings were also contemplated. To the north of the mall, 155 townhomes were proposed, with 256 apartment units proposed to the east of the mall. The property owner did not pursue further approvals for the project following the Concept Plan review.

### B. Zoning

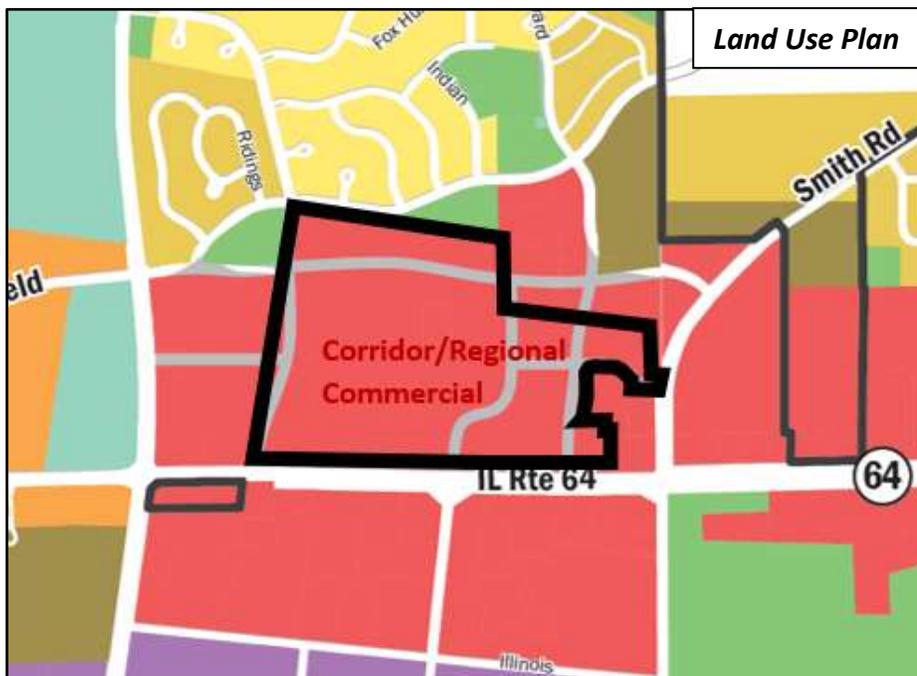
The subject property is zoned BR Regional Business and PUD (Charlestowne Mall PUD). Commercial zoning exists to the northeast (Oliver-Hoffman site), with single-family residential to the north (Charlemagne). Parcels to the east, south and west have commercial zoning.

	Zoning	Land Use
<b>Subject Property</b>	BR Regional Business/PUD	Commercial
<b>North</b>	RS-4 Suburban Single-Family Residential/ PUD BC Community Business	Single-Family; Agriculture (Oliver-Hoffman property)
<b>East</b>	BR Regional Business/PUD	Vacant commercial; IHOP; bank; Walmart
<b>South</b>	BR Regional Business/PUD; BC Community Business	Commercial
<b>West</b>	BR Regional Business/PUD	Jewel-Osco



**C. Comprehensive Plan**

The Land Use Plan adopted as part of the 2013 Comprehensive Plan identifies the subject property as “Corridor/Regional Commercial”.



The Corridor/Regional Commercial land use category is described as follows (p.40):  
*Areas designated as Corridor/Regional Commercial are intended to accommodate larger shopping centers and developments that serve a more regional function, capitalizing on traffic volumes along the City’s busy streets and drawing on a customer base that extends beyond the City limits. These areas are appropriate for “big box” stores, national retailers, and regional malls or a “critical mass” of multiple stores and large shared parking areas. Commercial service uses can also have an appropriate place in*

*corridor/regional commercial areas, but must be compatible with adjacent and nearby retail and commercial shopping areas and be located as to not occupy prime retail locations.*

The Residential Areas Framework Plan (p.45) identifies the subject property as Area “G” and states:

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

The Commercial Areas Framework Plan (p.47) discusses potential for mixed use development of the subject property:

*The Land Use Plan identifies both the Charlestowne Mall site in the City’s East Gateway and the Old St. Charles Mall site in the West Gateway as Corridor/Regional Commercial areas. However, both of these sites have potential for Mixed Use development, and similar to Downtown, each could foster a pedestrian-oriented mixed use node, with a mix of retail, restaurant, entertainment, recreation, and residential uses. This dynamic mix of uses in close proximity to major arterial streets has the potential not only to create a vibrant and inviting destination but also serve as a catalyst for needed investment in these important areas of the City. Building orientation in the area should have a strong orientation to major streets and careful consideration should be given to its impact on adjacent residential areas. Additionally, residential uses/ development within these mixed use areas should refer to the Residential Areas Framework Plan for additional considerations and recommendations. In these areas, it is important to maintain a healthy balance of users.*

In addition, the subject property and surrounding commercial areas are part of the East Gateway Subarea (p.94). The following sections are pertinent:

### **Subarea Goals**

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

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

### **Subarea Objectives**

- *Improve the appearance of the Kirk Road and Main Street Corridors to assist in strengthening the community’s identity and appearance through installation of streetscaping, wayfinding and gateway elements.*
- *Use landscaping appropriately to enhance commercial areas, screen unsightly areas, and provide an attractive streetscape and overall setting for the area.*

- *Improve the overall connectivity and mobility within the Subarea through both public streets and internal connection to provide a predictable and navigable environment.*
- *Preserve surrounding neighborhoods through the use of screening, buffering, and better separation from commercial development.*
- *Create market-responsive development parcels that can accommodate projects of an appropriate scale and phasing over time.*
- *Take advantage of proximity to DuPage Airport and Pheasant Run as activity generators.*
- *Reposition the Charlestowne Mall site to foster its renaissance or its redevelopment.*
- *Enhance the character of both existing and new development through site improvements, facade enhancements, consistent signage regulation, and at-tractive building design and materials.*

The subject property is identified as Catalyst Site “D” within the East Gateway Subarea (P.104): *Constructed in 1991, the Charlestowne Mall has been well maintained and is in good physical condition, however a lack of a critical mass of retailers and a high volume of vacancy have placed the Charlestowne Mall in jeopardy. Once a shopping destination within the community and surrounding area, most retailers have left the interior of the mall. Von Maur, Classic Cinemas, Carson Pirie Scott and Kohls occupy four of the mall’s five anchor spaces and are complemented by a handful of smaller retailers and services. Internal hall-ways are desolate, parking fields are vast and empty and the Charlestowne Mall needs intervention to reposition the site to improve the mall’s future viability or its full-scale redevelopment.*

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

## Charlestowne Mall Framework Plan

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

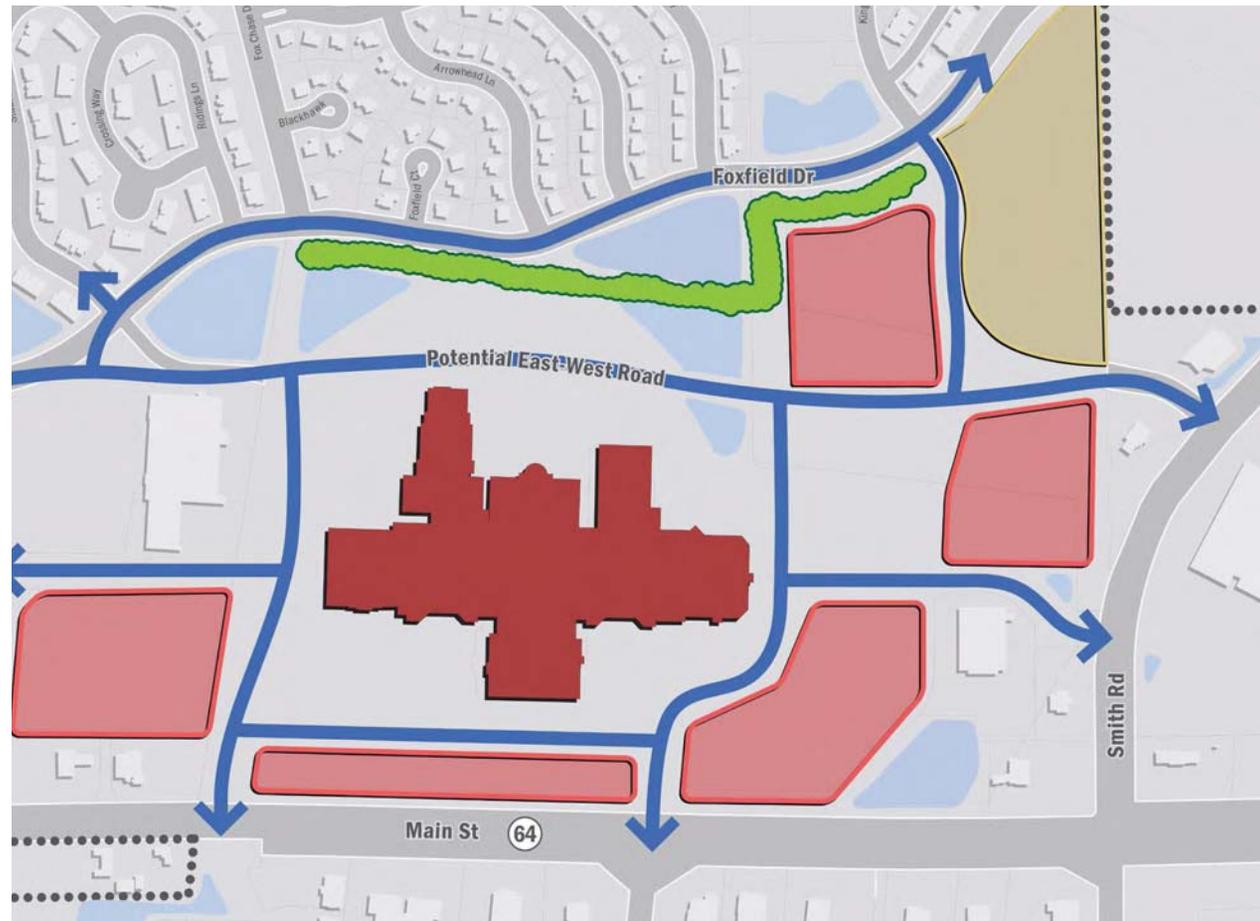
 **Proposed Street or Circulator.** These include public streets and on-site circulators designed to enhance on-site access and mitigate the impacts of traffic on surrounding neighborhoods. The key recommendation is a new street that would run along the north side of the mall property and make Foxfield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

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

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

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

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



**Legend**

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



## Charlestowne Mall Repositioning Alternatives

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

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

### Option A

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

#### Considerations

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

### Option B

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

#### Considerations

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

### Option C

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

#### Considerations

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

Repositioning Option A



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

Potential Improvements

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

## II. PROPOSAL

S. R. Jacobson Development Corp., in partnership with Lormax Stern Development Company, is proposing to redevelop the Charlestowne Mall property with a mix of uses. A Concept Plan has been submitted for feedback, proposing the following:

- Demolish all structures except Classic Cinemas, Von Maur, Coopers Hawk and Starbucks/Verizon; demolish a majority of the internal drives and parking lots; relocate underground utilities
- Regrade the site to accommodate new development
- Retain existing site access points (38<sup>th</sup> Ave., Smith Road, Stuarts Drive, west mall entrance).
- Retain existing stormwater detention basins
- Commercial component (Developer- Lormax Stern):
  - 7 new commercial buildings (retail/restaurant) totaling 40,700 sf
    - 3 buildings along Main St.; 4 buildings west of Von Maur
  - 135-room hotel
  - Gathering place between commercial uses
- Residential component (Developer- S.R. Jacobson):
  - 324 apartment units within 9 buildings
    - 3-story, garden-style
    - 133 1-bedroom; 172 2-bedroom; 19 3-bedroom
    - Attached and detached garages
  - 208 townhome units (rental)
    - 3-story
    - 166 2-bedroom; 42 3-bedroom
    - Units with 1-car garage are 1,280 sf
    - Units with 2-car garage are 1,550 sf
  - Clubhouse shared between apartments and townhomes with pool, exercise facilities, leasing center, and on-site management office
- A PUD is contemplated, along with rezoning of the residential portion to RM-3 General Residential District.

The Concept Plan application includes a “Project Narrative” that provides background and context to the plan documents that have been submitted for review.

## III. 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.

## IV. 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. The plan was reviewed against the following code sections and documents:

- Ch. 17.06 Design Review Standards & Guidelines
- Ch. 17.12 Residential Districts
- Ch. 17.14 Business & Mixed Use Districts
- Ch. 17.24 Off-Street Parking, Loading & Access
- Ch. 17.26 Landscaping & Screening

- Title 19 Inclusionary Housing

**A. Proposed Zoning**

The property is currently a Planned Unit Development (PUD). A PUD allows for the projects to be reviewed and approved as a whole and for unique development standards and requirements to be established. The existing PUD on the property will either need to be amended or replaced to accommodate the new development.

With respect to zoning designations, two options are available:

- Retain the existing BR Regional Business zoning designation over the entire site, and grant approval of the proposed residential uses as additional uses permitted under the PUD.
- Retain BR Regional Business zoning over the commercial uses only, and rezone the residential area to an appropriate residential zoning district.

The applicant has identified that a zoning designation of RM-3 General Residential for the residential portion of the project. The purpose of the RM-3 District is as follows:

*To accommodate a range of housing densities, including higher density residential up to approximately 20 units per acre, at locations that will provide deficient use of land and infrastructure.*

Proposed density based on the Concept Plan is approximately 13 units per acre, assuming approximately 40 total acres for the residential portion.

**Staff Comments:**

- ✓ The City has granted residential uses through PUD approvals for other mixed-use projects, such as Prairie Centre, which similarly has BR zoning. This approval method retains commercial zoning over the entire property in the event the PUD project is not fully constructed or the approval expires.
- ✓ If a residential zoning is requested, the boundary line between the commercial and residential portion of the project will need to be fixed based on a plat with a legal description. Future revisions to modify this border would require another rezoning process.

**B. Bulk Standards**

The tables below compare the residential and commercial portions of the Concept Plan with the standards of the RM-3 and BR districts. Any deviations from the bulk standards required for the development would need to be approved through a Planned Unit Development.

**Residential Component** – At this stage of review, subdivision of the property is not defined. The bulk standards below are based on a single zoning lot for the residential area.

Category	RM-3 District (proposed zoning)	Concept Plan
Min. Lot Area	Townhouse: 4,300 sf/unit Multi-family: 2,200 sf/unit	Approx. 3,275 sf/unit, based on 40-acre residential area
Min. Lot Width	Townhouse: 24 ft/unit Multi-family: 65 ft.	TBD; based on subdivision
Max. Building Coverage	40%	Meets

<b>Max. Building Height</b>	Townhouse: lesser of 35 ft. / 3 stories Multi-family: lesser of 45 ft. / 4 stories	40 ft. (per Zoning Compliance table submitted by applicant)
<b>Front Yard</b>	30 ft.	TBD; based on subdivision
<b>Interior Side Yard</b>	Townhouse: 10 ft. each side Multi-family: 25 ft. each side	TBD; based on subdivision; 49 ft. from apartments to east property line (20 ft. for parking); 42 ft. from townhomes to west property line
<b>Rear Yard</b>	30 ft.	TBD; based on subdivision 40 ft. from townhomes to north property line (Foxfield Dr); 140 ft. from apartments to north property line (Oliver-Hoffman property) (30 ft. for parking)
<b>Landscape Buffer</b>	30 ft. (required along north property line adjacent to residential)	40 ft. provided
<b>Parking Spaces</b>	Townhouse: 2 per unit (416 spaces required) Multi-family: 1-Bedroom: 1.2 per unit 2-Bedroom: 1.7 per unit 3-Bedroom: 2 per unit (490 spaces required) Stall dimension: 9.5'x18'	Townhouses: 1-2 garage spaces per unit; 1-2 spaces within driveway apron/unit  Apartments: 776 spaces  Stall dimension: 9'x18'

**Commercial Component** –Subdivided At this stage of review, subdivision of the property is not defined. The bulk standards below are based on a single zoning lot for the commercial area.

Category	BR District	Concept Plan
<b>Min. Lot Area</b>	1 acre	TBD; based on subdivision
<b>Min. Lot Width</b>	None	TBD; based on subdivision
<b>Max. Building Coverage</b>	30%	Meets
<b>Max. Building Height</b>	40 ft.	50 ft. (per Zoning Compliance table submitted by applicant)
<b>Front Yard</b>	Building: 20 ft. Parking: 20 ft.	Main St. setbacks- Building: 20 ft. Parking: 20 ft.
<b>Interior Side Yard</b>	Building: 15 ft. Parking: none	West side setbacks- Building: 120 ft. Parking: 115 ft.
<b>Rear Yard</b>	Building: 30 ft. Parking: none	TBD based on subdivision; Approx. 45 ft. between Classic Cinemas and closest townhomes; Approx. 50 ft. between parking lot and southernmost townhomes

<b>Landscape Buffer</b>	40 ft. adjacent to residential (will be required along shared lot line between commercial and proposed residential areas)	Appears to be adequate space for 40 ft. buffer between commercial uses and townhomes; does not meet for apartments
<b>Parking Spaces</b>	Retail: 4 per 1,000 sf GFA (709 required for existing & proposed retail) Restaurant: 10 per 1,000 sf GFA (114 required for Coopers Hawk) Coffee/Tea Room: 5 per 1,000 sf GFA (11 required for Starbucks) Total for Retail/Restaurant: 834 Hotel: 1 per room (135 required for new hotel) Theater: 1 per 4 seats (information needed on # of seats)	Retail/Restaurant/Theater: 1,563 spaces  Hotel: 154 spaces

**C. Landscaping**

A landscape plan in accordance with Ch. 17.26 will be required as part of the PUD Preliminary Plan should the project move forward. Given that the site is a redevelopment project, deviations from certain landscape standards may requested as a part of the PUD process.

Landscaping is required along the public street frontages (E. Main St. and Foxfield Rd.), within the parking lots, along building foundations (commercial and apartment buildings), and for the common areas and the detention areas.

A landscape buffer is required along the northern property line across from the existing single-family homes (Charlemagne), and potentially along the yet-to-be determined lot line demarcated between the commercial uses and proposed RM-3 zoning. Landscape buffers are subject to the screening and planting requirements of Section 17.26.070.

**Staff Comments:**

- ✓ Site grading is not yet defined. The southwestern portion of the site may require grading transitions around the Von Maur building. The Von Maur building currently has second floor entrances on the south and west sides, while the Theater building entrance is at the first floor level.
- ✓ Terracing and other landscape features can be incorporated to soften grading transitions and/or provide locations for site amenities.
- ✓ Landscape and pedestrian features could be incorporated to better link together the commercial buildings and provide routes for residents to walk to commercial uses.
- ✓ A landscape buffer should be provided along the lot lines adjacent to the Oliver-Hoffman property to the northeast in anticipation of potential future residential development on that property.

**D. Building Design**

Buildings in the RM-3 and BR districts are subject to Design Review standards and guidelines contained in Ch. 17.06. Example renderings of the apartment buildings, townhomes, and clubhouse have been provided with the Concept Plan. Photographic examples have been provided for the commercial development.

**Staff Comments:**

- ✓ Variety between buildings within a unifying design is encouraged.
- ✓ One of the applicable design standards states no more than 5 townhome units may be attached in a row. The Concept Plan depicts up to 8 units are attached in a row. A deviation would need to be requested through the PUD application.

**E. Site Access & Circulation**

The Concept Plan depicts retention of all existing access points into the property. The two signalized Main St. entrances will remain, along with entrances off Smith Road and Stuarts Drive. No new site access points are proposed. The internal access layout is designed to control vehicular traffic through the site and generally segregate the commercial traffic from residential traffic within the site. Pedestrian connections are depicted throughout the site.

**Staff Comments:**

- ✓ A traffic study will be required should the project move forward.
- ✓ The Concept Plan drawing and Site Improvement Plan depict the driveway connecting to Stuart's drive differently. The intent for this intersection should be clarified.
- ✓ An additional connection to the commercial property to the west should be explored, to both provide a more direct vehicular route to Kirk Road and allow for coordination of future development.
- ✓ Pedestrian connections to the Oliver Hoffman property should be explored, as well as an additional pedestrian connection to Foxfield Dr.
- ✓ It appears the pedestrian network within the site is incomplete. Sidewalks should be provided along the internal driveways within the residential areas and connecting to all existing and proposed commercial buildings, as well as to the adjacent network of public sidewalks along the public streets.
- ✓ Bike Path connections through the site should be explored in coordination with adjacent planned developments and nearby regional trails.

**V. UTILITIES & INFRASTRUCTURE**

Utility and infrastructure capacity will be studied if the developer files formal zoning applications. The following items will need to be provided:

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

**VI. DEPARTMENTAL REVIEWS**

**A. Engineering & Public Works Review**

The Concept Plan is currently under staff review. Comments will be provided to the applicant advising on items that will need to be addressed in a future preliminary engineering submittal.

**B. Fire Dept. Review**

The Fire Dept. has reviewed the Concept Plan and has noted various sections of the Fire Code that will apply to the development. Information will be needed on how utility work will be coordinated and impacts on fire safety for the remaining structures. It appears site circulation is adequate in most areas of the plan.

**VII. DEVELOPER CONTRIBUTIONS**

**A. Inclusionary Housing**

Residential developments are subject to the Inclusionary Housing Ordinance, Title 19 of the City Code. The affordable unit requirement for 532 units is 53 affordable units (10%). Alternatively, a fee in-lieu of providing 53 affordable units may be provided. The fee in-lieu amount is \$39,665.75 per required affordable multi-family unit, and \$27,766.03 per required affordable townhouse unit. That would equate to a total fee in-lieu of \$1,862,703 for the proposed residential component of the project.

The applicant has submitted a statement with the Concept Plan application stating their intent to seek an Alternative Affordable Housing Plan under Section 19.02.070. This section states that a developer may request the City Council approve, upon recommendation from the Housing Commission, an alternative plan IF at least one of four criteria can be met. The applicant has referenced Criteria #3, which states:

*The development will fulfill an alternative City Policy or goal such as redevelopment of a vacant, underutilized, or blighted parcel that cannot otherwise be readily redeveloped and comply with all other applicable requirements.*

Section 19.02.070.B lists options for the Alternative Affordable Housing Plan; one or more of the options shall be utilized by the developer:

1. External Funding Sources – The developer will apply for grants, tax credits, and/or any other applicable funding mechanism each year that the project is under construction. These funds will be used to subsidize the costs associated with the construction of onsite or offsite affordable housing units.
2. Purchase Offsite Units – The developer shall purchase for-sale or foreclosure properties and then sell or rent them at the established affordable housing price.
3. Construction of a portion of the required affordable units onsite and/or payment of a portion of the required fee in-lieu, and any combination of the two options listed above.

For reference, in order to be considered “affordable”, rental housing would need to be affordable to a household making 60% of the Area Median Income. The following maximum rents would apply (as of 4/1/21, per Illinois Housing Development Authority):

	<b>1-Bedroom</b>	<b>2-Bedroom</b>	<b>3-Bedroom</b>
<b>Max. Rent</b>	\$1,104	\$1,324	\$1,530

**B. School District**

The residential portion of 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. The Concept Plan and a land-cash worksheet prepared by the developer have been provided to the School District for review. Based on the anticipated unit/bedroom count, a total contribution of \$782,483 would be due for this development.

**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. The Concept Plan and a land-cash worksheet prepared by the developer have been provided to the Park District for review. If a cash contribution is acceptable to the Park District, it would total \$2,529,658 based on the anticipated unit/bedroom count. A number of private recreational amenities are depicted on the Concept Plan, including a clubhouse with exercise facility, pool, and various park space.

**VIII. FUTURE APPROVAL PROCESS**

If the applicant chooses to move forward with the proposed development at the conclusion of the Concept Plan process, the following would need to be approved in order to entitle the development as proposed in the Concept Plan:

1. Special Use for PUD: To amend the Charlestowne Mall PUD and/or create a new PUD to accommodate the project.
  - a. Option: Map Amendment: To rezone the residential portion of the property from BR to RM-3.
2. PUD Preliminary Plan: To approve the physical development of the property, including site, engineering, and landscape plans.
3. Final Plat of Subdivision: To plat the property and establish easements.

**IX. SUGGESTED ACTION**

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

- Conformance with the Comprehensive Plan
- Land uses and the breakdown between residential and commercial uses
- Residential unit count and density
- Site design and layout
- Building forms and architecture
- Open space location/arrangement

**X. ATTACHMENTS**

- Application for Concept Plan; received 9/10/2021
- Plans
- Developer Brochures