



PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY

Project Title/Address:	Comprehensive Plan Update for Downtown
-------------------------------	--

City Staff:	Russell Colby, Assistant Director of Community & Economic Development
--------------------	---

PUBLIC HEARING		MEETING 1/7/20	X
-----------------------	--	---------------------------	---

SUMMARY:

Background:

The City is updating the 2013 Comprehensive Plan- Downtown Sub Area Plan, specifically the "Catalyst Sites" identified for potential redevelopment. The plan defines Catalyst Sites as *Underutilized properties where redevelopment could have a catalytic impact on the surrounding area*. The focus of the amendment is a Study Area located along the east and west riverfronts north of the Main Street bridge and south of the railroad bridge. Future development in this area will be influenced by the City Police Station moving to a new location and potential enhancement to the river and shoreline identified in the Fox River Corridor Master Plan.

At the 9/3/19, the Plan Commission forwarded recommendations for the East Side Study area to the P&D Committee.

The West Side study area was last discussed by Plan Commission on 10/22/19.

Attached are the following documents, as a follow up to the 10/22/19 meeting:

- Updated West Side Study plan draft.
- Transcript from the 10/22/19 discussion.

Other project documents are posted here:

<https://www.stcharlesil.gov/projects/downtown-comprehensive-plan-update>

SUGGESTED ACTION:

Provide a recommendation to forward the West Side Study Area Comprehensive Plan Amendment to Planning & Development Committee.

The Commission may also forward supplemental comments to the P&D Committee.



Comprehensive Plan Update

Downtown - North of Main St.

West Side

Draft for Plan Commission Recommendation

1/7/20

Plan Commission discussion from October meeting:

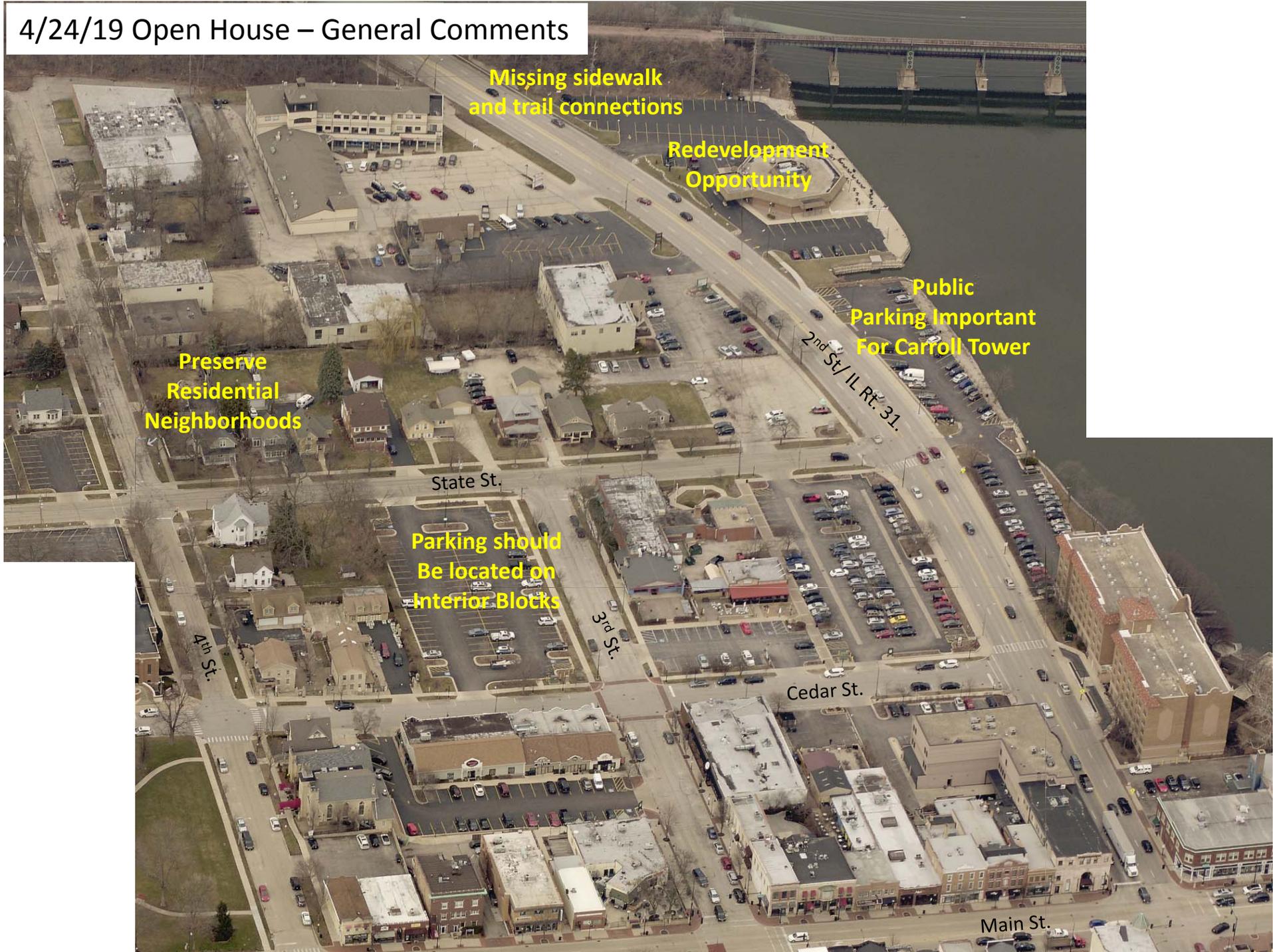
- Keep the plan general and vague; be open to scenarios proposed by developers
- Building design to create a pedestrian environment:
 - Importance of treatment of exterior of parking decks
 - Importance of relationship of buildings to the street
- Streetscape:
 - Plan for sidewalk, parkway areas that are usable for businesses
 - Develop streetscape plan and/or design standards for the area; integrate design with the rest of downtown
- Potential for adaptive reuse vs. wholesale demolition
- Identify possible connections north of State St. (between Rt. 31 & 4th St.) without specifying design or layout



Background Information

- Open House Comments
- Site Constraints
- Developable Area

4/24/19 Open House – General Comments



Missing sidewalk
and trail connections

Redevelopment
Opportunity

Public
Parking Important
For Carroll Tower

Preserve
Residential
Neighborhoods

Parking should
Be located on
Interior Blocks

2nd St./IL Rt. 31

State St.

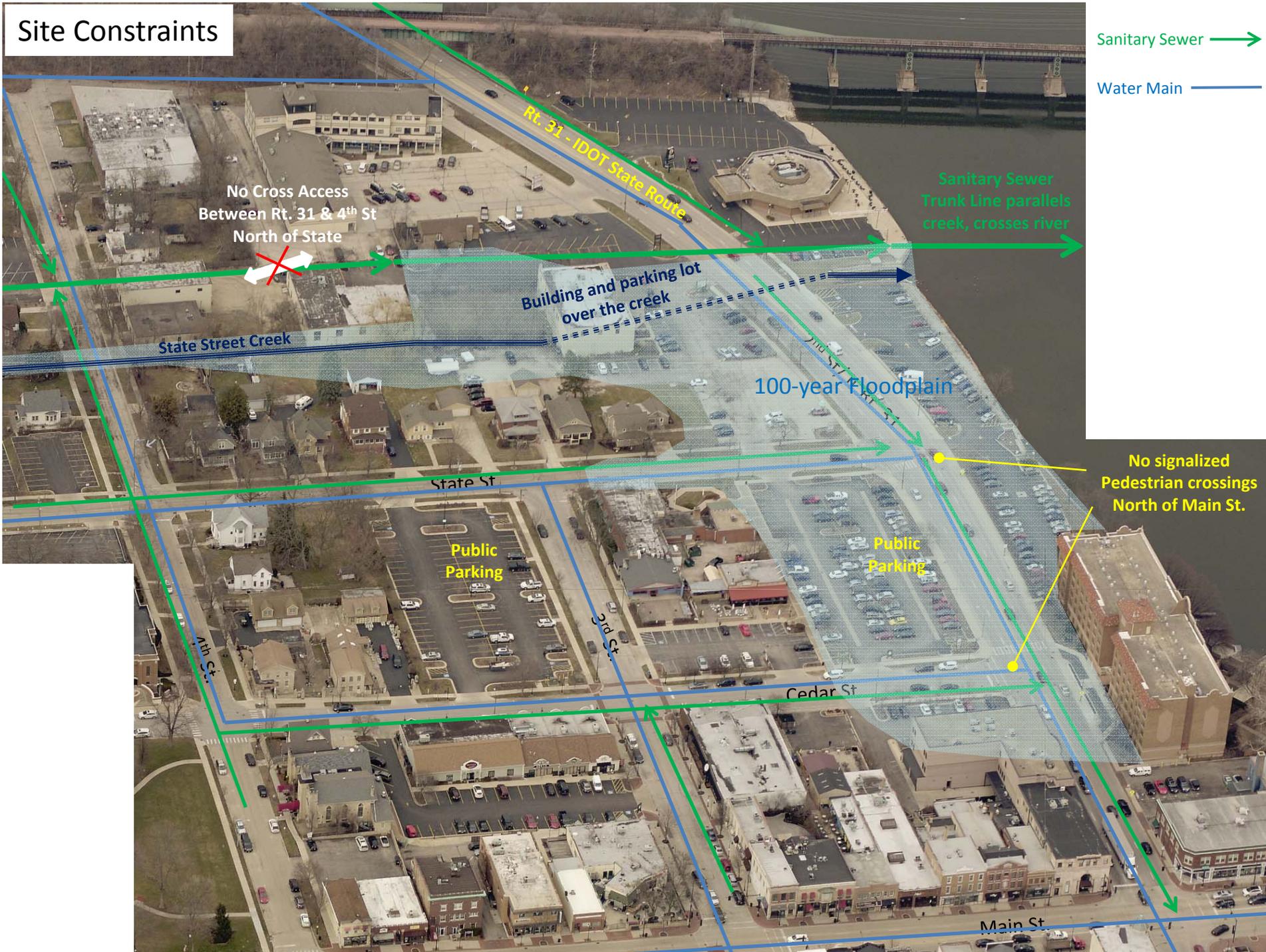
3rd St.

Cedar St.

4th St.

Main St.

Site Constraints



Sanitary Sewer →

Water Main —

No Cross Access
Between Rt. 31 & 4th St
North of State

Sanitary Sewer
Trunk Line parallels
creek, crosses river

Building and parking lot
over the creek

100-year Floodplain

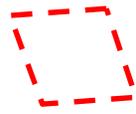
No signalized
Pedestrian crossings
North of Main St.

Public
Parking

Public
Parking

Main St

Developable Area – Existing Floodplain



Historic
Preservation
Interest

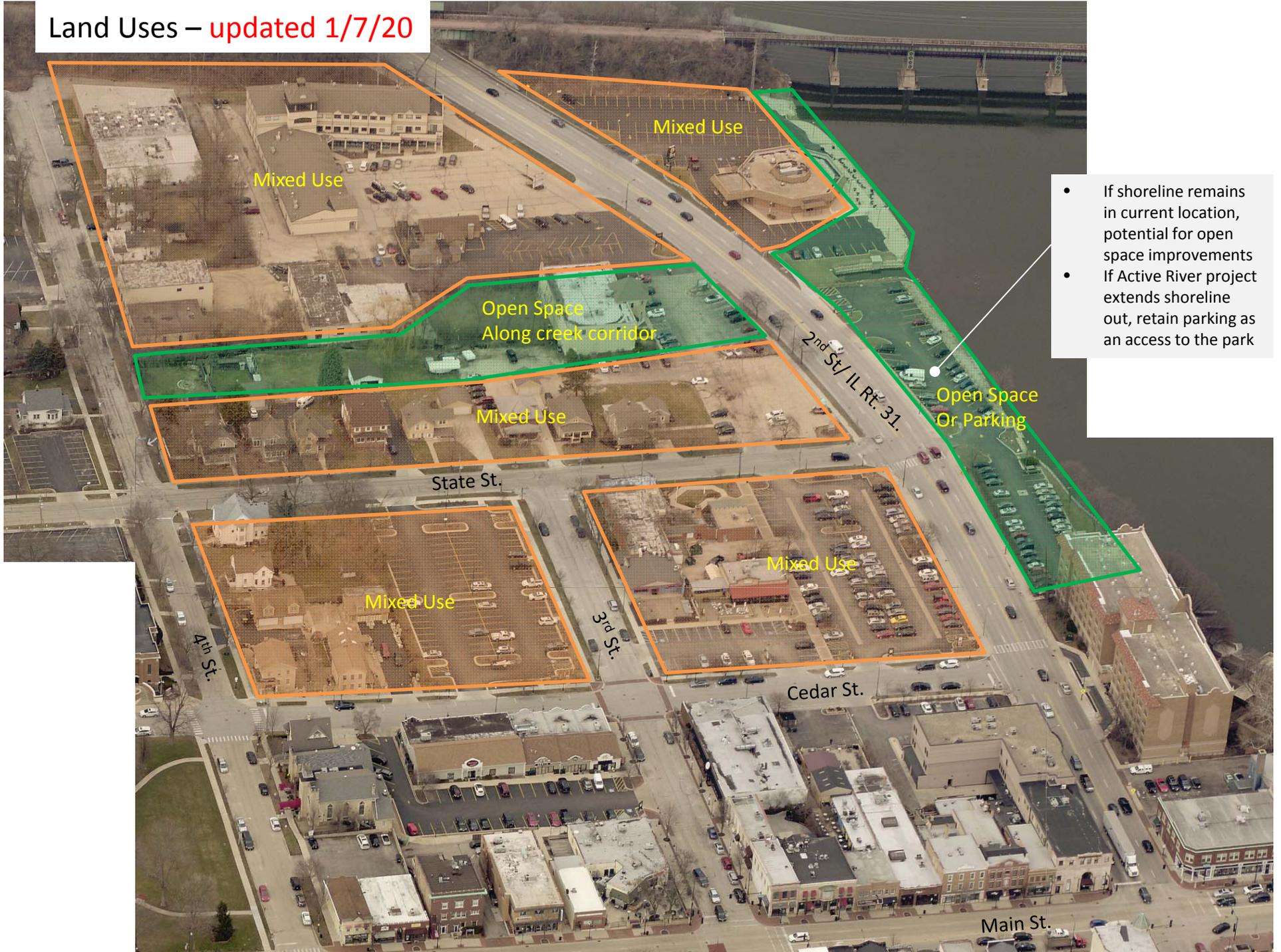
Current Floodplain
Limited usage -
Parking or Open Space



West Side Study Area Plan Amendment

- Land Uses
- Improvement Opportunities
- Plan Recommendations

Land Uses – updated 1/7/20



Improvement Opportunities – Updated 1/7/20



Rt. 31 - add ped. infrastructure
And/or consider lane reduction

Improved
Cross Access

Potential
Parking Deck
Locations

**Bike Trail connections to
State/Rt. 31 intersection:**

- Path along river would require stairs to access the bridge
- Path along Rt. 31 would connect existing trail and ramp from the bridge

Potential
Traffic Signal

4th St.

State St.

3rd St.

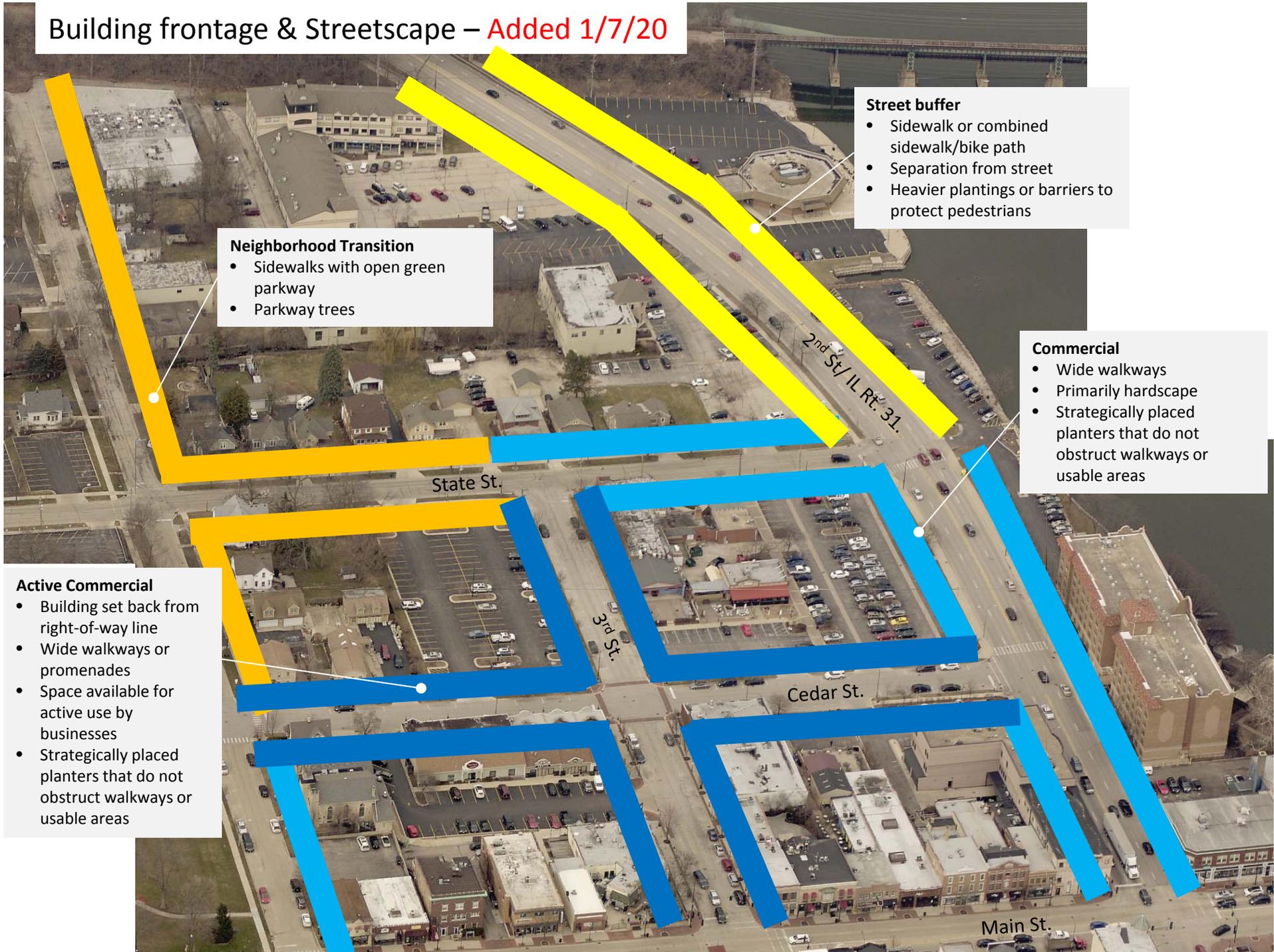
Cedar St.

Main St.

Improvement Opportunities- Conceptual modification of the floodplain



Building frontage & Streetscape – Added 1/7/20



Neighborhood Transition

- Sidewalks with open green parkway
- Parkway trees

Street buffer

- Sidewalk or combined sidewalk/bike path
- Separation from street
- Heavier plantings or barriers to protect pedestrians

Commercial

- Wide walkways
- Primarily hardscape
- Strategically placed planters that do not obstruct walkways or usable areas

Active Commercial

- Building set back from right-of-way line
- Wide walkways or promenades
- Space available for active use by businesses
- Strategically placed planters that do not obstruct walkways or usable areas

Plan Recommendations for West Side study area

- Land Use: Mixed Use
 - First floor commercial, upper floor office/residential
 - Possible ground floor residential use for transition to surrounding neighborhood
- Floodplain options:
 1. Utilize street level of floodplain parcels for parking or open space
 2. Relocate/consolidate floodplain storage within planned open space
 - Opportunity to incorporate floodplain into a greenway along the State Street creek and/or open space along the riverfront
 - Remove property located west of Rt. 31 and south of the creek from floodplain
 3. Provide floodplain storage elsewhere
 - Maximize development footprint within NW quadrant of downtown
- Transportation network improvements
 - Traffic signal at State/Rt. 31 would improve walkability, access
 - Improve access between 4th St. & Rt. 31, north of State
 - Narrow Rt. 31 and/or improve/widen sidewalks
 - Complete connections between Bike bridge & State/Rt. 31 area

Plan Recommendations for West Side study area

- **Parking:**
 - Public parking structure(s) needed to serve NW quadrant of downtown (including Main St. businesses)
 - Importance of architectural treatment of parking decks- design as internal to a block or a building in order keep the street front active
- **Buildings:**
 - Height within current zoning; taller structures require review of architecture/massing/etc.
 - Potential for adaptive reuse vs. wholesale demolition
 - Importance of relationship of buildings and the street- Buildings designed for active pedestrian activity along the street frontage
- **Streetscape:**
 - Develop streetscape plan and/or design standards for the area; integrate with the rest of the downtown
 - Provide space for functional sidewalk and parkway areas designed to accommodate street-level activity and use by businesses
 - Increase building setbacks for wider parkways on pedestrian commercial streets (Cedar St. & 3rd St.)



Reference information

- Building height/scale/elevation exhibit
- HVS Economic Impact Study references
- Active River Feasibility Study- Floodplain comparison and River Park cross sections



Building height/scale

Charleston Center
45 ft. tall (approx.)
To roof ridgeline

CBD-2 Zoning
40 ft. max. height

CBD-1 Zoning
50 ft. max. height

Carroll Tower
65 ft. tall (approx.)
To parapet

726

724

700

M-1

CBD-2

CBD-2

M-1

700

690

695

692

2nd St./IL Rt. 31

690

700

State St. 692

CBD-1 Zoning
50 ft. max. height

Carroll Tower
65 ft. tall (approx.)
To parapet

7th St.

5th St.

710

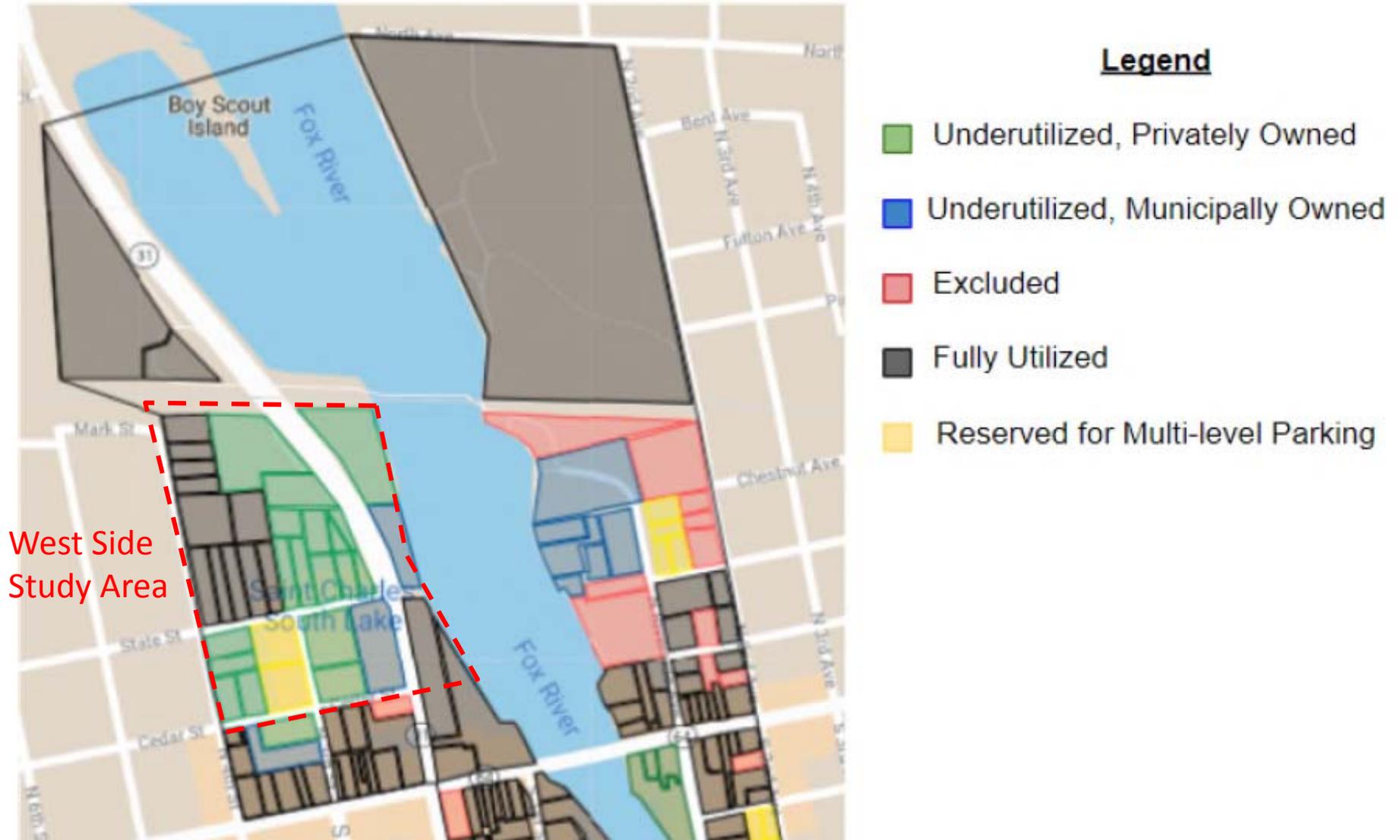
694

Cedar St.

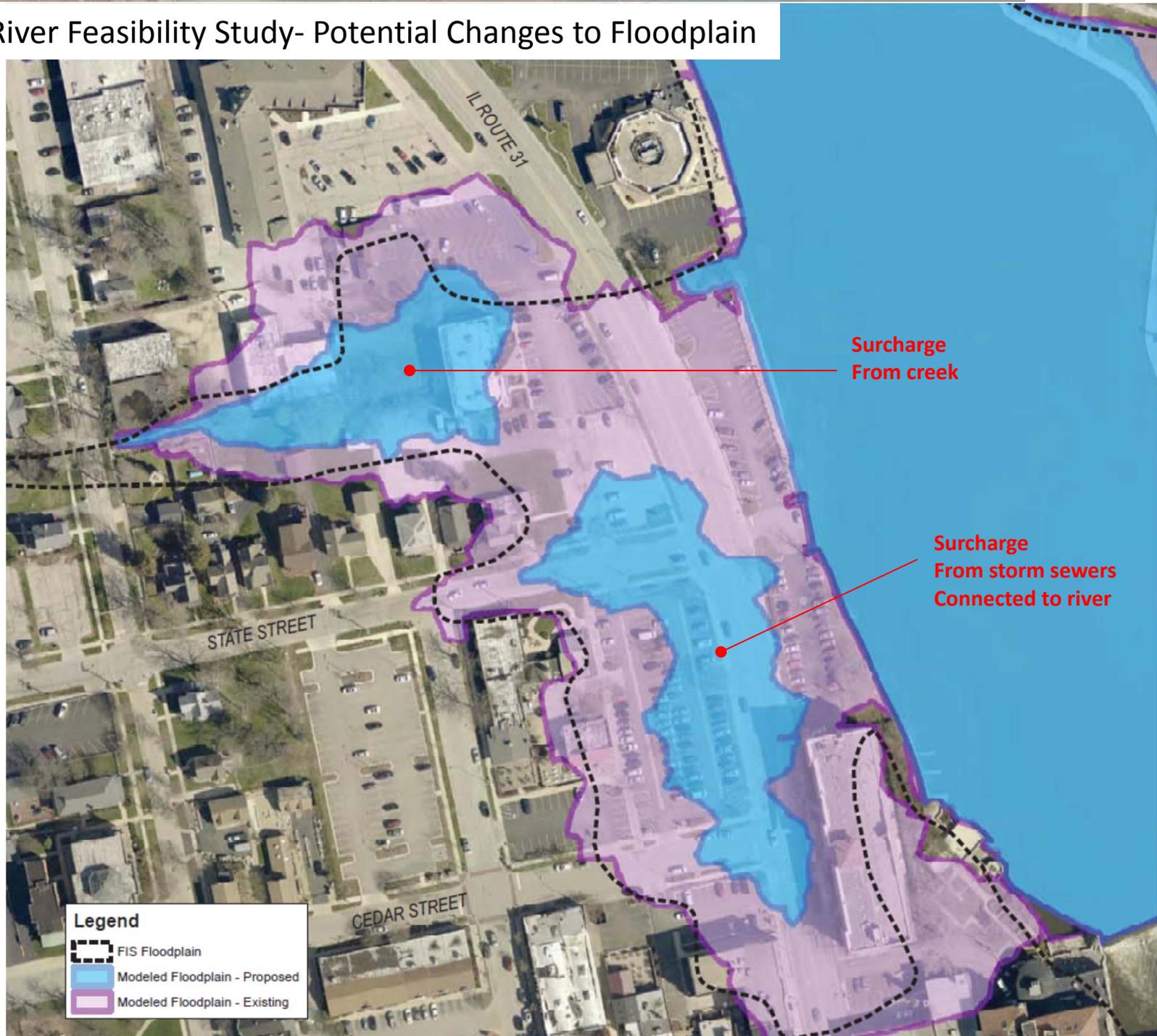
690

Main St.

FIGURE 7-9
CLASSIFICATION OF PARCELS IN THE STUDY AREA



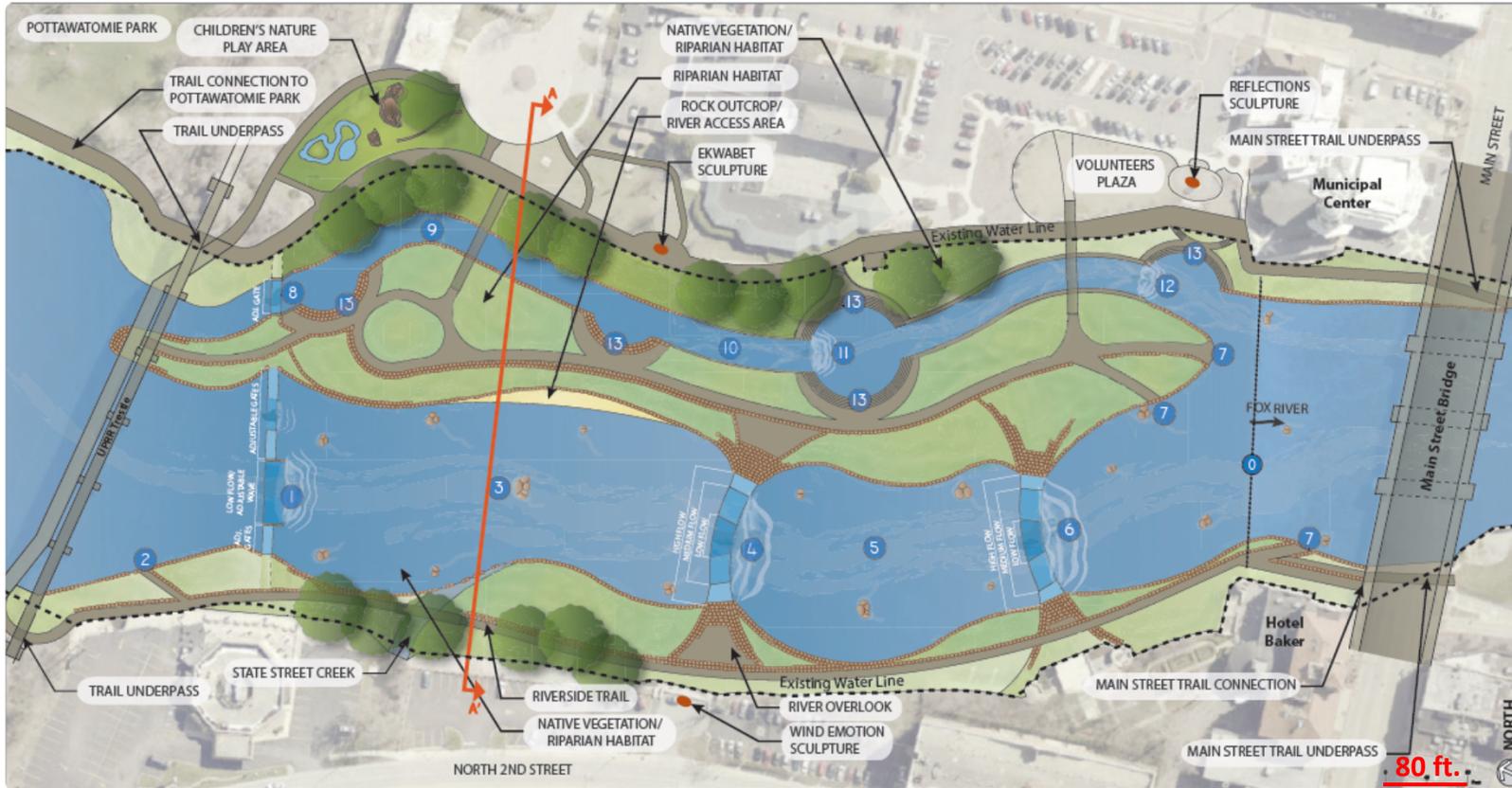
Active River Feasibility Study- Potential Changes to Floodplain



Active River Feasibility Study- With flat channel on east side (flatter shoreline)

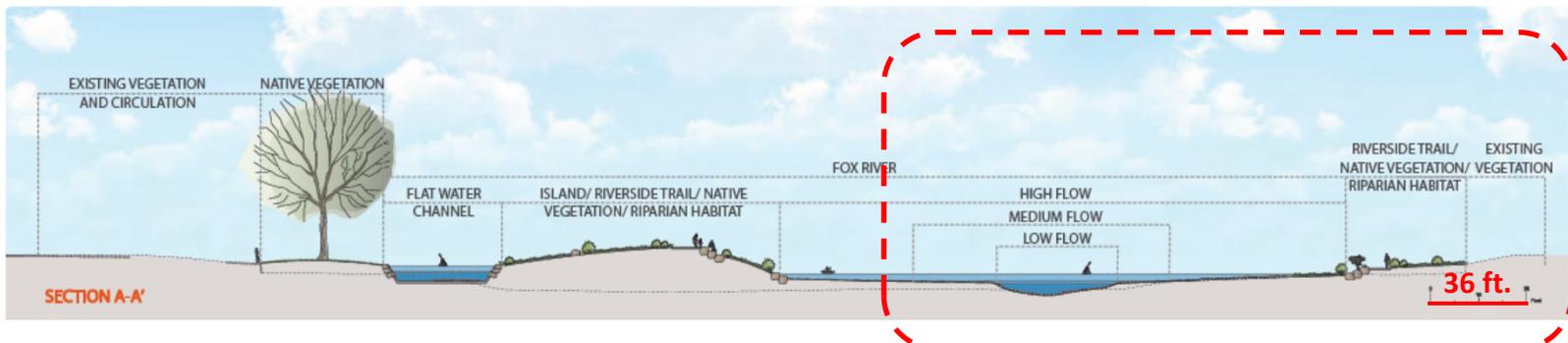
St. Charles Active River Project Alternative Two

June 26, 2017



Legend

- 0 Existing Dam removal
- 1 Acti e Feature: Adjustable Headgate/ Wave
- 2 Accessible Put-in/River Access Point
- 3 Beginner Paddling Area
- 4 Acti e Feature: Beginner Hole
- 5 Intermediate Paddling Area
- 6 Acti e Feature: Intermediate/Advanced Hole
- 7 Accessible Take-out/River Access Point
- 8 Acti e Feature: Adjustable Channel Headgate
- 9 Flat Water Channel Area
- 10 Advanced Whitewater Channel Area
- 11 Acti e Feature: Advanced Channel Wave Feature
- 12 Acti e Feature Advanced Channel Hole Feature
- 13 Channel Access Points

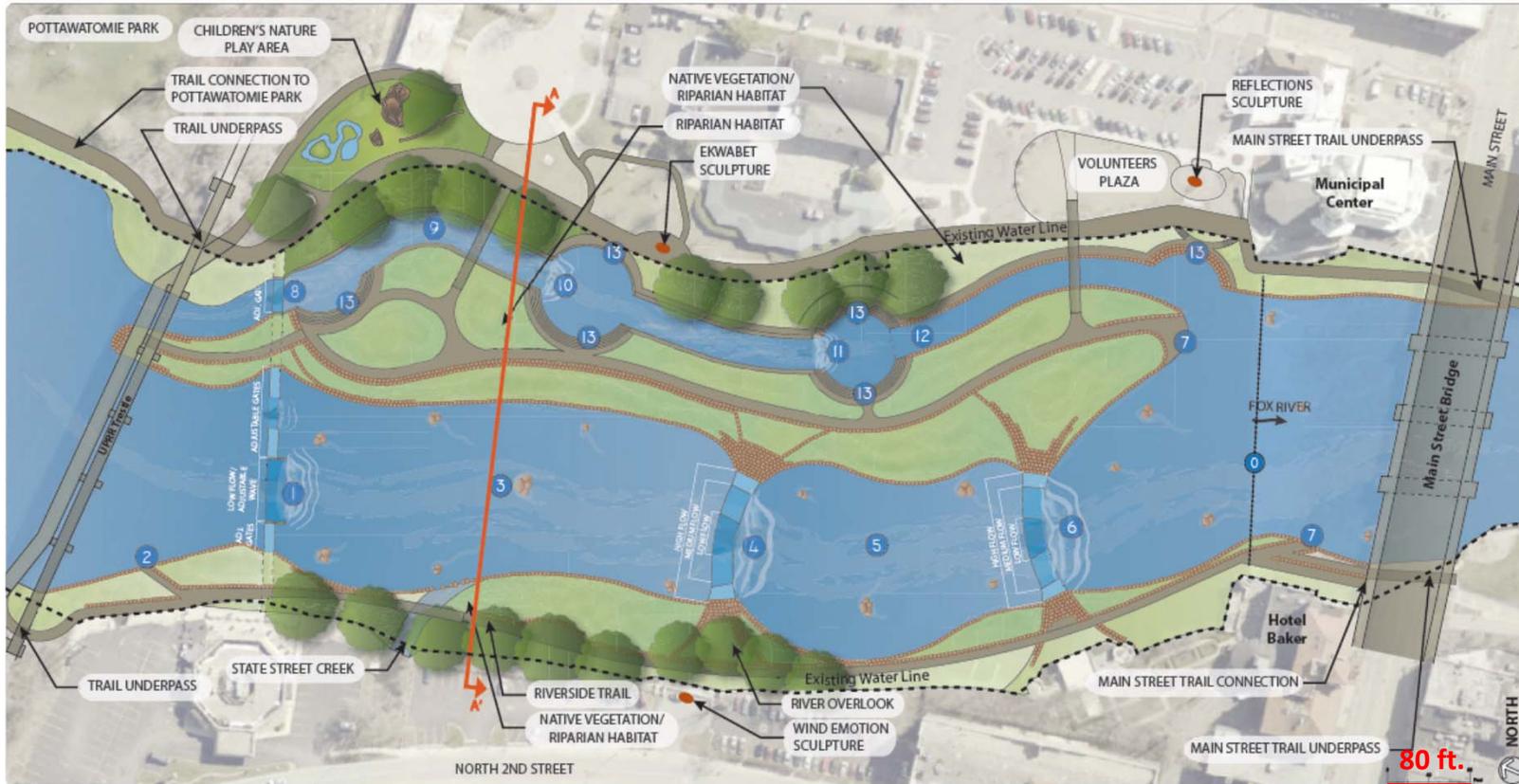


ST. CHARLES, MISSOURI

Active River Feasibility Study- With whitewater channel on east side (steeper shoreline)

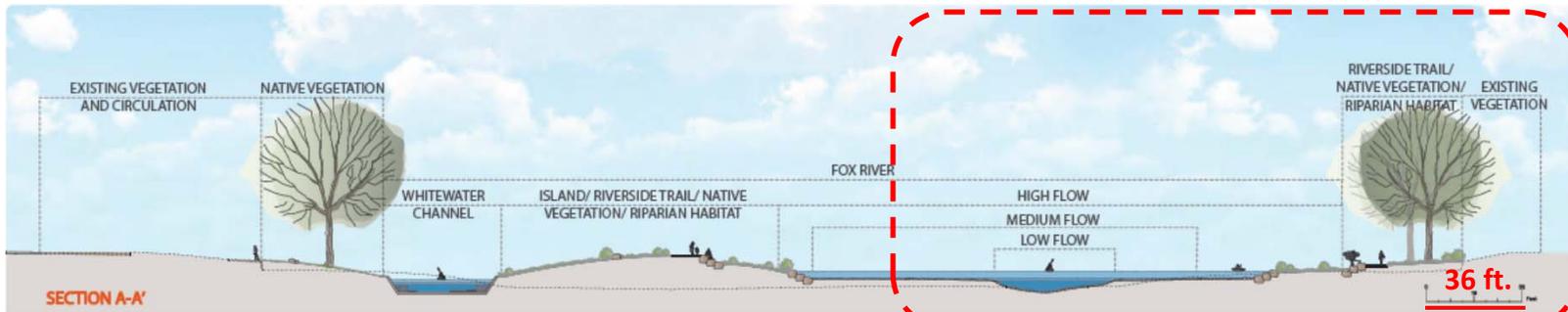
St. Charles Active River Project Alternative Three

June 26, 2017



Legend

- 0 Existing Dam removal
- 1 Active Feature: Adjustable Headgate/ Wave
- 2 Accessible Put-in/River Access Point
- 3 Beginner Paddling Area
- 4 Active Feature: Beginner Hole
- 5 Intermediate Paddling Area
- 6 Active Feature: Intermediate/Advanced Hole
- 7 Accessible Take-out/River Access Point
- 8 Active Feature: Adjustable Channel Headgate
- 9 Flat Water Channel Area
- 10 Advanced Whitewater Channel Area
- 11 Active Feature: Advanced Channel Wave Feature
- 12 Active Feature: Advanced Channel Hole Feature
- 13 Channel Access Points



1000 GARDNER DRIVE, SUITE 100, ST. CHARLES, MO 63301
 TEL: 636.225.1234 FAX: 636.225.1235
 WWW.WBKENGINEERING.COM



Planet Depos[®]
We Make It *Happen*[™]

Transcript of Hearing- Comprehensive Plan for West Side Study Area

Date: October 22, 2019

Case: St. Charles Plan Commission

Planet Depos

Phone: 888.433.3767

Email: transcripts@planetdepos.com

www.planetdepos.com

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

BEFORE THE PLAN COMMISSION
OF THE CITY OF ST. CHARLES

-----x
In Re: Comprehensive Plan :
Update for Downtown, :
Recommendations for West :
Side Study Area. :
-----x

HEARING
St. Charles, Illinois 60174
Tuesday, October 22, 2019
8:19 p.m.

Job No.: 218474C
Pages: 1 - 38
Reported by: Joanne E. Ely, CSR, RPR

1 HEARING, held at the location of:

2

3 ST. CHARLES CITY HALL

4 2 East Main Street

5 St. Charles, Illinois 60174

6 (630) 377-4400

7

8

9

10

11

12

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

16

17

18

19

20

21

22

23

24

1 PRESENT:

2 TODD WALLACE, Chairman

3 TIM KESSLER, Vice Chairman

4 JENNIFER BECKER, Member

5 JEFFREY FUNKE, Member

6 JAMES HOLDERFIELD, Member

7 LAURA MACKLIN-PURDY, Member

8 TOM PRETZ, Member

9 PETER VARGULICH, Member

10 ALSO PRESENT:

11 RUSSELL COLBY, Community Development
12 Manager

13 ELLEN JOHNSON, Planner

14 RACHEL HITZEMANN, Planner

15 MONICA HAWK, Development Engineer

16

17

18

19

20

21

22

23

24

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

2 CHAIRMAN WALLACE: And next is the
3 comprehensive plan update for the downtown west
4 side study area. Russell.

5 MR. COLBY: All right. So this is a
6 follow-up to the discussion we had a few meetings
7 back on the downtown comprehensive plan update for
8 the west side. At the conclusion of the
9 discussion, I think we were talking about
10 potential street extensions, particularly in this
11 large block area that's bound by State Street,
12 Route 31, and 4th Street.

13 There was some discussion about
14 potentially a north extension of 3rd Street, an
15 east/west route that might cut through the middle
16 of that block. There was also some discussion
17 about what might be going on along the north end
18 of that block and how that connects to other
19 potential future development to the west.

20 And there was some indication that the
21 Plan Commission wanted to look at why there was
22 this study area for this discussion taking into
23 account what is the west, including the Lexington
24 Club or former Applied Composites redevelopment

1 site.

2 So there's exhibits that are included in
3 the packet that show the study area boundary that
4 we're currently working with and how that sits
5 relative to the Lexington Club site. So I'm just
6 going to flip through these. These are a couple
7 different perspectives of how things are laid out
8 in that area.

9 This is a view that's looking to the west.
10 We've identified the site boundary of Lexington
11 Club. This is Mark Street that runs right along a
12 portion of the site, and then Mark Street
13 continues up to 4th Street, and there's a narrow
14 section here. This does more or less align with
15 what's, essentially, a private paved parking lot
16 and the alleyways that exist behind these
17 buildings that back up to the railroad
18 right-of-way.

19 And here is another view that shows a
20 wider area of the two sites also identified. As
21 part of the Lexington Club project approval, the
22 number of streets that currently terminate into
23 the site will be interconnected on the site in
24 some manner. So it's expected that however the

1 site is developed, it's likely that Mark Street
2 will continue to the west and connect to both 7th
3 Street and 9th Street in some form.

4 This exhibit shows what is happening with
5 the parcels along Mark Street. First, you can see
6 the right-of-way that exists there currently is
7 fairly narrow. A typical right-of-way in the
8 older neighborhoods in St. Charles is 60 feet. So
9 there's a 50-foot right-of-way here between 6th
10 and 5th. Then in between 5th and 4th, there's a
11 very narrow 30-foot right-of-way.

12 You know, there's property that's owned by
13 the railroad and also private property both to the
14 east and west. So there is potentially some type
15 of corridor there that could be established, but
16 there doesn't currently exist public right-of-way
17 to do that. Then also they're somewhat limited
18 just based on the existing topography along the
19 railroad right-of-way and some electric utility
20 poles that run along that corridor.

21 So the intent tonight is just to provide
22 this additional information, recognizing the Plan
23 Commission had discussed this a couple meetings
24 back, and I wanted to ask, you know, what

1 additional information the Plan Commission might
2 want to look at in terms of concluding the west
3 side study area comprehensive plan review.

4 Our hope was to bring the west side plan
5 to the planning and development committee in
6 November, which means we would have the meeting
7 coming up where we could discuss this again, but
8 I'd be looking for some direction about what other
9 information you want to conclude the discussion of
10 the plan recommendations that were presented at
11 the last meeting.

12 CHAIRMAN WALLACE: I know that we had some
13 discussion about the potential for a parking
14 deck -- sorry. I'm trying to find where --

15 MR. COLBY: I can skip ahead.

16 CHAIRMAN WALLACE: Yeah. The HVS Economic
17 Impact Study Figure 7.9, classification of parcels
18 in the study area. I don't know if you have that.

19 MR. COLBY: Yeah.

20 CHAIRMAN WALLACE: Yeah, there you go.

21 MR. COLBY: This exhibit?

22 CHAIRMAN WALLACE: Yeah. It shows there
23 reserve for multilevel parking on that portion.

24 MR. COLBY: Yeah. That's, essentially,

1 over the VFW parking lot that's there, which is
2 half the block.

3 CHAIRMAN WALLACE: What is the feasibility
4 of doing that?

5 MR. COLBY: In terms of the number of
6 spaces that could be accommodated or --

7 CHAIRMAN WALLACE: Yeah. I guess there
8 was also an issue with grade changes and whether
9 multilevel would require a ramp or if there would
10 be separate entrances.

11 MR. COLBY: Yes. There's potential to do
12 a two-level deck there without ramps, and
13 potentially, a three-level. There's not a lot of
14 grade change. It depends on whether you wanted to
15 try and take the lower level lower than street
16 level; but certainly, you could do a two-level
17 split without needing a system of ramps other than
18 shorter ramps entering and exiting the deck.

19 I know there was some discussion about
20 parking supply and looking at the amount of
21 parking that would be required, but I think the
22 question is we want to look at a larger area than
23 just what's shown here and what footprint we want
24 to consider.

1 It sounds like from the last discussion,
2 there was some interest in what's going on on at
3 least this block that's directly to the west of
4 the site.

5 VICE CHAIRMAN KESSLER: I agree. You
6 know, I mean, what is the feasibility of extending
7 3rd Street to that, and, you know, creating a
8 right-of-way? I mean, we're going through that
9 guy's K-9 place. What is the feasibility of doing
10 that because that particular block is just kind of
11 nothing. Didn't 31 come off of 5th Street? There
12 was a viaduct under 5th Street?

13 MR. COLBY: Yes, yes. Originally, 5th
14 Street connected right there.

15 VICE CHAIRMAN KESSLER: So that was a big
16 area that, you know, was connected to the river,
17 but now it's cut off from the river by 31. So
18 bisecting that, especially, if there is a proposed
19 parking garage right there on the southeast corner
20 of that block, you would have to do something to
21 bisect that. Is that feasible? Do you have to
22 buy a house to do that? Probably.

23 MR. COLBY: So this exhibit shows sort of
24 what exists there today. It's got the floodplain

1 area shown here in blue, so that it would require
2 removal of this house which is located right at
3 the end of north 3rd Street. This was identified
4 by the Historic Commission as potentially a house
5 that has some character, not necessarily any
6 historical significance that we're aware of.
7 These two houses are considered to be more
8 important within this area, but this house would
9 have to be removed or demolished.

10 And when you get into this area, you would
11 be crossing the floodplain and the State Street
12 Creek, so that would take some engineering to
13 figure out how that would work, if that would be,
14 essentially, just bridged.

15 But also there is a potential that if this
16 area was redeveloped, this could be an extension
17 of the floodplain area for flood storage, so that
18 could create a conflict if there was a street
19 there. So if the street were to go through, you
20 wouldn't necessarily have the opportunity for
21 floodplain storage there. But then once you cross
22 the other side of the creek, you are ending up in
23 that parking lot area that's near where the K-9
24 facility that's being proposed is located.

1 MEMBER MACKLIN-PURDY: Isn't that an
2 easement there too?

3 MR. COLBY: So there are cross-access
4 easements that serve each of these buildings. If
5 there were to be some kind of street established
6 through here, it might be possible that, you know,
7 there may need to be publicly dedicated streets
8 that may require some of these buildings to be
9 eliminated or some of these properties to be
10 reconfigured because if we're talking about a
11 future redevelopment of some of these properties,
12 it may change the type of buildings that are
13 there.

14 So it doesn't necessarily make sense as it
15 exists today to just extend 3rd Street up to this
16 cross access. You'd have to do something to
17 continue it in some other direction to make sense.

18 VICE CHAIRMAN KESSLER: Yeah.

19 CHAIRMAN WALLACE: Russ, has there been
20 any consideration -- as far as the existing
21 floodplain goes, my understanding is if the active
22 river project were to happen, that that would have
23 a positive impact on the floodplain.

24 MR. COLBY: Correct.

1 CHAIRMAN WALLACE: Okay. There we go.

2 MR. COLBY: Yeah. So this exhibit shows
3 theoretically the footprint that would be reduced
4 from the purple to the blue.

5 CHAIRMAN WALLACE: And then has there been
6 any further consideration or any talk at all at
7 any time about actually opening and deepening the
8 State Street Creek corridor to reduce flooding?

9 MR. COLBY: Well, there hasn't been
10 previously, but we've talked about that with this
11 exhibit that, you know, once -- if the active
12 river project is created, that there is an
13 opportunity to provide -- in addition to the
14 reduced flood level that would just result from
15 the river being lower in this area, to provide
16 additional storage area that could be created as
17 part of the design of the project. So there's
18 that opportunity.

19 And then potentially if there is an
20 interest in creating more, there's areas along the
21 creek that would be more conducive to doing that
22 that are closer to the river. It hasn't been
23 discussed, though, as a project that the City
24 would undertake.

1 CHAIRMAN WALLACE: I'm wondering -- I
2 don't know. I just remember a project that
3 occurred when I was in college actually that was
4 in Champaign or actually it's in Urbana, the
5 Boneyard Creek. It used to go through a pipe
6 similar to this. It was very similar to this, and
7 there were flooding problems all the time.

8 I don't know the engineering that was
9 involved, but it's beautiful now. They opened it
10 up and really made it something that looks really
11 nice, and it's very effective in reducing
12 flooding. I'm just curious if we're talking
13 conceptually, which we are, if that might be
14 something to consider to be included.

15 MR. COLBY: Yeah. I'm familiar with that
16 project, the Boneyard project; and I know when
17 they opened up the creek, they also created a
18 large storage -- detention storage areas that are
19 connected to it to take some of the volume away so
20 the creek itself wasn't flooded, that there were
21 areas of storage.

22 There's potential for something like that
23 to be done here. You know, this is sort of the
24 lower end of the State Street Creek drainage area,

1 and there are existing drainage problems further
2 to the west that are actually --

3 CHAIRMAN WALLACE: Along Main Street?

4 MR. COLBY: Even further as eventually the
5 creek drainage area goes and crosses Main Street
6 sort of in the vicinity of the Old Valley Shopping
7 Center where the police station is located; and so
8 the City, as part of the police station
9 redevelopment, actually installed a significant
10 amount of regional stormwater detention in that
11 area to assist with drainage issues that exist
12 there that are tributary to this area.

13 So there has been some focus on reducing
14 potential flooding from occurring. It more so
15 happens to the west where it's flatter. When you
16 get into this area, you're very close to the river
17 and influenced by the water level of the river.
18 So your ability to create a lot of storage that
19 would impact the flooding of the creek is limited.
20 Because you're so close to the river, the river is
21 going to impact it.

22 CHAIRMAN WALLACE: Okay. All right. Any
23 other discussion?

24 And actually, the other thing that I was

1 going to ask is about the parking lot that is
2 across from Carroll Tower. If we're making a
3 floodplain surface or structured parking on our
4 own space or removed mixed use --

5 MR. COLBY: And I think that was the issue
6 that Tom Anderson had raised at the previous
7 meeting was that the City has not been specific as
8 to the ultimate use of that site in the future,
9 and his concern is planning for the property he
10 owns adjacent to it and whether or not the
11 property will continue to have visibility and
12 exposure to Route 31.

13 So if the Plan Commission has any opinions
14 on whether we should be more definitive in the
15 planning documents, we could be. We've sort of
16 left it open recognizing that whether it's
17 floodplain or not really dictates the potential.
18 That doesn't necessarily mean that there has to be
19 something developed there even if it's removed
20 from the floodplain.

21 MEMBER BECKER: I think it's important to
22 keep the plan vague. The more specific you get,
23 the more you cut off potential scenarios that
24 might work for the City. To modify our plan to

1 fit one property owner where his comments were
2 very well thought out, and I appreciate his point
3 of view, but, I mean, general and vague, I think,
4 is the best way to go.

5 CHAIRMAN WALLACE: I think also -- I mean
6 if I was a developer looking at the comprehensive
7 plan, I'd want to see that there was some thought
8 given to this entire kind of corridor being
9 available for a mixed-use type of development.

10 My thought would be as far as the
11 connections go -- I mean my thought would be that
12 the comprehensive plan doesn't lock us in to
13 making connections, just potential connections,
14 extending 3rd Street north effectively a block and
15 having a potential future connection from east to
16 west connecting 4th Street with 2nd Street.

17 I don't know. What are other
18 commissioners' feelings about including something
19 like that in the comprehensive plan?

20 VICE CHAIRMAN KESSLER: I wouldn't want to
21 do that. I would leave it vague. I'm just
22 curious about -- my questions were only about the
23 feasibility of doing something like that; but if
24 you look at this as a development as opposed to a

1 construction site, the potential here is possibly
2 there's a lot of things you could do.

3 The way this plan is laid out showing
4 being able to move floodplain and make use of
5 other property to do certain things that wouldn't
6 necessarily be able to be done now, I mean, this
7 is a big development. This is not just a site
8 plan, so.

9 CHAIRMAN WALLACE: What about adding
10 different possibilities, you know, the same way
11 that we did with -- help me, Russ. What was
12 another part of the comprehensive plan where we
13 had multiple different scenarios?

14 MR. COLBY: A couple of the key focus
15 areas for the mall sites.

16 CHAIRMAN WALLACE: Yeah, yeah.

17 MR. COLBY: Both the old St. Charles Mall
18 and the Charlestowne Mall there were different --
19 I think three different options for each that were
20 proposed that would be acceptable, different
21 scenarios and different land uses.

22 CHAIRMAN WALLACE: I think the good thing
23 about that is to show -- without being really
24 vague as in not showing that changes are possible,

1 it's showing that we're open, you know, to the
2 active development of this area.

3 VICE CHAIRMAN KESSLER: I guess I can't
4 really put my finger on how -- what you would say.
5 How would you describe it then? I mean, if we
6 view this as a major development as opposed to a
7 particular site plan, I think some of the things
8 that, Russ, you've described as far as, you know,
9 the floodplain and being able to -- if we did this
10 here, than we could move, you know, the affected
11 floodplain. You've come up with ideas of opening
12 up the creek as, you know, storage.

13 I think that's what a developer brings to
14 the table. That's what the development team
15 brings to the table. If we leave this an open
16 palette, they're going to be able to do that.

17 But I understand what you're saying about
18 describing it in some way.

19 MEMBER FUNKE: I think what you should
20 show, I mean, the opportunities, putting parking
21 in one lot and showing mixed uses in another. I
22 think there needs to be some sort of continuity to
23 create this, what I called it before, main street,
24 then we should show what maximum height that you

1 are allowed to build, the idea of, you know, not
2 just having a parking garage, but we need parking
3 obviously for the development, and they need to
4 adhere to ratios.

5 You know, cover that parking with some
6 sort of architectural elements so it does create
7 that continuity, whether it's retail, whether it's
8 a Texas wrap, whether it's, you know, residential
9 that's wrapping on the upper floors.

10 So, you know, one idea would be to do,
11 like, a massing study, you know, showing where
12 would we like retail to go, where would we like
13 the pedestrian sidewalks, the continuity towards
14 the river from, you know, Lincoln Park towards the
15 river, and show these opportunities. Show, you
16 know, how tall is the building going to be.

17 If we want it to be residential, you know,
18 obviously, we don't want any industrial in this
19 area and manufacturing. So it's businesses, and
20 it's residential, and we want to create density.
21 So with the density, you're going to -- you know,
22 it's going to activate the other areas.

23 So if we can create that, you know, as one
24 phase, you know, on this -- what street is

1 that? -- Cedar Street.

2 MEMBER MACKLIN-PURDY: Cedar Street.

3 MEMBER FUNKE: That may be, you know, a
4 starting point; and then if we create Cedar
5 Street, that idea, the big idea, it's going to
6 activate towards the north end of that, and then
7 the north is going to fill in on its own and to
8 the west.

9 VICE CHAIRMAN KESSLER: But we have to
10 come up with a way to make that description
11 without giving the specifics of -- I mean, this is
12 the comprehensive plan, and that's exactly the
13 division, I believe, that we want to describe in
14 the comprehensive plan, that this is a bigger
15 development as opposed to, you know, that block or
16 even just the connections we've discussed.

17 Those are things that can happen. I think
18 it's a cross between how Jeff just described it
19 and what Jennifer was trying to say but keeping it
20 somewhat vague. I don't know what that language
21 is. I don't know that language.

22 MR. COLBY: Well, one option would be to
23 incorporate some building footprints and some
24 massing, as Jeff has indicated, just to kind of

1 give a concept of the scale of the buildings that
2 could go there to sort of use that as an example
3 of the type of development that we would envision
4 for any of the areas that are mixed use. We look
5 at a couple of blocks and kind of lay that out and
6 see if that communicates enough of a vision.

7 We also have photos that we use in the
8 image surveys that we could incorporate as
9 references as well.

10 MEMBER VARGULICH: Russ, what's the
11 maximum height allowed in the current zoning right
12 now?

13 MR. COLBY: 50 feet in the CBD-1 zoning,
14 which most of this is.

15 MEMBER VARGULICH: So, I mean, is that --
16 I don't see that as a restriction to any sorts of
17 multi-story mixed-use development. I mean, unless
18 we were talking about down zoning it to --

19 CHAIRMAN WALLACE: Basically, what is it,
20 four stories?

21 MEMBER MACKLIN-PURDY: How tall is Carroll
22 Tower?

23 MR. COLBY: Yes. It's indicated on there
24 65 feet.

1 VICE CHAIRMAN KESSLER: PUD, it could
2 be --

3 MEMBER MACKLIN-PURDY: 65 feet. And then
4 how tall is Hotel Baker?

5 MR. COLBY: Yeah. It's similar. It's a
6 little bit taller. Those buildings have
7 relatively -- Carroll Towers has relatively
8 shorter ceiling heights because of the use and
9 when it was constructed.

10 MEMBER MACKLIN-PURDY: Is that the maximum
11 height that any structure can be?

12 MR. COLBY: Well, it's based on the zoning
13 district. So it's 50 feet in CBD-1. We do have
14 PUDs where a taller building height has been
15 approved, like with First Street.

16 VICE CHAIRMAN KESSLER: Right. If, I
17 mean, I guess I want to be careful that you don't
18 limit it either being joint massing. I mean, if
19 some developer came and had a development that we
20 really liked and then applied for a PUD and went
21 for six- and eight-story buildings, we can do
22 that too.

23 CHAIRMAN WALLACE: I was kind of writing
24 down some of the language.

1 MEMBER VARGULICH: Hey, Russ, a question
2 on the street and talking about those kind of land
3 uses. So is this the kind of general land use
4 exhibit that you want to include in the amendment?

5 MR. COLBY: Yes.

6 MEMBER VARGULICH: Okay. And, I mean,
7 to me I see this as, let's say, the two blue sites
8 that seem to be determined. If we have current
9 zoning that allows 50-foot development, you now
10 have straight zoning, not a PUD or anything, just
11 straight zoning. You can put a restriction of
12 them being potentially in a floodplain. And
13 having an active river project, not having an
14 active river project, and all of that, you can
15 still park on the first floor.

16 Maybe you'd have some part of the building
17 would come down to the first floor to address that
18 entry and elevators and things, but overall those
19 two land parcels would be fairly open if you had
20 parking on the first floor, and then office,
21 residential, et cetera above.

22 It would be hard to put retail on those
23 sites if it had a floodplain because of the
24 compensatory storage that you have to do. So that

1 would be a whole different set of engineering and
2 issues to resolve to develop either of those
3 blocks.

4 But certainly there can be parking and
5 have multi stories above under the current zoning,
6 and then, obviously, whatever we feel comfortable
7 with as far as a PUD, if they could come for a PUD
8 because of the use or the way they wanted to do it.

9 So I wouldn't say that was overly
10 restrictive. I don't see it as something that
11 limits anybody terribly.

12 I think if we were talking about, a little
13 bit of what Jeff was talking about as far as the
14 character and the relationship of the buildings
15 and the street, I think that the important thing,
16 you know, if you're looking at connecting from
17 Main Street and 31 going north, and you want to
18 have additional retail and uses, I think that the
19 whole feeling of pedestrian is really important;
20 and right now given where the right-of-way line is
21 and where the curb is, there's really not much to
22 do to improve that.

23 And so, if anything, I think we should
24 talk about the requirement of siting the buildings

1 back from Main Street, not necessarily 10 or
2 15 feet, but at least 5 feet, hopefully 10, so
3 that you can improve the pedestrian way as you go
4 to Cedar and go from Cedar to State and State up
5 to the railroad trestle.

6 I think that would be an important thing
7 to include because it talks about improving the
8 pedestrian experience. You know, when you work on
9 streetscape projects, it's how do we improve the
10 level of service to pedestrians, the level of
11 service to bikers, putting in bike lanes.

12 When you're talking about level of service
13 for pedestrians, it's with a sidewalk and things
14 that separate them from traffic that make them
15 feel comfortable. And so having a wider space to
16 do that since you can have streetscape elements
17 between the curb and where the sidewalk starts and
18 then having a wide enough sidewalk so that it felt
19 more comfortable. People could comfortably walk
20 about, you know, two by two, you know, that kind
21 of thing.

22 But I think that would be a good thing to
23 add because it tweaks and it creates an
24 expectation on the developer that you do have that

1 setback, that they are not to build to the
2 right-of-way line and leave the sidewalk and the
3 parkway where it is, that they improve that.

4 VICE CHAIRMAN KESSLER: That could be one
5 condition.

6 MEMBER VARGULICH: So I think that would
7 be a good thing to add. I think that making sure
8 that some things -- some exhibits that you had up
9 in previous meetings, I think I missed a meeting,
10 so sorry, but you talked about adding a traffic
11 signal at State because, number one, it creates a
12 safe pedestrian place to cross. Main Street and
13 31 is extremely difficult because of where the
14 buildings are. There just isn't much sidewalk to
15 work with.

16 So having a safe place to cross, that
17 would help Carroll Towers versus being a block
18 north. They're not going to get it at Cedar; but
19 if you could do that at State, it would be at the
20 end of their parking lot. Assume that they don't
21 want to participate in any other thing else, that
22 they just want to keep their parking; and then if
23 there's public parking to the west of them and a
24 garage or other surface lots, then they would be

1 able to use those and have a very safe way to
2 cross, which is one of the things they ask for,
3 but it would also give people a safe way to cross
4 from any parking that we do west of the river,
5 assuming we do something with the active river
6 project.

7 So us pursuing as a community that traffic
8 light or safe pedestrian crossing, like we see
9 flashing lights that pedestrians are present, and
10 you're supposed to stop at a minimum. If you can
11 get IDOT to agree to a traffic signal, all the
12 better. That's a whole another ball of wax and
13 level of effort to deal with IDOT to get a
14 signalized intersection.

15 But if we can at least do that, I think
16 that would accomplish a lot. But I think those
17 would be good things that would help that
18 corridor; and then, obviously, whatever you want
19 to talk about as far as how that streetscape would
20 come west. You know, does it come west to 4th and
21 stop? You know, is that the extent of it as you
22 move to the west from these redevelopments because
23 you're heading into more residential
24 neighborhoods, and, you know, a more built-up

1 streetscape isn't what you need.

2 I think those would be -- even if it's
3 just in a narrative form, that graphic in a
4 narrative form would help set that table for if
5 they use -- if someone comes in and wants to do a
6 mixed use on the block surrounded by 3rd, State,
7 4th, and Cedar, you're going to have to look at
8 that whole thing. It's already -- at least the
9 perimeter on what they to do, and the market and
10 their desires can help shape what they do on the
11 property. But I think those would be helpful.

12 MR. COLBY: Yeah. And one thing I'll
13 suggest, I know we have it in our existing
14 downtown plan, a section that talks about
15 frontages and describes sort of the character of
16 the streetscape and the building fronts and how
17 they interact with the street and different types
18 of frontage characters on each block.

19 So I think getting at what Peter is saying
20 is we could sort of define the frontage of each of
21 the block faces to identify the character of the
22 pedestrian area and building fronts as they're
23 interacting with the street, recognizing that what
24 might happen internally within the block, you

1 know, that would be based on whatever the project
2 is. But the more important part is how that
3 development interacts with the street.

4 We can sort of break that up into
5 segments, and I could prepare that information,
6 which would maybe take it a step further in
7 identifying specific stretches where we would want
8 to see a certain type of character on the street.

9 MEMBER FUNKE: Should there be some sort
10 of design? You know, I agree with Peter, what he
11 said. You know, to take that a step further,
12 shouldn't there be some sort of design standards
13 that actually analyze this, you know, the widths
14 of the sidewalks?

15 On First Street I think we were lacking
16 that idea of that cafe, the outdoor cafes. The
17 sidewalks are not wide enough. So I think we have
18 a great opportunity here to create wider sidewalks
19 that, you know, promote the outdoor cafe,
20 pedestrian walking.

21 You know, that idea of maybe it becomes a
22 taller building, so a developer does set it back
23 off the property line 10 feet. I think that gives
24 them an opportunity to go one more story or

1 something because they're always worried about how
2 much, you know, the buildable area is on a piece
3 of land.

4 But, you know, design standards I think
5 are important and connectivity and, you know, to
6 create that block. You know, that idea I think is
7 going to help the developments and help future
8 developments.

9 MR. COLBY: I think that's a good point.
10 I'm not sure necessarily we'll have design
11 standards created as a part of this. When it
12 comes to parameters for that, and I think some
13 specific widths that we want to maintain for
14 certain types of features, that type of
15 information that is defined on the plan is helpful
16 when we're communicating with potential developers
17 and the expectations for the space.

18 MEMBER VARGULICH: I think my
19 understanding is with the parkway area, which is
20 the curb to the building face or right-of-way
21 line, the exact layout, and how wide we want that
22 to be to facilitate, I don't know, pedestrian
23 things, but things like cafes that help with the
24 alignment of any street in different ways beyond

1 the streetscape because you start to, you know,
2 get people to sit down and do something and then
3 watching and interacting with people, and there's
4 no streetscape that does it. It's the people that
5 are able to do that.

6 CHAIRMAN WALLACE: I was just trying to
7 think of some phrases that could be incorporated.
8 What you're talking about -- I've heard pedestrian
9 friendly parkways with street-level activity.

10 Creating -- you know, having the area
11 create density, drawing properties from the north
12 into downtown through interconnections, utilizing
13 mixed use, creative mixed use.

14 And the other thing is maybe drawing
15 residential properties from the west through
16 creative transitions. I mean, I don't know what
17 that looks like. You've got single-family homes
18 going to mixed use, and, you know, I mean, I'm not
19 a developer. I think maybe that would give
20 developers an idea of what we're envisioning.

21 MEMBER FUNKE: And I think parking is also
22 important, how we treat a parking garage.

23 CHAIRMAN WALLACE: I wrote that too.
24 Sorry.

1 MEMBER FUNKE: And future developments
2 that have -- you know, the City of Chicago does a
3 nice job where they have landscape requirements
4 that actually, you know, decorate the parking. So
5 it's not just a parking lot with a fence. You
6 know, they actually require the owners to, you
7 know, create some sort of buffer, so you're
8 screening the parking.

9 So when you're walking on the sidewalk, a
10 pedestrian sidewalk, you have landscaping, and you
11 have that buffer between the sidewalk and the
12 automobile, which I think is important for future
13 developments, that, you know, if you have an open
14 lot, you know, to create that potential for
15 future -- you know, you're decorating it, or
16 you're maintaining that pedestrian feel.

17 MEMBER MACKLIN-PURDY: Well, it's also --
18 I mean, you're preaching to the choir here.
19 Because the St. Charles Business Alliance, we
20 wanted to create some kind of cohesiveness
21 throughout the entire downtown in terms of signage
22 and sidewalks. Like some of those raised beds on
23 1st Street disallow the cafe setting and all that.

24 So, I mean, I know you said they don't

1 really have designs, but I think it's something
2 that we may need to consider. As you guys have
3 said, it's things that we have talked about being
4 part of the downtown feel and vibe that we would
5 love to see be created.

6 So I just have one question. On the open
7 space on the screen that's up there, where it's an
8 open space along the creek corridor, does that
9 mean removing of a building is possible? Like
10 that option is there?

11 MR. COLBY: Potentially because that
12 building is -- I'm referring to this one. This
13 building is basically constructed over the creek.
14 So if there's going to be an effort to make an
15 open space there, it would make sense for that
16 building to be removed. But it can also be
17 limited to a portion behind the building.

18 MEMBER MACKLIN-PURDY: Okay. I just
19 wondered about that. But, yeah, getting back to
20 the design standards, I do think it's something
21 that we have to consider, but also keeping
22 everything very vague because we never know what
23 creativity people are going to come and present to
24 us, you know, in terms of from a development

1 viewpoint. We never know what they're going to
2 come in and present to us, so I think we have to
3 be open. You know, I mean, there's different
4 things being presented right now that we don't
5 even know about, that we have to be able to allow
6 for.

7 MEMBER BECKER: And similarly, I'm
8 thinking about all these comments, what are our
9 thoughts about innovative adaptive reuses as
10 opposed to wholesale, you know, demolition; and I
11 think maybe there could be some thinking about
12 that. What if we have a baker's space or
13 coworking or that kind of thing.

14 MEMBER MACKLIN-PURDY: We do have a
15 baker's space, and we have coworking, which people
16 don't even know about. But, yeah, we do have
17 that, and it has been retro working with the
18 buildings.

19 And this is just a side note, my sister
20 lives in Wauwatosa, Wisconsin, and that has been
21 completely revamped. It's a very, very old
22 community that they have retrofitted and changed
23 streetscapes and the way that -- directions and
24 everything.

1 You might want to take a look at
2 Wauwatosa, Wisconsin and see what they've done
3 with their downtown. It's really amazing and very
4 pedestrian friendly. They've taken, like, a whole
5 area and just created a whole pedestrian area, and
6 it's really quite amazing what they've done.

7 CHAIRMAN WALLACE: Wauwatosa.

8 MEMBER MACKLIN-PURDY: It's really, really
9 interesting what they've done.

10 MR. COLBY: Well, and I think one element
11 of this plan could be a recommendation that the
12 City develops this type of guideline document, you
13 know, and go through the process of actually
14 laying out on physical space that exists there and
15 really identify the opportunities with a little
16 more specificity, so that when a developer does
17 come forward, we have that document.

18 But I think for us to get into the process
19 of developing that, we first need the direction of
20 the plan to say this is something we need to
21 develop. Then that's something we can give to the
22 City Council to support, and then we have a basis
23 to budget for it and plan for it as a future
24 project for the City to undertake.

1 VICE CHAIRMAN KESSLER: But that's not
2 part of this comprehensive plan.

3 MR. COLBY: I think we can talk about some
4 of the things we've been talking about,
5 identifying the types of street frontages and the
6 character of the sidewalk and the public
7 right-of-way. We can talk about it in general
8 terms and widths and areas where we want to see
9 certain things verse others.

10 We can't go to the level of actually
11 designing and putting together a design standard
12 document. This is something we'd want to do
13 separately.

14 CHAIRMAN WALLACE: All right. Anything
15 else?

16 (No response.)

17 CHAIRMAN WALLACE: Okay.

18 VICE CHAIRMAN KESSLER: Does that help?

19 MR. COLBY: Yeah. I think I have enough
20 direction to bring something back for the
21 Commission at the next meeting.

22 CHAIRMAN WALLACE: All right. Thank you.

23 Any additional business from Plan
24 Commission members or staff?

1 (No response.)

2 CHAIRMAN WALLACE: All right. Seeing the
3 weekly development report, meeting announcements.
4 Is there any potential for changing any of the
5 future meetings?

6 MR. COLBY: I don't believe so.

7 CHAIRMAN WALLACE: All right. Any public
8 comment?

9 (No response.)

10 CHAIRMAN WALLACE: All right. Is there a
11 motion to adjourn?

12 VICE CHAIRMAN KESSLER: Yes, so moved.

13 CHAIRMAN WALLACE: Is there a second.

14 MEMBER FUNKE: I'll second.

15 CHAIRMAN WALLACE: All right. Moved and
16 seconded. All in favor.

17 (Ayes heard.)

18 CHAIRMAN WALLACE: Opposed.

19 (No response.)

20 CHAIRMAN WALLACE: The City of St. Charles
21 Plan Commission is adjourned at 8:59 p.m.

22 (Off the record at 8:59 p.m.)

23

24

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

CERTIFICATE OF SHORTHAND REPORTER

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 29th day of October, 2019.

My commission expires: May 16, 2020

Joanne E. Ely 

Notary Public in and for the
State of Illinois