



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

River East Apartments



Subject Property

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

I. PROPERTY INFORMATION

A. History / Context

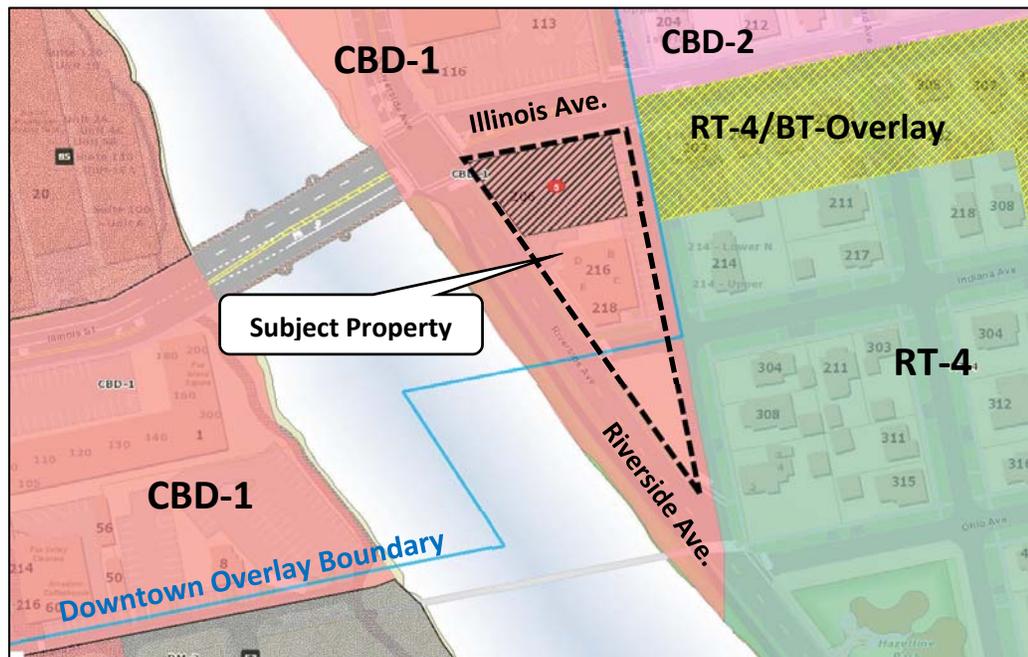
The subject property is comprised of three areas:

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

B. Zoning

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

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



C. Comprehensive Plan

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



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

Downtown Subarea Plan

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

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

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

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

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

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

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

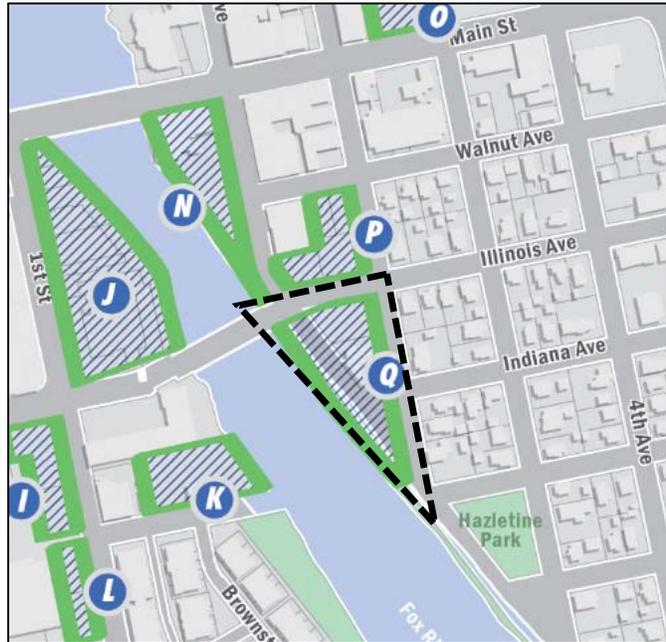
Catalyst Sites (p. 90): The subject property is identified as a “Catalyst Site”, defined as follows:

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

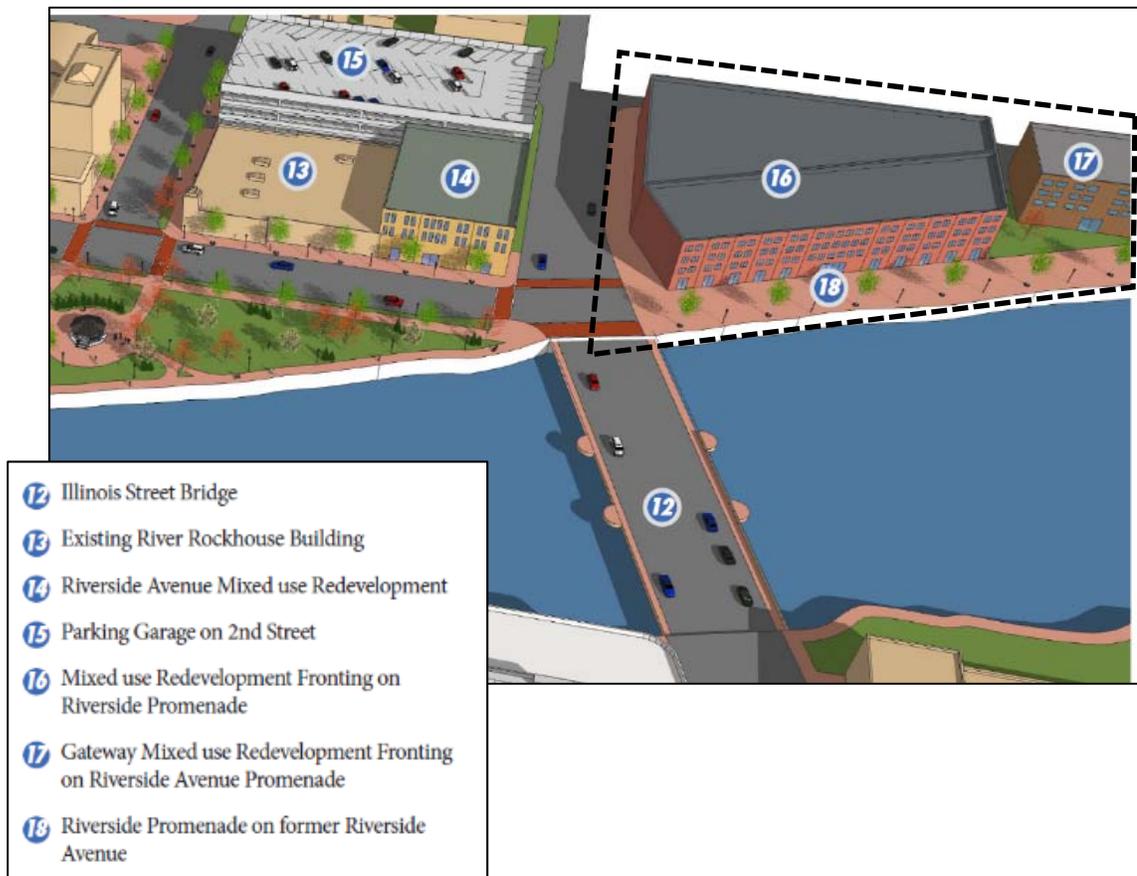
It should be recognized that some of the catalyst sites are existing public or private parking lots. The parking supply near each site should be assessed as each is considered for development. Downtown parking is further discussed on p. 74 and p. 89.

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

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



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



II. CONCEPT PLAN REVIEW PROCESS

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

III. PLANNING ANALYSIS

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

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

A. Zoning

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

The property is located in the Central Historic District.

B. Proposed Uses

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

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

C. Bulk Standards

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

Category	CBD-1 Zoning	Concept Plan
Min. Lot Area	48,000 sf for 48 units (1,000 sf per residential unit)	25,930 sf
Min. Lot Width	None	N/A
Max. Building Coverage	None	N/A
Max. Gross Floor Area per Building	40,000 sf	64,354 sf
Max. Building Height	50 ft.	63 ft.
Front Yard	Max. 5 ft.	0 ft.
Interior Side Yard	Max 5 ft.	0 ft.

Exterior Side Yard	Max. 5 ft.	0 ft.
Rear Yard	None	N/A
Landscape Buffer	Not required	N/A
Parking Spaces	48 spaces for residential units (1 space per unit, regardless of bedroom count. Note SSA parking exemption may apply, see section D below)	51 spaces shown (existing private spaces and proposed street parking)

Staff Comments:

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

D. Parking Exemption

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

Code Requirement to qualify for Parking Exemption	Concept Plan/Subject Property
<p><u>Residential Uses:</u> Overnight parking available within 200 ft. walking distance</p> <p><u>Non-Residential Uses:</u> Parking for general public during the business hours within 500 ft. walking distance</p>	<p><u>60 ft. away:</u> Municipal Parking Lot B (north of Illinois Ave., behind Pollyanna & Flagship): 63 total spaces, with 38 spaces designated for 24-hour parking. Remaining spaces are available for evening/ overnight parking.</p> <p><u>350 ft. away:</u> Municipal Parking Lot S (Walnut/Norris Parking Deck): 108 spaces available for 24-hour parking</p> <p><u>650 ft. away:</u> Municipal Lot I (the larger First Street Parking Deck): 269 spaces designed for 24-hour parking.</p>
<p><u>Existing off-street parking spaces</u> Shall not be eliminated unless: a) the same number of private, off-street spaces are constructed elsewhere by the property owner, within the distance specified above, or b) the City Council determines that, based upon a parking study, adequate public parking is available within the required distance to serve the use.</p>	<p><u>Current parking: 48 parking stalls:</u></p> <ul style="list-style-type: none"> • 37 private stalls on the 206 Riverside lot • 11 public stalls on 2nd Ave. adjacent to the 216 Riverside building. <p><u>Concept Plan: 51 parking stalls</u></p> <ul style="list-style-type: none"> • 32 private stalls on the 206 lot (5 spaces removed for building stair core and patio ramp) • 11 existing, plus 11 new stalls on 2nd Ave. • 8 angled stalls on Riverside Ave. <p><i>The developer has requested that the street stalls be conveyed for private ownership for use by the building tenants/residents.</i></p>

On-street parking credit

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

Staff Comments:

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

E. Design Review Standards and Guidelines

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

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

Building Placement and Lot Coverage

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

Parking and Service Areas

- *Surface parking lots shall not be located between buildings and the street, but may instead be located behind or beside buildings.*
- *Where a lot or use is eligible for the parking exemption (Section 17.24.080), onsite parking is discouraged. Where parking is provided, its design and location should minimize impacts on the pedestrian environment. Perimeter landscaping or decorative walls for screening, parking courtyards, and use of brick or other decorative pavers for surfaces, are examples of ways to accomplish this.*

Building Design Guidelines:

- *For buildings greater than four stories or 50 feet in height, higher stories should be stepped back from street level facades a minimum of six feet and a maximum of sixteen feet.*
- *Use earth tones or muted colors in the materials used for building exteriors. The goal is to achieve a design where no single building stands out or overpowers the views or the natural landscape of the valley. Lighter colors or bright colors should be used only in minor accents.*

IV. DEPARTMENTAL REVIEWS

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

A. Lot/Subdivision

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

Staff Comments:

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

B. Street Improvements

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

Staff Comments:

Illinois Ave.

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

2nd Ave.

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

Riverside Ave.

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

Other comments

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

C. Utilities

Water

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

Sanitary Sewer

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

Electric

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

Stormwater

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

V. DEVELOPER CONTRIBUTIONS

A. Inclusionary Housing

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

B. School District

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

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

C. Park District

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

VI. HISTORIC PRESERVATION COMMISSION REVIEW

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

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

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

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

VII. FUTURE APPROVAL PROCESS

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

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

VIII. SUGGESTED ACTION

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

- ✓ Building mass and scale, including PUD request for increased building size
- ✓ Unit count and parking impacts
- ✓ Proposed modifications to City streets- Riverside, Indiana and 2nd Ave.
- ✓ Request to convey City property for the project (vs. an easement or license)
- ✓ Planned Unit Development (PUD):
Does the plan adequately advance one or more of the purposes of the PUD procedure:
 1. *To promote a creative approach to site improvements and building design that results in a distinctive, attractive development that has a strong sense of place, yet becomes an integral part of the community.*
 2. *To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable open space and recreational facilities for the enjoyment of all.*
 3. *To encourage a harmonious mix of land uses and a variety of housing types and prices.*
 4. *To preserve native vegetation, topographic and geological features, and environmentally sensitive areas.*
 5. *To promote the economical development and efficient use of land, utilities, street improvements, drainage facilities, structures and other facilities.*
 6. *To encourage redevelopment of sites containing obsolete or inappropriate buildings or uses.*
 7. *To encourage a collaborative process among developers, neighboring property owners and residents, governmental bodies and the community*

IX. ATTACHMENTS

- Application for Concept Plan
- Plans
- Letter received

Please check the type of application:

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

Zoning and Use Information:

- Current zoning of the property: ABD 2
- Is the property a designated Landmark or in a Historic District? W/IN DISTRICT
- Current use of the property: OFFICE
- Proposed zoning of the property: ABD 1 PUD? YES
- Proposed use of the property: MIXED RETAIL ? RENTAL RESIDENTIAL
- Comprehensive Plan Designation: Mixed Use

Attachment Checklist

REIMBURSEMENT OF FEES AGREEMENT:

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

REIMBURSEMENT OF FEES INITIAL DEPOSIT:

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

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

PROOF OF OWNERSHIP and DISCLOSURE:

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

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

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

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

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

✓ **PLAT OF SURVEY:**

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

✓ **AERIAL PHOTOGRAPH:**

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

✓ **PLANS:**

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

Copies of Plans:

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

Concept Plans shall show:

1. Existing Features:

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

2. Proposed Features:

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

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

STATE OF ILLINOIS)
) SS.
KANE COUNTY)

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

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

By: , Manager

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


Notary Public



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

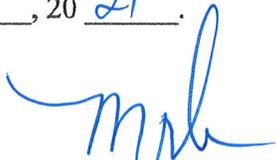
STATE OF ILLINOIS)
) SS.
KANE COUNTY)

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

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

By: , Manager

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



Notary Public



River East- Apartments

Summary of Development

Proposed Land Use –

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

Planning Objectives –

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

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

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

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

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

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

Anticipated Zoning Variances Required

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

NONRESIDENTIAL ZONING COMPLIANCE TABLE

Name of Development: RIVER EAST- APARTMENTS

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

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



ILLINOIS AVENUE

RIVERSIDE AVENUE

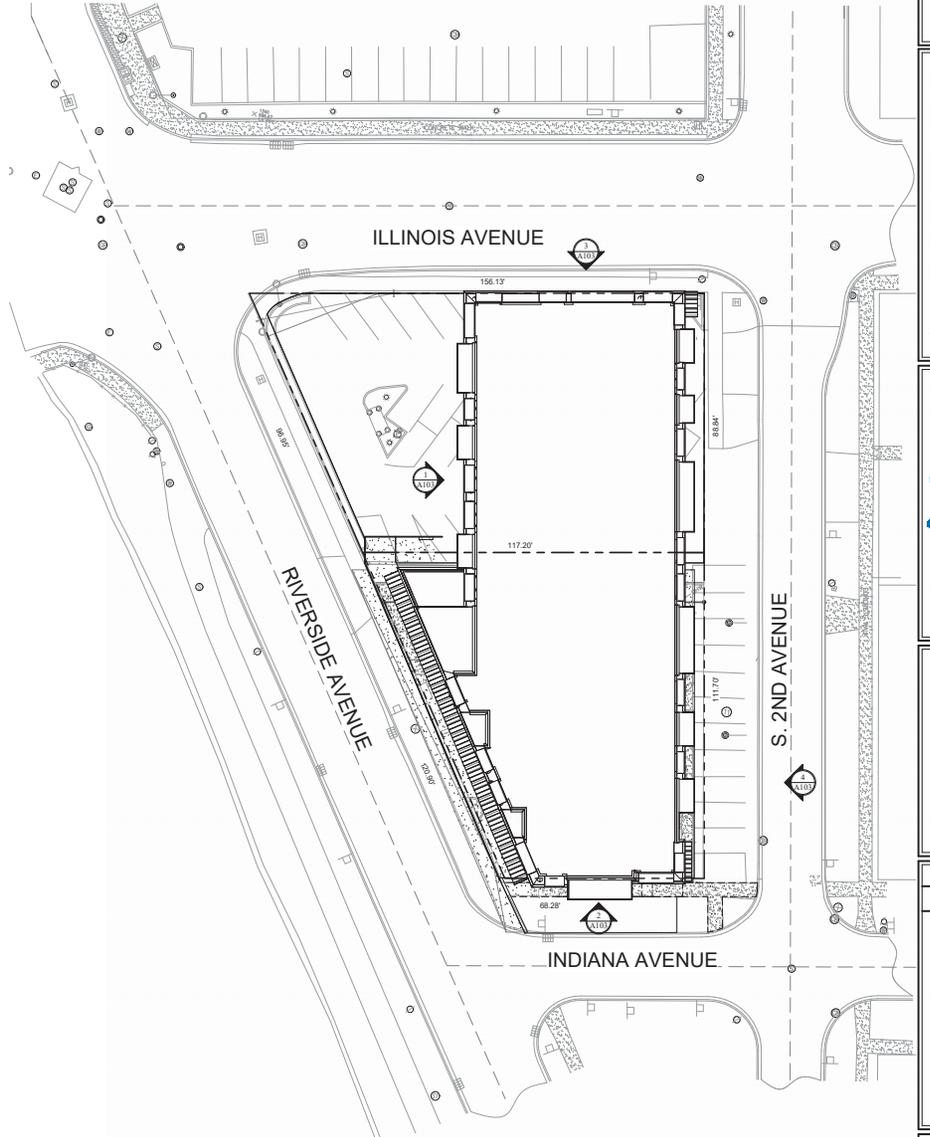
S. 2ND AVENUE

INDIANA AVENUE



AERIAL PLAN

SCALE: 1" = 30'-0"



ILLINOIS AVENUE

RIVERSIDE AVENUE

S. 2ND AVENUE

INDIANA AVENUE



OVERALL SITE PLAN

SCALE: 1" = 30'-0"

PROJECT:
21021

216 S. RIVERSIDE
ADDITION & REMODEL

216 S. Riverside St. Chicago, IL 60674

BATR

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

AERIAL SITE PLAN AND
OVERALL SITE PLAN

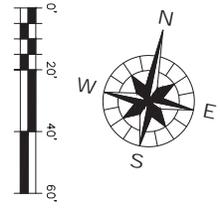
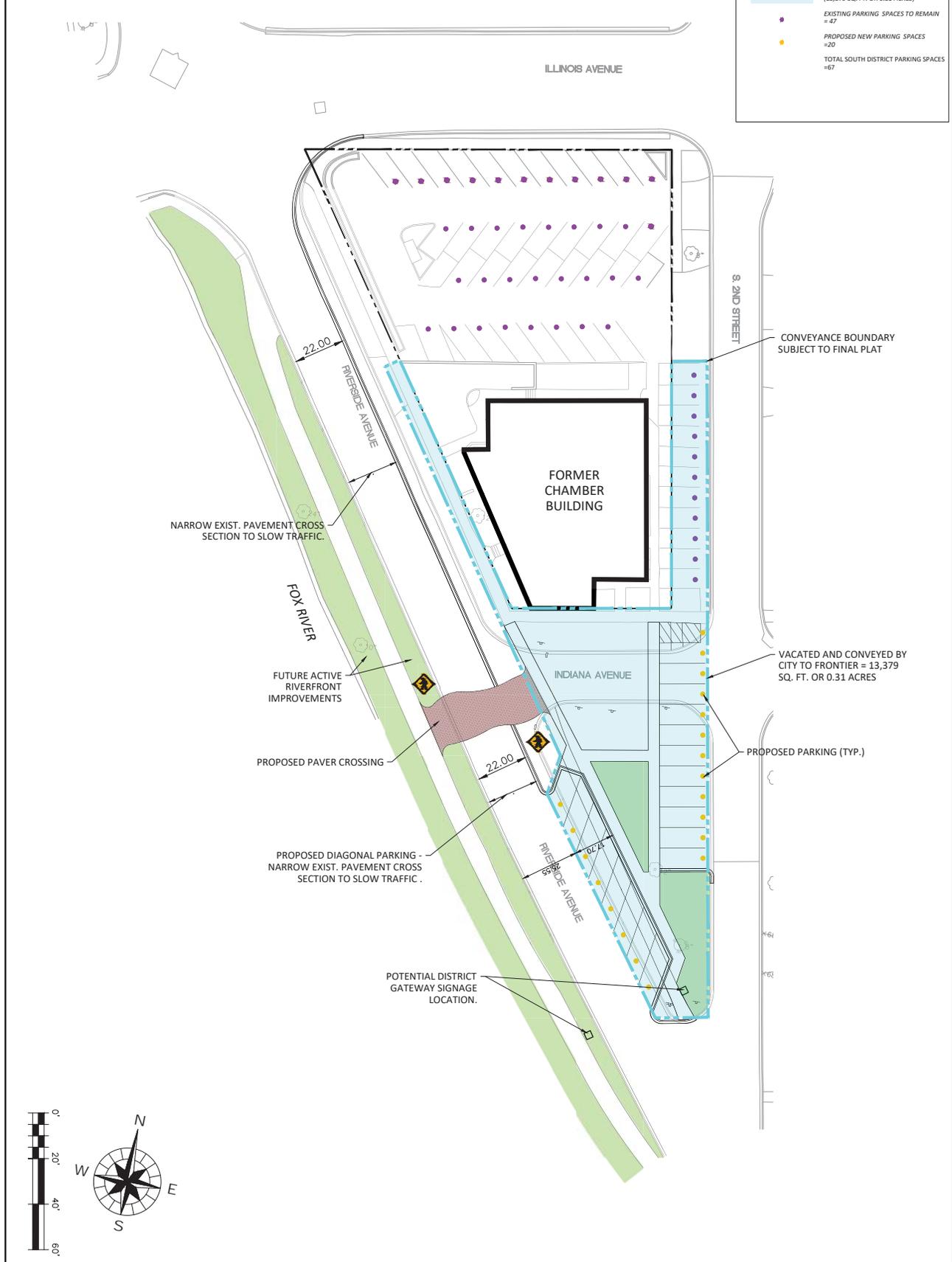
ISSUED:
06-29-2021
CONCEPT REVIEW

SCALE
As indicated
(UNLESS NOTED OTHERWISE)

A101

SOUTH DISTRICT PROPOSED CONDITIONS LEGEND

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



1 OF 1

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

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

NO.	DATE	NATURE OF REVISION

TITLE: STC RIVER EAST REDEVELOPMENT
 DISTRICT IMPROVEMENTS SUMMARY



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



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



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



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



PROJECT:
21021

216 S. RIVERSIDE
ADDITION & REMODEL

216 S. Riverside St. Charles, IL 60174

BATR
BATH ARCHITECTURAL, LTD.
121 E. MAIN ST. SUITE 220, ST. CHARLES, IL 60174
PHONE: 618.255.9719
WWW.BATHRAC.COM

PERSPECTIVE
RENDERINGS

ISSUED:
06-29-2021
CONCEPT REVIEW

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BATH ARCHITECTURAL, LTD.

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

A104



PROJECT:
21021

216 S. RIVERSIDE
ADDITION & REMODEL

BATR
BATH ARCHITECTURE, LTD.
121 E. MAIN ST. SUITE 226, ST. CHARLES, IL 60174
PHONE: WWW.BATHRAC.COM

PERSPECTIVE
RENDERINGS

ISSUED:
06-29-2021
CONCEPT REVIEW

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

A105

July 6, 2021

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

Reference: River East Apartments Concept Plan Application

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

Marilyn Shulski and Tony Shulski Residents of 304 South Second Ave

Bob Carter and Zane Carter Residents of 217 South Third Ave

Brandi Murray and Robert Sheridan Residents of 211 Indiana Ave

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

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

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

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

Best regards,

Marilyn and Tony Shulski

Martha Gass and Greg Taylor

Bob and Zane Carter

Brandi Murray and Robert Sheridan

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

River East Apartments Problems and Solutions.

1. Question?

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

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

My response:

1. Problems:

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

Impact on increased traffic and major gridlocks.

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

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

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

demographics of the area.

2. Alternate Solution :

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

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

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

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

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

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

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

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

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

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

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

RESPECTFULLY SUBMITTED,

DICK PETRIZZO AND PAM FEATHER
FRIDAY, JULY 16, 2021

TO WHOM IT MAY CONCERN

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

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

From: Asucena Saldivar <saldivar.asucena@gmail.com>
Sent: Tuesday, July 20, 2021 11:29 AM
To: Tungare, Rita <rtungare@stcharlesil.gov>
Cc: martha.gass@sbcglobal.net; Pietryla, David <dpietryla@stcharlesil.gov>; bryan4stc@gmail.com
Subject: River East Apartments

Hi Rita,

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

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

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

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

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

From: Sharon <sbringelson@netscape.net>

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

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

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

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

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

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

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

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

Best regards,

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

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

Plan Commission Members:

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

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

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

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

Marilyn Shulski
304 South second Avenue

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

Hello,

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

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

Here are the issues as I see them:

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

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

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

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

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

Thank you,

Janet

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

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

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

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



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



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



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



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

