



PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY

Project Title/Address:	Pride of Kane County		
City Staff:	Ellen Johnson, Planner		
PUBLIC HEARING 8/4/20	X	MEETING 8/4/20	X

APPLICATIONS: Zoning Map Amendment; Special Use for PUD; PUD Preliminary Plan

ATTACHMENTS AND SUPPORTING DOCUMENTS:

Staff Report	HLR Memo- Eastern Access (7/14/20)
Applications	Engineering Plans (not including revised sheets)
Revised Plans presented to PC (7/21/20)	Revised Traffic Study / Review Memo
Staff Memo- Crosswalk (7/17/20)	Letters from residents

SUMMARY:

The public hearing for this item was opened on July 7, continued to July 21, and continued again to August 4.

- At the July 21 meeting, information was presented as follow-up to the following items:
- Potential for a crosswalk across Kirk Rd. – Applicant provided a revised site plan showing the crosswalk; expressed interest in discussing payment options with the City.
 - Sidewalks to the building from Main St. and connection to a potential crosswalk. – Sidewalks added.
 - Safety concerns regarding the eastern site access. – Analysis memo provided by HLR (attached).
 - Additional landscaping per the staff comments listed in the Staff Report – Additional trees & plantings added; additional trees and plantings still needed to comply with code.

Also at the July 21 hearing, Commissioners expressed that the applicant should consider flipping the convenience store and gas station canopy so the convenience store is on the corner. The hearing was continued to allow the applicant to explore the feasibility of this option.

No new information has been submitted by the applicant as of Friday.

The attached Staff Report has been updated to reflect the revised plans presented to Plan Commission on July 21 (Landscaping and Signage sections).

CIMA Developers, LP have submitted zoning applications requesting approval to develop a Pride fueling facility, convenience store, and gas station on the 2.37-acre property at the southeast corner of Kirk Rd. and E. Main St.

- Details of the proposal are as follows:
- Annexation to the City of St. Charles.
 - Rezoning to the BR Regional Business District with a Planned Unit Development (PUD).
 - Fuel Facility (west side of property):
 - Canopy with 8 fuel pumps at the corner.
 - 1-story, 4,500 sf convenience store with quick-serve restaurant inside (Taco Urbano).
 - Car Wash (east side of property):
 - 1-story, 1,650 sf automatic car wash.
 - 10 vacuum stalls.
 - Right-in/right-out access on E. Main St. and cross-access to the east and south through Main Street Commons shopping center.

A Concept Plan similar to the proposed development was reviewed in June of 2019. *Continued on next page*

SUGGESTED ACTION:

Conduct the public hearing on the Map Amendment and Special Use and close if all testimony has been taken.

The Plan Commission may vote on this item should the Commission feel that they have enough information to make a recommendation.

Staff recommends that any recommendation include a condition requiring resolution of all staff comments prior to City Council action.

INFO / PROCEDURE ON ZONING APPLICATIONS:**ZONING MAP AMENDMENT:**

- Revision to the zoning map to change the zoning district of a specific property.
- Public hearing is required, with a mailed notice to surrounding property owners.
- All findings need not be in the affirmative to recommend approval – recommendation based on the preponderance of evidence.

SPECIAL USE:

- Per **Sec. 17.04.330**, the purpose of a Special Use is as follows: “Special Uses listed within the various zoning districts include those uses that may be acceptable if established in an appropriate manner and location within a zoning district, but may not be acceptable if established in a different manner or location. Special Uses may include, but are not limited to, public and quasi-public uses affected with the public interest, and uses that may have a unique, special or unusual impact upon the use or enjoyment of neighboring property.”
- Public hearing is required, with a mailed notice to surrounding property owners.
- 6 findings of fact – ALL findings must be in the affirmative to recommend approval.

PUD PRELIMINARY PLAN:

- Approval of plans for development of property within a PUD- includes site, landscape, and engineering plans. (Application may also involve a subdivision of land.)
- Recommendation is based on compliance with the previously (or concurrently) approved Special Use for PUD standards and other city code requirements (including Zoning and Subdivision codes).

Community & Economic Development
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ST. CHARLES
 SINCE 1834

Staff Report

TO: Chairman Todd Wallace
 And Members of the Plan Commission

FROM: Ellen Johnson, Planner

RE: Pride of Kane County – Southeast corner of Kirk Rd. and E. Main St.

DATE: August 4, 2020

I. APPLICATION INFORMATION:

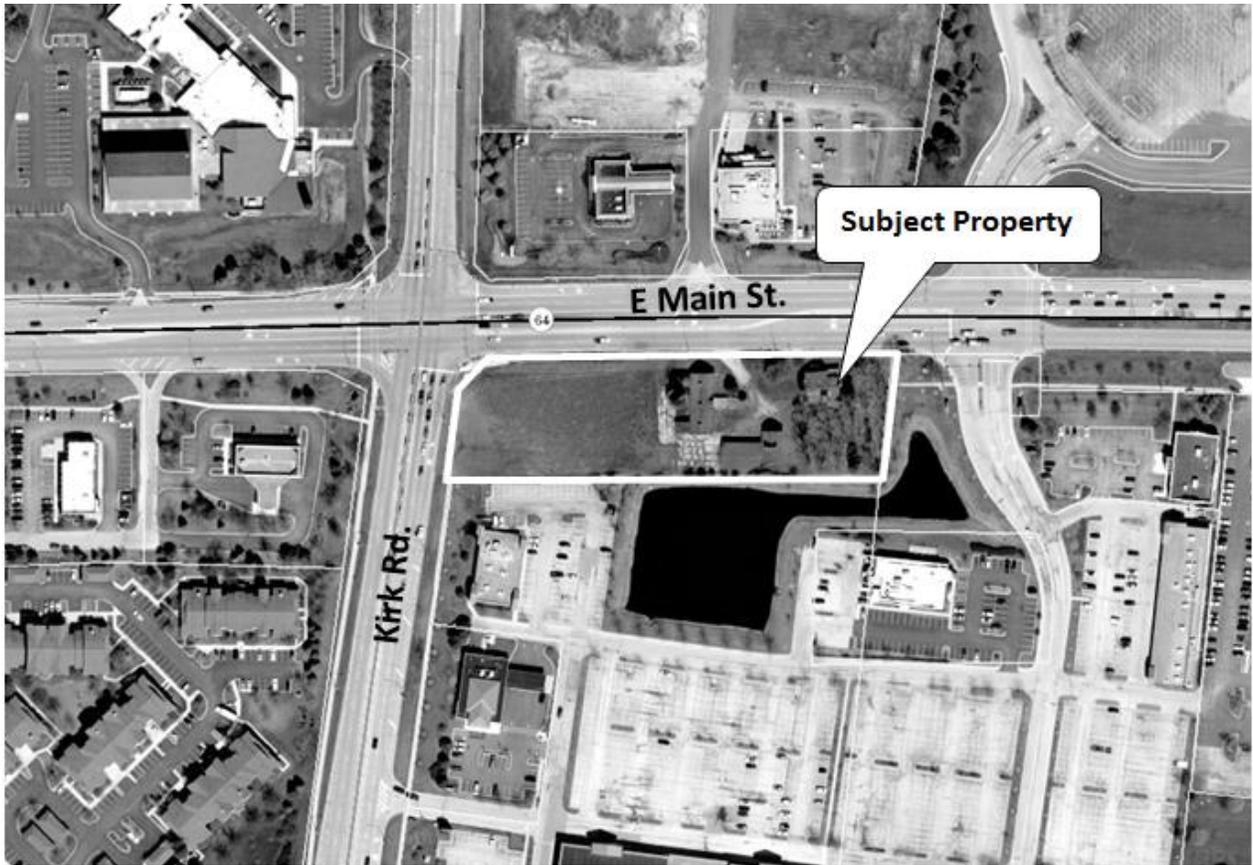
Project Name: Pride of Kane County

Applicant: CIMA Developers, LP

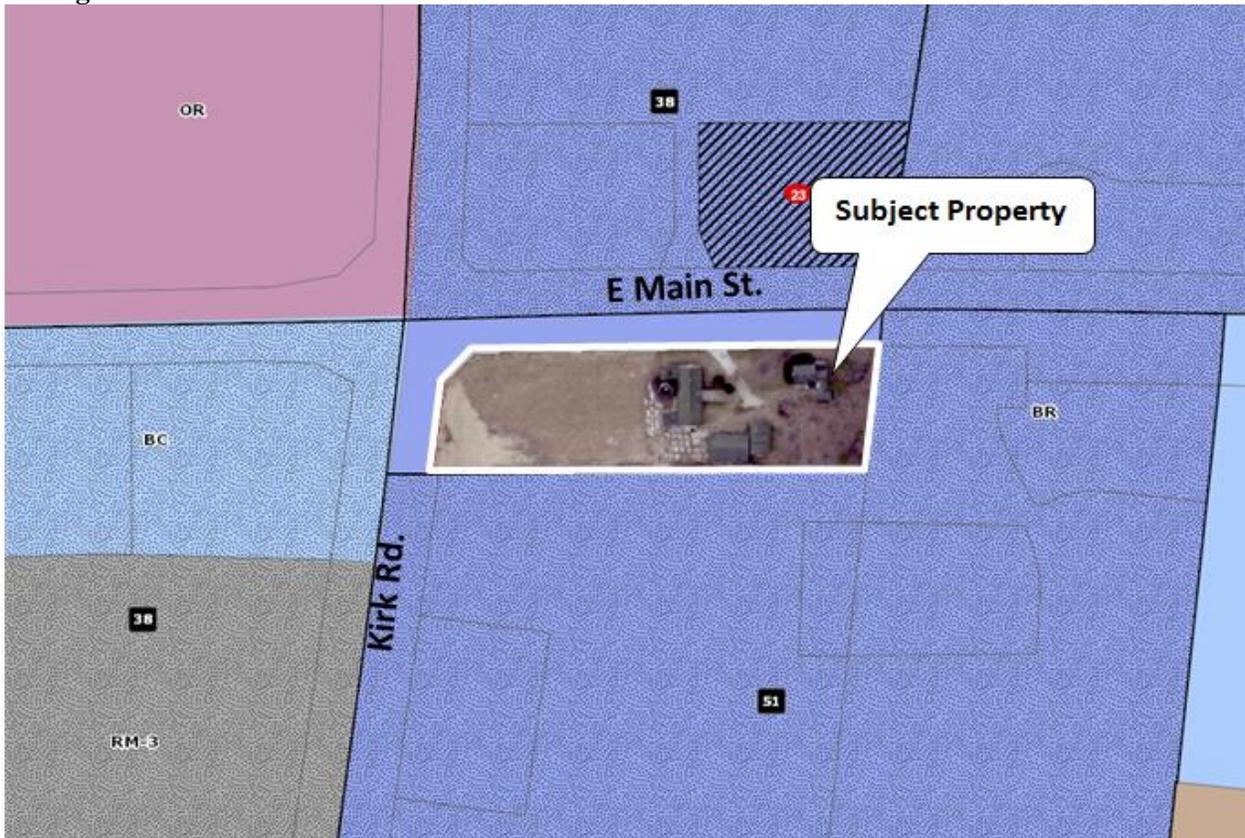
Purpose: Zoning approvals for development of a gas station and car wash

General Information:		
Site Information		
Location	Southeast corner of Kirk Rd. and E. Main St. (unincorporated)	
Acres	2.37 acres (103,237 sf)	
Applications:	Map Amendment, Special Use for Planned Unit Development, PUD Preliminary Plan	
Applicable City Code Sections	Ch. 17.04 – Design Review Standards & Guidelines Ch. 17.14 – Business & Mixed Use Districts Ch. 17.24 – Off-Street Parking, Loading & Access Ch. 17.26 – Landscaping & Screening Title 16 – Subdivisions & Land Improvement	
Existing Conditions		
Land Use	Vacant/formerly agriculture	
Zoning	F- Farming (Kane County Zoning)	
Zoning Summary		
North	BR Regional Business (PUD)	West Suburban Bank, On the Border
East	BR Regional Business (PUD)	Main Street Commons shopping center
South	BR Regional Business (PUD)	Main Street Commons shopping center
West	BC Community Business (PUD)	First American Bank
Comprehensive Plan Designation		
Corridor/Regional Commercial		

Aerial



Zoning



II. OVERVIEW

A. PROPERTY HISTORY

The subject property is a 2.37 acre parcel located at the southeast corner of Kirk Rd. and E. Main St. It is known as the Regole family homestead. The property contains several buildings including a house, barn, additional shed and corn crib. The buildings have been vacant for a number of years.

The Regole family once farmed around 300 acres of land in the surrounding area. The farmland was sold off over time, making way for development of the Main Street Commons shopping center surrounding the subject property on the east and south sides, and Stuart's Crossing to the north and west. The remnant homestead has not been annexed to St. Charles and remains under the jurisdiction of Kane County.

B. CONCEPT PLAN

In June of 2019, the City reviewed a Concept Plan for the subject property proposing development of a gas station with a convenience store and car wash. The Concept Plan was submitted by CIMA Developers, LP which was under contract to purchase the property at the time. Plan Commission provide comments on the plan, summarized as follows:

- High quality architecture and landscaping will be important due to the prominence of the intersection. Consider reversing the location of the convenience store building and the gas station canopy so the building is on the corner.
- The car wash building should be shifted to the south to reduce its visibility along Main St. Consider flipping the car wash entrance so any overflow stacking does not interfere with the main driveway intersection.
- A future traffic study should analyze vehicle circulation both internal to the site and through the cross-access drives, as well as car wash stacking.

C. PROPOSAL

CIMA Developers, LP have purchased the subject property. They have submitted zoning applications in support of developing the site with a Pride fueling facility, convenience store, and car wash. Details of the proposal are as follows:

- Annexation to the City of St. Charles.
- Rezoning to the BR Regional Business District with a Planned Unit Development (PUD).
- Fuel Facility (west side of property):
 - Canopy with 8 fuel pumps at the corner.
 - 1-story, 4,500 sf convenience store with quick-serve restaurant inside (Taco Urbano).
- Car Wash (east side of property):
 - 1-story, 1,650 sf automatic car wash.
 - 10 vacuum stalls.
- Right-in/right-out access on E. Main St.
- Cross-access to the east and south through Main Street Commons shopping center.

The PUD Preliminary Plan is similar to the Concept Plan reviewed last year. The following significant changes have been made to the site layout:

- The car wash building has been shifted south and is now set back from E. Main St. approximately the same distance as the convenience store.
- The car wash vacuums are now proposed to be accessed from the southern internal access drive instead of a separate area off the access drive.
- Additional areas for building foundation landscaping.

The following Zoning Applications have been submitted in support of this project:

1. **Map Amendment** – To rezone the property from the RE-1 Estate Residential District (automatic zoning designation of all newly annexed property) to the BR Regional Business District.
2. **Special Use for Planned Unit Development** – To establish a PUD with unique development standards for the property.
3. **PUD Preliminary Plan** – To approve preliminary engineering plans, landscape plan, building elevations, and preliminary plat of subdivision.

A Petition for Annexation has also been submitted. City Council will hold a public hearing on the annexation after the Plan Commission and Planning & Development Committee have provided recommendations on the zoning applications.

III. COMPREHENSIVE PLAN

The Land Use Plan adopted as part of the 2013 Comprehensive Plan identifies the subject property as “Corridor/Regional Commercial”. The Plan states (p 39):

“Areas designated as corridor/regional commercial are intended to accommodate larger shopping centers and developments that serve a more regional function, drawing on a customer base that extends beyond the City limits. These areas often have a mix of “big box” stores, national retailers, and a “critical mass” of multiple stores and large shared parking areas. Areas designated for corridor/regional commercial are located primarily in larger consolidated areas along the City’s heavily traveled corridors and intersections. Commercial service uses can also have an appropriate place in corridor/regional commercial areas, but must be compatible with adjacent and nearby retail and commercial shopping areas and be located as to not occupy prime retail locations.”

The following items in the Commercial Areas Policies section relates to this project (p. 48):

“Promote a mix of attractive commercial uses along the Main Street Corridor that provide a range of goods and services to the St. Charles Community. A wide range of commercial uses exist along the Main Street corridor, providing a variety of goods and services to residents. As a primary east-west route through the City, Main Street contributes to the overall character, image, and appearance of St. Charles...The City should continue to promote reinvestment along this key commercial corridor and maintain Main Street as a unique commercial corridor that can accommodate a wide array of business types to cater to the diverse needs of the St. Charles community.”

“Focus retail development at key nodes/intersections along the City’s commercial corridors. Busy streets do not alone equate to demand for unlimited expanses of retail development. The market can only support so much commercial development, and within the City’s competitive market position, having expectations for all corridors to be retail may not be realistic.”

Instead, retail development should be clustered near key intersections and activity generators, like Main Street & Kirk Road and Lincoln Highway & Randall Road...”

The subject property is located within the East Gateway Subarea. The East Gateway Improvement Plan on p.103 recommends the following improvements in the vicinity:

- Kirk Road & Main Street is a “Gateway Intersection”, with Kirk Road averaging nearly 25,000 vehicles per day and Main Street averaging over 48,000 vehicles per day. The plan recommends the City install gateway features such as signage, landscaping, decorative lighting, and pedestrian amenities in this area.
- Fill sidewalk gaps along the Main and Kirk frontages of the subject property.
- Sidewalk connection should be added from Main Street into the Main Street Commons shopping center.

The subject property is identified as part of Catalyst Site C in the East Gateway Subarea (p.104) which also includes the adjacent Main Street Commons shopping center. The discussion of Site C references high vacancy at Main Street Commons and the need for the City to work with the property owner to address issues impacting the commercial vitality of the shopping center. While Main Street Commons has recently undergone renovation and is fully leased, the last portion of the Site C discussion is relevant to the subject property:

“...The City should work with the owners of the parcels that comprise this site to...incorporate the development of the remaining farmstead at the corner of Kirk and Main Street to jumpstart its revitalization.”

IV. ANALYSIS

A. ZONING REVIEW

The subject property is currently zoned F- Farming under Kane County zoning. The applicant has submitted an application for Zoning Map Amendment requesting rezoning to the BR Regional Business District upon annexation to the City. An Application for Special Use for Planned Unit Development has also been submitted, requesting deviations from certain zoning standards.

The purpose of the BR Regional Business District as noted in the Zoning Ordinance is as follows:

“To provide locations along Strategic Regional Arterial corridors for shopping centers and business uses that draw patrons from St. Charles, surrounding communities and the broader region. The BR District consists primarily of large-scale development that has the potential to generate significant automobile traffic. It should be designed in a coordinated manner with an interconnected street network that is consistent with the City’s Comprehensive Plan. Uncoordinated, piecemeal development of small parcels that do not fit into a larger context are discouraged in the BR District. Compatible land uses, access, traffic circulation, stormwater management and natural features, all should be integrated into an overall development plan. Because this district is primarily at high visibility locations, quality building architecture, landscaping and other site improvements are required to ensure superior aesthetic and functional quality.”

The subject property is surrounded by BR zoning on three sides with BC Community Business zoning to the west. BR zoning is appropriate for this property based on surrounding zoning and its location at a gateway intersection.

Two uses are proposed for the property: Gas Station and Car Wash. Both uses are permitted in the BR District.

The table below compares the BR District bulk standards with the PUD Preliminary Plan. A PUD deviation has been requested for the item denoted in bold italics, as detailed below the table.

	BR District (proposed zoning)	Proposed
Min. Lot Area	1 acre (2 acres required for two buildings on one lot)	2.19 acres
Max. Building Coverage	30%	6%
Max. Building Height	40 ft.	Convenience Store: 21.5 ft. Car Wash: 15.5 ft.
Front Yard (Main St.)	Bldg: 20 ft. Parking: 20 ft.	Convenience Store: 26 ft. Car Wash: 24 ft. Parking (paving): 18.5 ft.*
Interior Side Yard (east)	Bldg: 15 ft. Parking: 0 ft.	Car Wash: 55 ft. Parking (paving): 10 ft.
Exterior Side Yard (Kirk Rd.)	Bldg: 20 ft. Parking: 20 ft.	Convenience Store: 190 ft. Parking (paving): 13 ft.
Rear Yard (south)	Bldg: 30 ft. Parking: 0 ft.	Convenience Store: 81 ft. Car Wash: 109 ft. Parking: 5.7 ft.
Landscape Buffer Yard	Not Required	N/A
Off-Street Parking	Car Wash: 2 per bay + 10 stacking per bay Gas Station: 4 per 1,000 sf GFA (reduced by number of fuel pumps) Restaurant within convenience store: 10 per 1,000 sf GFA Total Required: 16 spaces (8 for Gas Station, 6 for Taco Urbano restaurant within C-Store, 2 for Car Wash)	34 parking spaces 11 car wash stacking spaces

Staff Comments:

- The paving setback from E. Main St. is noted on the site geometric plan as 20 ft., measured from the proposed property line. However, this measurement is taken from the face of the curb/edge of pavement. 20 ft. is required from the property line to the north side of the curb.

PUD Deviation – The applicant has requested the following zoning deviation from the BR District bulk standards:

- A 13 ft. paving setback from the Kirk Rd. property line is proposed. This is the distance from the corner of the property to the northwest corner of the fuel pump paving.

B. TRAFFIC & ACCESS

Direct access to the property is proposed via a right-in/right-out only access point on E. Main St. A new right turn lane on Main St. is also proposed. IDOT approval will be needed for the proposed design. IDOT reviewed the site plan prior to Concept Plan review and appeared to be supportive of the configuration.

No access on Kirk Rd. is proposed; KDOT was not supportive of access on Kirk to this lot due to the proximity to the Main/Kirk intersection.

Two internal drive connections through the Main Street Commons shopping center are also proposed: one at the east side of the property, connecting to the signalized shopping center entrance on Main St., and the other at the south side of the gas station for vehicles entering from the Kirk Rd. shopping center entrance. A Reciprocal Easement Agreement between CIMA Developers and Main Street Commons has been recorded which grants CIMA cross access easements through the shopping center as proposed.

Sidewalk connections are provided along Kirk Rd. and Main St., connecting to the existing sidewalk network. The applicant has submitted a letter requesting the City to incur the cost of the sidewalk installation. It is standard practice for developers to install public sidewalk at their expense as part of any new development.

Traffic Study:

The applicant has submitted a Traffic Study prepared by Eriksson Engineering Associates. The study concludes that the proposed development will not adversely impact the level-of-service of the intersections of the site entrances and the intersection of Main/Kirk.

The applicant also submitted a supplemental On-Site Circulation Memo prepared by Eriksson Engineering Associates analyzing on-site circulation, site access, and car wash stacking.

The Traffic Study and Circulation Memo were reviewed on behalf of the City by HLR Engineering.

HLR provided comments in a memo dated 6/23/20. HLR stated their agreement with the conclusions made in the Traffic Study. HLR also commented that they have no concerns regarding the internal circulation of the gas station. They also do not have major safety concerns about the internal access drive through the Panda Express/Orangetheory Fitness property since most vehicles are predicted to access the site from Main St. and the gas station will have different peak hours than Panda Express and Orangetheory.

The Traffic Study and Site Circulation Memo have been revised per HLR's comments. HLR reviewed the revised Traffic Study and noted one typo regarding dates in one of the tables, but otherwise had no remaining comments.

C. GAS STATION

Gas stations are subject to the use standards contained in Section 17.20.030, listed below.

1. Restaurants in gas stations shall be required to meet the parking requirements for restaurants in addition to those for gas stations.
 - *A quick-service restaurant, Taco Urbano, is proposed to locate within the convenience store. Based on 588 of restaurant area indicated on the convenience store floorplan, there is adequate parking to meet the requirement.*

2. Fuel pumps shall be located no closer than 20 feet from any lot line and shall be located so that a vehicle using the fuel pump does not encroach into the public right of way or onto adjoining property
 - *The proposed canopy is a minimum of 42 ft. from the property line. The paved area for vehicle maneuvering is a minimum of 13 ft. from the property line; vehicles using the pumps will not encroach into the public ROW.*
3. Gas station canopies shall be subject to the lighting standards of Section 17.22.040 (Site Lighting). Gas station canopies shall also meet all applicable setback requirements for the principal building.
 - *A photometric plan has been submitted demonstrating compliance with the lighting standards of Section 17.22.040.*
 - *The gas station canopy meets the setback requirements for the principal building.*
4. The provisions hereof relating to Outdoor Sales shall apply if Outdoor Sales are included.
 - *The applicant has indicated that a 16 sf propane cage will be located on sidewalk adjacent to the convenience store. This complies with the standards related to outdoor sales accessory to gas stations.*

D. CAR WASH

The proposed car wash is located on the east side of the subject property. Vehicle stacking is on the west side of the building with vehicles travelling east into the car wash bay. Vehicles exit the facility via the internal access drive.

Car wash establishments are subject to the requirements of Section 17.24.100 “Drive-Through Facilities”. The table below compares the ordinance requirements with the PUD Preliminary Plan:

Category	Zoning Ordinance Standard	Proposed
Screened from Public Street	Stacking spaces concealed from view from public streets to greatest extent possible by orientation, design or screening	Meets requirement with landscape screening
Obstruction of Required Parking	Stacking spaces cannot obstruct access to required parking spaces	Meets requirement
Obstruction of Ingress/Egress	Location of stacking spaces cannot obstruct ingress/egress to the site or interfere with vehicle circulation	Meets requirement
Lane Configuration	Stacking spaces must be placed in a single line up to point of service	<i>Two stacking lanes</i>
Required Stacking Spaces	10	11 (two lanes)
Required Stacking Space Size	9' x 20'	9' x 20'

PUD Deviation – The applicant has requested the following zoning deviation from the Drive-Through Facilities standards:

- Proposed vehicle stacking is accommodated in two lanes instead of a single lane. A dual pay station kiosk can accommodate two cars at a time. The application materials indicate this will maximize car wash speed time and that the conveyor style car wash system allows for multiple cars in the wash bay at the same time.

E. LANDSCAPING

A landscape plan has been submitted as part of the PUD Preliminary Plan. Landscaping is subject to the standards contained in Ch. 17.26 “Landscaping & Screening”. The table below compares the ordinance requirements with the submitted plan. Requirements that are not met are denoted with an asterisk*.

Category	Zoning Ordinance Standard	Proposed
Overall Landscape Area	15%	Meets requirement (37%)
Public Street Frontage Landscaping	1 tree / 50 ft. of street frontage (Main St: 12 trees Kirk Rd: 3 trees) 75% of street frontage	Main St: 8 trees* Does not meet street frontage* Kirk Rd: 2 trees* Meets street frontage
Parking Lot Screening	50% of parking lot to height of 30”	Meets requirement
Interior Parking Lot Landscape Area	1 landscape island / 10 parking spaces All parking rows terminate in landscape area	Meets requirement
Parking Lot Landscape Materials	1 tree per island Variety of plantings in islands	Meets requirement
Building Foundation Landscaping		
<i>Foundation Planting Beds</i>	50% of total building walls; 50% of walls facing a public street (Main St.) 5 ft. wide planting beds	Meets requirement
<i>Foundation Plantings</i>	20 shrubs/bushes/perennials per 50 ft. of planting bed	Meets requirement
<i>Foundation Trees</i>	2 trees per 50 ft. of planting bed	Additional trees needed*
Monument Sign Landscaping	3 ft. around sign	Meets requirement
Refuse Dumpster Screening	Enclosed and screened on all sides when visible from public street	Rendering needed*

Staff Comments:

- 4 additional trees are needed along Main St. and 1 additional tree is needed along Kirk Rd.
- Landscaping is needed along 75% of the 20 ft. setback area along Main St. Additional plantings area needed.
- Additional trees are needed within the foundation planting beds of both the convenience store and car wash:
 - Convenience Store north wall: 1 additional tree is needed (3 are provided and 4 are required).
 - Gas Station north wall: 1 additional tree is needed (2 are provided and 3 are required).

PUD Deviations:

- A deviation has been requested to reduce the width of the foundation planting bed along the west wall of the convenience store from 5 ft. to 3 ft. It appears the building could be shifted east to accommodate the required 5 ft. wide planting bed. The previous version of the plan provided an 8 ft. planting bed. The revised plan adds a 5 ft. sidewalk along the

west elevation which connects to sidewalk along Main St. This reduced the planting bed to 3 ft.

F. BUILDING ARCHITECTURE

Architectural elevations for the convenience store and car wash have been submitted. The primary wall material of both buildings is wood siding. Metal awnings are incorporated, as well as transparent storefront windows along E Main St. The rooflines, materials and detailing exhibit a barn inspired motif.

Buildings in the BR District are subject to the Design Review requirements of Section 17.06.030 Standards and Guidelines – BL, BC, BR, & O/R Districts. The elevations meet the applicable standards.

A rendering has also been submitted for the gas station canopy. Brick columns are proposed which match the brick on the monument signs.

Staff Comments:

- The design of the canopy does not relate to the design of the convenience store and car wash buildings in terms of materials. Brick columns are proposed, while brick is not used on the buildings. Cedar finish columns like those used on the buildings could be incorporated instead of brick. However, the proposed masonry would likely be more durable. If the Plan Commission has a preference on column materials, that should be expressed during the meeting.

G. SIGNAGE

A signage plan has been submitted. Signage is subject to the requirements of Ch. 17.28 “Signs”. Proposed is the following:

- Three monument signs with brick bases/columns:
 - 15 ft. electronic price sign at the corner of Main and Kirk.
 - 6 ft. sign at the eastern access drive near the signalized Main Street Commons entrance (off-site sign).
 - 5 ft. sign at the Main Street Commons entrance off Kirk Rd. (off-site sign).
- Convenience Store:
 - 4 wall signs; 2 on the north and 2 on the south elevations, advertising The Pride and Taco Urbano.
- Gas Station Canopy:
 - 2 Mobil signs attached to the canopy, on the north and west sides.
- Car Wash:
 - 1 Pride Car Wash sign on the south elevations.
 - “Welcome” and “Car Wash Exit” signs at the bay entrance and exit. These informational/directional signs will not be counted as wall signs.
- Directional Sign:
 - To be placed on top of a stop sign post near Ross, with arrows directing vehicles to The Pride, Panda Express, and Orangetheory Fitness.

PUD Deviations – The applicant has requested deviations from the signage requirements of Ch. 17.28, as follows:

- Off-premise signs are not permitted. Proposed is to permit three off-premise signs, one monument sign at each of the Main Street Commons access points off Main St. and Kirk Rd. and one directional sign within the shopping center. A Reciprocal Easement Agreement between CIMA Developers and Main Street Commons has

been recorded which grants CIMA the right to place and maintain these signs on the Main Street Commons property.

- Two wall signs are permitted for the convenience store due to the two street frontages. Proposed are four wall signs.
- A 10 ft. setback is required for freestanding signs. The proposed monument sign at the corner of Main St. and Kirk Rd. is set back 3 ft. from the property line.

H. SITE LIGHTING

A photometric plan has been submitted. Lighting levels at property lines and gas station canopy lighting comply with the standards contained in Section 17.22.040 “Site Lighting”.

I. PLAT OF SUBDIVISION

A Preliminary Plat of Subdivision has been submitted as part of the PUD Preliminary Plan. A single lot for the development is proposed. Approx. 11 ft. of right-of-way along E Main St. is to be dedicated to Illinois Department of Transportation. Along Kirk Rd., approx. 12.5 ft. of right-of-way is to be dedicated to Kane County Department of Transportation. The proposed public sidewalk falls within the new IDOT and KDOT right-of-way, with the exception of a stretch at the northeast corner of the subject property. A public sidewalk easement is proposed in this location.

A Final Plat of Subdivision will be reviewed should the project move forward. The Final Plat will need to be approved by both KDOT and IDOT in addition to the City.

J. ENGINEERING REVIEW

City staff reviewed an initial submittal of the preliminary engineering plans and provided review comments to the applicant. Revised plans have been submitted and are under review. Any outstanding comments will need to be addressed prior to City Council approval of the PUD Preliminary Plan.

A portion of an existing detention pond that provides stormwater management for Main Street Commons is located over the proposed eastern cross-access drive. The existing pond will be modified and an additional pond will be added on the east side of the subject property. The aforementioned Reciprocal Easement Agreement between CIMA Developers and Main Street Commons demonstrates agreement among the property owners for sharing detention, construction and maintenance.

V. **SUGGESTED ACTION**

Conduct the public hearing on the Map Amendment and Special Use applications and close if all testimony has been taken. The applicant has provided Findings of Fact for the Plan Commission to consider.

Staff has placed the applications on the meeting portion of the agenda should the Plan Commission determine there is adequate information to make a recommendation to City Council.

Staff recommends that any recommendation include a condition requiring resolution of all staff comments prior to City Council action.

VI. **ATTACHMENTS**

- Map Amendment Application; received 4/7/2020

- Special Use for PUD Application; received 4/7/2020
- PUD Preliminary Plan Application; received 4/7/2020
- Revised Plans – presented to PC 7/21/2020
- Staff Memo – Crosswalk 7/17/2020
- HLR Memo – Eastern Access 7/14/2020
- Full engineering plan set (not including revised sheets)
- Revised Traffic Study (revised) / HLR Review Letter 7/8/20
- Letters from Residents