

AGENDA
CITY OF ST. CHARLES
PLANNING & DEVELOPMENT COMMITTEE
ALD. PAUL LENCIONI – CHAIR
MONDAY, MAY 13, 2024 - 7:00 PM
CITY COUNCIL CHAMBERS
2 E. MAIN STREET

1. CALL TO ORDER

2. ROLL CALL

3. OMNIBUS VOTE

Items with an asterisk (*) are considered to be routine matters and will be enacted by one motion. There will be no separate discussion on these items unless a council member/citizen so requests, in which event the item will be removed from the consent agenda and considered in normal sequence on the agenda.

4. COMMUNITY & ECONOMIC DEVELOPMENT

- a. Presentation of a Concept Plan for The Grove, 5N024 Rt 31.
- b. Recommendation to Approve a Resolution Adopting a First Street Plaza Special Event Policy
- c. Recommendation to Approve a Resolution Accepting the Downtown Parking Study
- d. Recommendation to Approve a Resolution Authorizing a Shared Parking Agreement with St. Charles Public Library
- e. Recommendation to approve a Plat of Vacation of a portion of N. 15th Street in regards to the City-owned Dean Street Parcel Identified for Donation to Habitat for Humanity of Northern Fox Valley
- f. Plan Commission recommendation to approve a Final Plat of Subdivision for Cityview Resubdivision.
- g. Consideration to Approve a Resolution Authorizing Business Improvement Grant Agreement with Maple Leaf Roasters
- h. Consideration to Approve a Resolution Authorizing Business Improvement Grant Agreement with The Office
- *i. Recommendation to Approve and Execute an Acceptance Resolution for Public Utility (Watermain) for Tiger Drylac – 3945 Swenson Ave
- *j. Recommendation to approve Plat of Easement for 3795 E Main St

5. PUBLIC COMMENT

6. ADDITIONAL ITEMS FROM MAYOR, COUNCIL OR STAFF


7. EXECUTIVE SESSION

- Personnel – 5 ILCS 120/2(c)(1)
- Pending, Probable or Imminent Litigation – 5 ILCS 120/2(c)(11)
- Property Acquisition – 5 ILCS 120/2(c)(5)
- Collective Bargaining – 5 ILCS 120/2(c)(2)
- Review of Executive Session Minutes – 5 ILCS 120/2(c)(21)

8. ADJOURNMENT

ADA Compliance

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the ADA Coordinator, Jennifer McMahon, at least 48 hours in advance of the scheduled meeting. The ADA Coordinator can be reached in person at 2 East Main Street, St. Charles, IL, via telephone at (630) 377 4446 or 800 526 0844 (TDD), or via e-mail at jmcmahon@stcharlesil.gov. Every effort will be made to allow for meeting participation. Notices of this meeting were posted consistent with the requirements of 5 ILCS 120/1 et seq. (Open Meetings Act).

	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4a
	Title:	Presentation of a Concept Plan for The Grove, 5N024 Rt 31.	
	Presenter:	Ellen Johnson, Planner	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost: \$		Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>
TIF District: None			
<p>Executive Summary (if not budgeted, please explain): A Concept Plan has been filed by FD Fund II LLC (Frontier Development) proposing a townhome development on a 2.5-acre undeveloped parcel located at 5N024 IL Rt 31. The Concept Plan includes:</p> <ul style="list-style-type: none"> • Rezoning from single-family zoning (RS-1) to multi-family (RM-2) to allow for a change in land use from single-family to townhomes. • 21 townhome units in 6 buildings, arranged around a private drive off Rt 31. • 3-story buildings /35 ft. high, with front elevations facing outward. • Stormwater detention area at the west end. • 35-40 ft. open space buffer at the south end. • Internal pedestrian pathways; potential for trail through adjacent City-owned property to the west. <p>If the applicant decides to move forward at the conclusion of the Concept Plan process, applications for rezoning and subdivision would need to be submitted to the City and approved by Council.</p> <p>Plan Commission Review: Plan Commission reviewed the Concept Plan on 5/7/24. Summary of feedback:</p> <ul style="list-style-type: none"> • Mixed reaction to change in land use. • Some Commissioners felt the location is inappropriate for townhomes given surrounding single-family. • Some Commissioners expressed that the use may be appropriate if neighbor concerns regarding drainage and traffic can be addressed. • Positive comments on site plan and layout of buildings with fronts facing outwards <p>Public Comment: Approx. 50 residents attended the Plan Commission meeting. 13 individuals spoke in opposition. The most common concerns regarded the following:</p> <ul style="list-style-type: none"> • Density and incompatibility with surrounding single-family neighborhoods. • Existing drainage and flooding in the surrounding neighborhoods and concern the new development would exacerbate the problem. • Traffic impacts and safety concerns given Rt 31 traffic conditions and proximity to STC North. • Light and noise pollution. • Wildlife impacts and tree preservation. • Impact on property values. <p>A number of public comment emails and letters have been received and are included in the packet.</p>			
<p>Attachments (please list): Staff Report, Application, Plans, Public Comment Correspondence</p>			
<p>Recommendation/Suggested Action (briefly explain): Provide feedback on the Concept Plan. Staff suggests providing feedback regarding:</p> <ol style="list-style-type: none"> 1. Land use and compatibility with surrounding development 2. Proposed zoning designation 3. Site layout / Connectivity / Building Design 			



Applicant:	FD Fund II LLC
Property Owner:	Vigilio Calahong & Misty Aldea
Location:	5N024 IL Rt 31
Purpose:	Feedback on townhome development
Application:	Concept Plan
Public Hearing:	Not required
Zoning:	RS-1 Low Density Suburban Single-Family Residential
Current Land Use:	Vacant
Comprehensive Plan:	Single Family Detached Residential

The Grove



Subject Property

Summary of Proposal:	<p>FD Fund II LLC (Frontier Development) has filed a Concept Plan proposing a townhome development on the 2.5-acre undeveloped parcel located at 5N024 IL Rt 31. Details of the proposal:</p> <ul style="list-style-type: none"> • 21 townhome units in 6 buildings <ul style="list-style-type: none"> • 14 3-bedroom units; 7 2-bedroom units • 3-story buildings; primarily lap siding with stone veneer accents • Single access off Rt 31 via a private drive; townhomes sited around circular drive • Stormwater detention area at west end • Pedestrian pathways between and behind buildings, with potential off-site trail connection
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:	Provide feedback on the Concept Plan. Staff has provided questions Commissioners may wish to consider to guide their feedback to the applicant.
Staff Contact:	Ellen Johnson, Planner

I. PROPERTY INFORMATION

A. History / Context

The subject property is a 2.54-acre parcel located on the west side of Rt 31, north of Abbeywood Drive/Thornhill Farm Lane and south of a shared private driveway known as White Bridge Drive. The property is located at the northeast end of Red Gate Subdivision (single-family homes). Directly north of the property is a 45’ wide strip of City-owned land which connects to additional City-owned land directly west of the property. The City-owned land to the west encompasses a drainage way running through Red Gate Subdivision. White Bridge Drive, a private road, runs immediately north of and along the City-owned strip of land, with Fieldcrest Subdivision (single-family homes) to the north. Both White Bridge Drive and Fieldcrest are unincorporated St. Charles. To the east, across Rt 31, is Thornley on the Fox Subdivision (single-family homes).

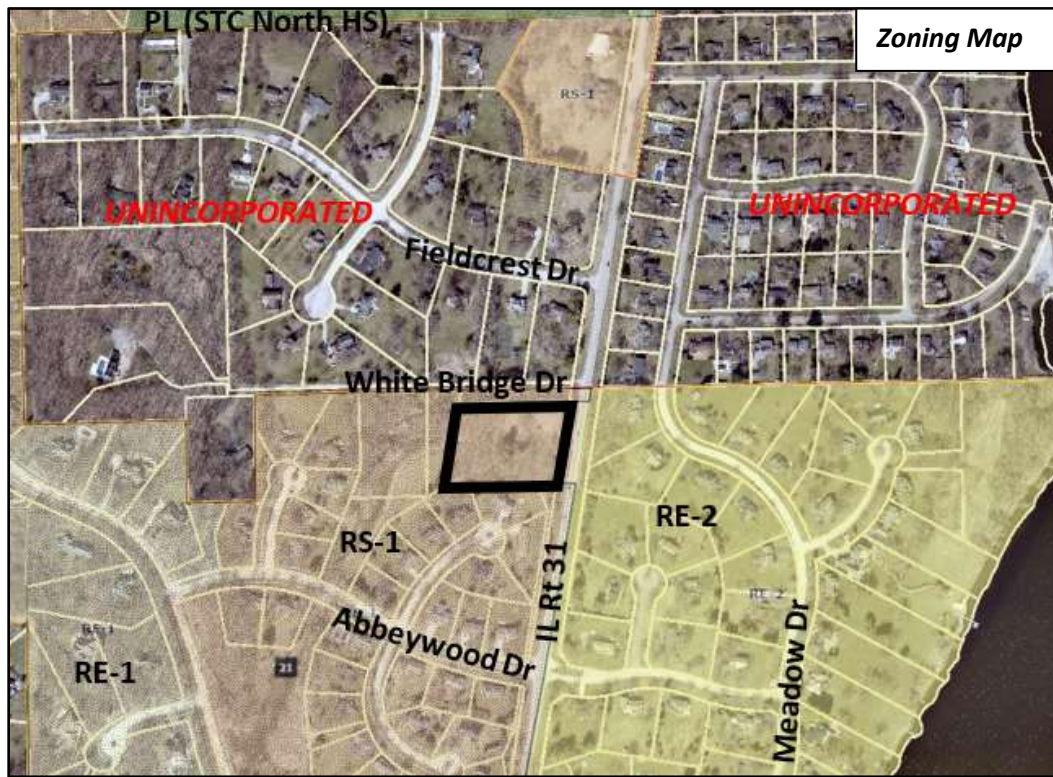
The subject property, historically known as the “Karsch Property”, contained a house and several outbuildings as of the mid-1950s. The property may have been associated with surrounding farmland until the late 1980s when development of Red Gate Subdivision began to the south and west. The house and remaining buildings were demolished in 2002. The property has since remained as open space. The property is now wooded but has been unmanaged for several years. On the City-owned land directly west of the property is a drainage way that includes a creek.

In 2005, the City approved a Planned Unit Development for the subject property called Reserves of Redgate, along with a Plat of Subdivision to create four single-family lots arranged around a cul-de-sac. However, the developer did not move forward with the project, the PUD and Plat approval expired, and the property has remained undeveloped.

B. Zoning

The subject property is zoned RS-1 Low Density Suburban Single-Family Residential District, which is consistent with surrounding zoning. The same zoning surrounds the property to the south and west (Red Gate Subdivision), and to the north (City-owned strip of land). Further north are single-family homes zoned E-3 Single-Family Residential in Kane County (Fieldcrest by the Fox Subdivision). City RE-2 Single-Family Estate District is to the east (Thornley on the Fox Subdivision).

	Zoning	Land Use
Subject Property	RS-1 Low Density Suburban Single-Family Residential District	Vacant
North	RS-1 Low Density Suburban Single-Family Residential District	City-owned open space
East	RE-2 Single-Family Estate District	Single-family homes (Thornley on the Fox Subdivision)
South	RS-1 Low Density Suburban Single-Family Residential District / PUD	Single-family homes (Red Gate Subdivision)
West	RS-1 Low Density Suburban Single-Family Residential District / PUD	City-owned open space for drainage (Red Gate Subdivision)

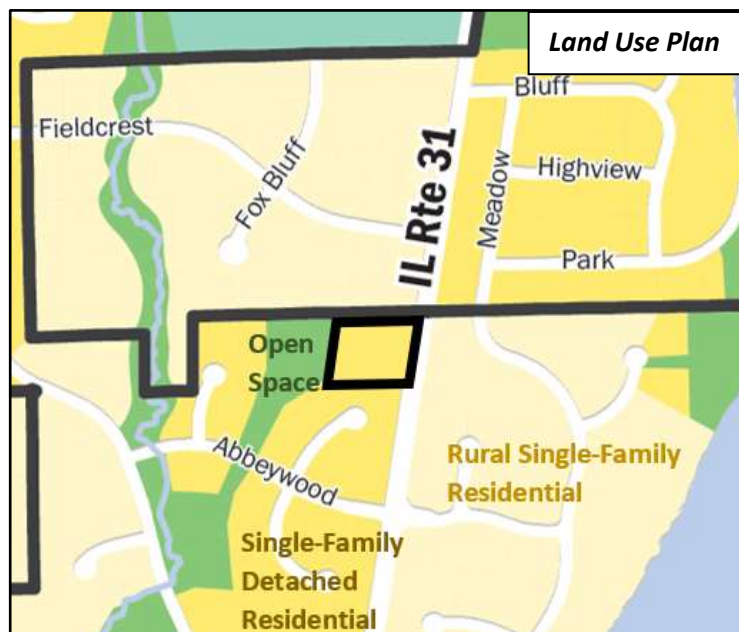


C. Comprehensive Plan

The Land Use Plan adopted as part of the [2013 Comprehensive Plan](#) identifies the subject property as “Single-Family Detached Residential”. The Land Use Plan is meant to, “provide a general assessment of land potential and recommendations for what types of land uses will best meet the needs of the community in the long term” (p.37). The Land Use Plan is meant to assist the City in making future land use and development policy decisions. However, flexibility is built into the Plan to allow for consideration of, “creative approaches to land development that are consistent with the overall policies and guidelines included in the Comprehensive Plan” (p.37).

The same Single-Family Detached Residential designation and similar Rural Single-Family Residential surrounds the subject property, reflecting the predominant land use for the stretch of Rt 31 north of downtown St. Charles.

The Single-Family Detached Residential land use is described as follows (p.38):



“Single family detached residential areas should consist primarily of single family detached homes on lots subdivided and platted in an organized and planned manner. Downtown, single-family residential areas consist primarily of older buildings, many rehabilitated, with small yards and minimal garage space. Single-family residential detached homes are the most prevalent building type in the community, and should continue to be so.”

The following recommendations pertain to residential land uses in general (p.38): *“Detached single-family homes are the most common type of residential use within St. Charles. While this is often the most desirable use for a given area, the City should ensure that housing options continue to serve the diverse population of the St. Charles community. In particular, development that meets the specific needs of elderly residents, ranging from multi-family units to independent living, should be encouraged to allow residents to age in place.”*

The Residential Areas Framework Plan further describes the Single-Family Detached Residential category. The following excerpts are relevant (p.42):

“An important objective of the Plan is to continue to protect and enhance the City’s single-family residential neighborhoods. Future development should be respectful and sensitive to the existing homes while allowing reinvestment in the form of rehabilitation, additions, and new construction in existing neighborhoods. Wherever possible, single-family neighborhoods should be buffered and protected from adjacent incompatible uses.”

“Single-family residential areas should consist primarily of detached homes on lots subdivided and platted in an organized and planned manner. There are however, existing townhomes and/or duplexes scattered among the areas which are designated in the Plan as single-family detached residential. Within the single-family areas, it is the overall single-family character that serves as the rationale for the Plan’s designation. Single-family residential areas must remain flexible and consider context. There may be situations where single-family attached and multi-family uses are considered appropriate within predominately single-family detached areas. For example, street frontage, lot depth, and the presence of neighboring non-residential uses should be considered on a case-by-case basis for other types of compatible residential development.”

The proposed development would fit into the “Single-Family Attached Residential” land use category. This category is described as follows (p.42):

“Single-family attached structures are connected horizontally, typically two stories in height. Single-family attached homes can serve as a transitional area between single-family neighborhoods and commercial or multi-family development, and also act as an intermediate step for residents between apartment/condo living and home ownership. These types of units are also popular for empty nesters and others looking to downsize to a smaller home.”

II. PROPOSAL

FD Fund II LLC, managed by Conrad Hurst and Curtis Hurst of Frontier Development, is under contract to purchase the subject property. A Concept Plan has been filed to solicit feedback from City Staff, the Plan Commission, and Planning & Development Committee prior to moving forward for any formal zoning or subdivision approvals. Details of the Concept Plan are as follows:

- Rezoning from RS-1 to RM-2 to allow townhome land use.
 - The applicant has indicated that they do not intend to pursue a Planned Unit Development (PUD) for the project.
- Subdivision of the property to create lots for townhome buildings and common area outlots.
 - 23' wide right-of-way dedication to Illinois DOT along the Rt 31 frontage (6,463 sf)
- 21 townhome units in 6 buildings
 - 14 3-bedroom units; 7 2-bedroom units
- 3-story buildings
 - First-story garages accessed from circular drive
 - “Fronts” of buildings face outside the property
 - Primarily lap siding with stone veneer accents
- Single access off Rt 31 via a private drive; townhomes sited around circular drive
- Stormwater detention area at west end
- Pedestrian pathways between and behind buildings, with potential off-site trail

III. CONCEPT PLAN REVIEW PROCESS

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

IV. PLANNING ANALYSIS

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

- Ch. 17.06 Design Review Standards & Guidelines
- Ch. 17.12 Residential Districts
- Ch. 17.24 Off-Street Parking, Loading & Access
- Ch. 17.26 Landscaping & Screening
- Title 16 Subdivisions & Land Improvement

A. Proposed Zoning

Should the applicant choose to pursue the project after the Concept Plan process is complete, they intend to request a Map Amendment to rezone the property from RS-1 Low Density Suburban Single-Family to RM-2 Medium Density Multi-Family Residential. The purpose of the

RM-2 District as stated in the Zoning Ordinance is, “to accommodate a range of housing densities and a variety of housing types and styles, with a maximum density of approximately 10 units per acre”. The RM-2 District permits multi-family, townhomes, single-family, duplexes, group homes, and independent living facilities.

Proposed density based on the Concept Plan would be 8.8 units per acre, excluding the right-of-way dedication. This density is less than the maximum permitted in the RM-2 District. Maximum permitted density under the existing RS-1 District zoning is 2.4 units/acre.

The applicant has indicated that it would be their intention to meet all standards of the RM-2 District. They do not intend to request Planned Unit Development approval. If the development can meet all requirements of the RM-2 District, the only zoning entitlements that would be required for the project would be a Map Amendment (rezoning). A Plat of Subdivision would also be required. Approval of these items would entitle development of the property as proposed. However, without a Planned Unit Development, the City would be unable to require improvements “above and beyond” code requirements.

B. Proposed Use

The Concept Plan proposes 21 townhome units, grouped into 6 buildings. Units are intended to be owner-occupied. Townhomes are permitted in the RM-2 District. Townhomes are not permitted under the current RS-1 zoning.

“Townhouse” is defined in the Zoning Ordinance as, “A building with 3 or more dwelling units arranged side-by-side, sharing common fire-resistive walls without openings, where each dwelling unit occupies an exclusive vertical space with no other dwelling unit above or below, and where each dwelling unit has at least 1 individual exit directly to the outdoors”. The proposed use meets this definition.

C. Bulk Standards

The table below compares the Concept Plan with the bulk standards of the proposed RM-2 District. The RS-1 District standards are also listed to allow for comparison between the proposed zoning and how the property could be developed under existing zoning. It appears that the plan has the ability to meet all bulk standards of the proposed RM-2 District.

Category	RS-1 District (Existing)	RM-2 District (Proposed)	Concept Plan
Min. Lot Area	18,000 sf	4,300 sf / unit	4,963 sf / unit (based on total parcel size)
Min. Lot Width	100 ft.	24 ft / unit	24 ft / unit (based on width of building lots)
Max. Building Coverage	20%	35%	19% (based on building lots)
Max. Building Height	35 ft / 2.5 stories	35 ft / 3 stories	35 ft / 3 stories
Min. Front Yard	40 ft.	30 ft.	30 ft. (Rt 31)
Min. Side Yard	10 ft.	10 ft.	North: 27 ft South: 37 ft.
Min. Rear Yard	50 ft.	25 ft.	53 ft. (west)

Landscape Buffer Yard	Not Required	Not Required	Approx. 35 ft. open space along south property line
Off-Street Parking	2 per home	2 per unit	2 garage spaces & 2 driveway spaces / unit + 12 parallel parking spaces on private drive

Staff Comments:

- ✓ The site plan indicates that existing trees and landscaping are to remain along the south 35 ft of the property. This will provide a buffer between the proposed development and the single-family homes to the south. However, existing vegetation is overgrown and unmanaged. Any areas of existing vegetation should be cleared of invasive species. Additional trees and other plantings may be needed to provide the desired buffer. A landscape buffer is not required in the RM-2 District. However, a natural area easement or open space easement or similar could be established on a Plat of Subdivision to ensure that this area remain wooded.
- ✓ Larger vehicles will overhang into the street for Buildings 1-4 based on the driveway length. Longer driveways should be considered.

D. Site Access / Connectivity

Proposed access to the site is from a single driveway off Rt 31. The driveway is in the general vicinity of the existing curb cut. Within the site, the drive forms an oval shape with a central green space and driveways off the drive. This drive will be private; it will not be dedicated as a public street. Additional drive stubs are provided for access to Buildings 5 and 6. There is no vehicular connection to adjacent properties. A total of 12 parallel parking spaces are depicted on the private drive.

Public sidewalk is not proposed along Rt 31. Gravel pathways are proposed internal to the site, around and between buildings. Also proposed is a potential off-site trail which would run from the west property line, through the City-owned drainage way to the southwest, to Abbeywood Drive in Red Gate Subdivision. This would then allow pedestrian/bicycle access to Greenwood Lane, which is recommended in the City’s Bicycle & Pedestrian Plan as a bike route to Red Gate Road. That Plan recommends a marked shared bike lane on Greenwood Lane.

Staff Comments:

- ✓ IDOT approval will be necessary for work within the ROW, including widening of the driveway.
- ✓ As configured with the parallel parking spaces on the private drive, the remaining clearance for vehicles is 19 ft. This is not adequate for two-way traffic; the drive will need to be one-way. Resident compliance with one-way circulation is of concern, particularly for the units near the site entrance. The road shall be re-designed to discourage wrong way movements. This will require reducing the central park area and extending the throat length from Rt 31.
- ✓ Public sidewalk along the site frontage is typically required for new subdivisions. However, given the lack of sidewalks along Rt 31 on either side of the street, staff does not believe requiring public sidewalk would be necessary.
- ✓ The potential for an off-site trail as shown would require further study to determine feasibility, from both an engineering and cost perspective.
- ✓ A traffic study may be requested at the time of Plat of Subdivision review. The traffic study would assess site line distances, traffic generation, and impacts to the

surrounding roadway network. Plan Commission may comment on whether a traffic study should be requested.

E. Building Design

Buildings in the RM-2 District are subject to the Design Standards & Guidelines contained in Ch. 17.06. The proposed design has the ability to meet these requirements.

Building elevations have been provided depicting the intended design of the proposed townhomes. The 35' tall, three-story buildings have a first-floor garage that will face the private drive. The "fronts" of the buildings will face outwards, towards the north, south, and west property lines. The hipped roofs have a low pitch with front gables breaking up the roof massing. Primary façade material is lap siding. Accent materials include stone veneer covering the first floor, shake shingle siding on the third floor, and batten paneling in the gables.

Staff Comments:

- ✓ A private yard of at least 200 sf is required for each unit. The yard maybe located adjacent to a front, rear, or side wall, but must be immediately adjacent to the townhouse unit it serves and directly accessible by way of a door or stair. The private yard must be landscaped with turf, plantings, and/or walkways and patios. Based on the site plan, there is adequate space to provide private yards for each unit, however the yards would be in the "front" and accessed via the first level front door.
- ✓ The lap siding material is not identified. Vinyl is prohibited; either cedar or fiber-cement shall be used.

F. Landscaping

Landscaping requirements per Ch. 17.26 will apply to this development. This includes landscaping along at least 50% of the building foundation walls and at along least 75% of the Rt 31 frontage.

The Concept Plan indicates intended locations of greenspace throughout the site. There appears to be adequate open space to provide required landscaping.

A stormwater management area covers the west end of the site. The plan indicates that existing trees and landscaping are to remain along the south end for a width of approx. 35 ft. to provide a buffer from the subdivision to the south.

A central park is shown within the circular drive. A community amenity such as a fireplace or gazebo is contemplated in this area.

Staff Comments

- ✓ Existing vegetation on the property is overgrown and unmanaged. The 35 ft. landscape buffer should be cleared of invasive species and overgrown undergrowth. Additional trees and other plantings may be needed to provide the desired buffer.
- ✓ A Tree Preservation Plan will be required. The Plan shall identify all trees over 4" in diameter, and indicate which trees will be preserved and which will be removed. Protective measures during construction shall be indicated for any trees to be preserved. As many high-quality existing trees as possible should be preserved.
- ✓ Clearing of vegetation along Rt 31 will be necessary in order to maintain proper sight distance requirements.

G. Subdivision

Subdivision of the property will be required. The Concept Plan depicts the intended subdivision layout. Each townhome building will be covered by a lot. Outlots will cover the remaining portions of the site including the space around each building lot, the private drive, stormwater detention facility, and central park.

A 23' wide right-of-way dedication is depicted along Rt 31. This dedication is required in order to provide a right-of-way consistent with the width of Rt 31 to the north and south of the property.

Staff Comments:

- ✓ IDOT approval will be needed for the right-of-way dedication.
- ✓ A townhome owners association will need to be established to maintain the outlot areas. A Declaration of Covenants will need to be provided along with the Plat of Subdivision for City review to ensure that adequate provisions are in place to ensure adequate maintenance of the site, including the stormwater detention area.
- ✓ A drainage easement is required where a drainage way traverses a subdivision. The easement shall include an additional area at least fifteen (15) feet wide adjoining both edges of the area that has been affected by the high water.

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 2.1 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 2 affordable units. Based on a fee in-lieu amount of \$36,718 per required affordable townhouse unit, a total fee in-lieu amount of \$77,107.80 would be due at the time of building permit.

B. School & Park Districts

The applicant will be required to provide the School and Park Districts with a cash contribution in lieu of physical land per the standards established in the Subdivision Code, Chapter 16.10 "Dedications". The fees would be due at the time of building permit: \$52,670 to St. Charles Community Unit School District 303 and \$113,997 to the St. Charles Park District.

VI. DEPARTMENTAL REVIEWS**A. Engineering Review**

Engineering staff have conducted a preliminary review. It appears the size of the stormwater management area on the west side of the property is not sufficient. Additional land area will be needed. All required stormwater volume for the proposed development shall be constructed on the property. The land to the west is owned by the City and shall not be used as stormwater management for the development.

The existing drainageway to the northwest will need to be evaluated to establish a base flood elevation/high water elevation. Compensatory storage may be necessary in addition to the required detention volume and best management practice volumes. Buildings shall be protected up to the flood protection elevation. Retaining walls will likely be required to meet stormwater management and building protection standards.

Engineering plans and a stormwater report, as well as a wetland assessment, will be required alongside the Plat of Subdivision should the project move forward.

B. Public Works – Sanitary

Existing sanitary sewers exist immediately west of the site. A Sanitary Sewer Capacity Evaluation was conducted for this development to assess whether the existing sanitary sewer and the Red Gate Lift Station has the capacity to handle the additional flow from the proposed development. The findings of the analysis indicate that there are no capacity issues.

C. Public Works – Water

Municipal water mains are not currently in the immediate vicinity of the subject property, and the applicant is aware that water main extensions will be required to serve the proposed development. An analysis of the water supply in this area is currently being performed. Results will be provided to the applicant.

D. Electric Review

Underground electric service is anticipated. Service will be extended to the site from the south. Three transformers on the site are anticipated.

E. Fire Dept. Review

Emergency vehicle access to the site appears to be adequate, however a turning analysis will be needed to confirm. Parking will be permitted on only one side of the private drive; “No Parking” signage will be needed on one side of the drive. Fire hydrants will be required with a minimum fire flow necessary to serve the proposed buildings. An automatic sprinkler system will be required for the buildings.

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 and subdivision applications will need to be approved by City Council:

1. Map Amendment- To request rezoning of the property from RS-1 to RM-2 in order to allow the townhome use. A site plan is the only plan required to be submitted. A public hearing with Plan Commission is required.
2. Preliminary Plat of Subdivision- To propose division of the property into building lots and outlots, establish easements, and depict right-of-way dedication. Preliminary engineering plans must be submitted along with the Preliminary Plat of Subdivision.
3. Final Plat of Subdivision- Approval of the actual plat document that will be recorded with the County to formally create the buildings lots, outlots, establish easements, and dedicate right-of-way. Final engineering plans must be submitted along with the Final Plat of Subdivision.

The applicant may submit for Map Amendment (rezoning) first, and pursue the Preliminary Plat of Subdivision later. Alternative, the applicant may submit for Map Amendment and Preliminary Plat of Subdivision at the same time. In this case, the applications would go through the review process concurrently.

VIII. SUGGESTED ACTION

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

- ✓ Land use and compatibility with surrounding development.
- ✓ Proposed zoning designation.
- ✓ Site layout.
- ✓ Connectivity.
- ✓ Building design.

IX. ATTACHMENTS

- Application for Concept Plan; received 4/5/24
- Concept Plan
- Public comment letters

City of St. Charles
 Community Development Division
 2 E. Main Street
 St. Charles, IL 60174



Phone: (630) 377-4443
 Email: cd@stcharlesil.gov

CONCEPT PLAN APPLICATION

For City Use	
Project Name:	<u>The Grove</u>
Project Number:	<u>2024</u> -PR- <u>008</u>
Cityview Project Number:	<u>PLCP202400016</u>

Received Date
RECEIVED
APR 05 2024
 City of St. Charles
 Community Development

- File this application to request review of a Concept Plan for a property.
- Complete the application and submit with all required attachments to the Community Development Division.
- The information you provide must be complete and accurate. If you have any questions please contact the Community Development Division.
- City staff will review the submittal for completeness prior to scheduling a Plan Commission review, followed by review by the Planning & Development Committee of the City Council.

1. Property Information:	Location: 5N024 HWY 31, St. Charles, Illinois	
	Parcel Number (s): 09-15-351-003	
	Proposed Name: The Grove	
2. Applicant Information:	Name: FD Fund II LLC	Phone: 630-461-7075
	Address 5 E Main Street St. Charles IL 60174	Email: conrad@frontierdevelopmentgroup.com
3. Record Owner Information:	Name: Virgilio L. Calahong & Misty G. Aldea K/N/A Misty Aldea Calahong	Phone:
	Address: 609 Oakton Street, Apt 2D Evanston IL 60202	Email:

4. Identify the Type of Application:

- PUD Concept Plan** Proposed PUD Name:
- Subdivision Concept Plan** Proposed Subdivision Name: The Grove
- Other Concept Plan**

5. Zoning & Use Information:

Current zoning of the property: RS-1 Low Density Suburban Single-Family Residential District

Current use of the property: Vacant and Unimproved Land

Comprehensive Plan designation of the property: Single Family Attached Residential

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

Proposed zoning of the property: RM-2 Medium Density Multi-Family Residential District PUD? No

Proposed use of the property: Single Family Attached Residential

6. Required Attachments:

Provide 1 copy of each required item, unless otherwise noted.

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 subject property:

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

PROOF OF OWNERSHIP: a) A current title policy report; or
b) A deed and a current title search

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.

OWNERSHIP DISCLOSURE: Use the appropriate disclosure form (attached), if the owner or applicant is a Partnership, Corporation, Trust, or LLC.

- LETTER OF AUTHORIZATION:** If the property owner is not the applicant, an original letter of authorization from the property owner permitting the applicant to file the Concept Plan application with the City of St. Charles for the subject property.
- LEGAL DESCRIPTION:** For entire subject property, on 8 ½ x 11 inch paper and Microsoft Word file.
- PLAT OF SURVEY:** A current plat of survey for the subject property showing all existing improvements on the property, prepared by a registered Illinois Professional Land Surveyor.
- SUMMARY OF DEVELOPMENT:** Written statement describing the proposed development. Include the following information:
 - Proposed land use(s), number of type(s) of residential units, building coverage, building height, and floor area for nonresidential uses.
 - Planning objectives to be achieved and public purposes to be served by the development
 - Explanation of the rationale behind the proposal
 - Anticipated exceptions or departures from zoning and subdivision requirements, if any
- PARK AND SCHOOL LAND/CASH WORKSHEETS:** *For residential developments only.* Use the attached worksheet to calculate the estimated population and student yields and resulting land/cash contributions in accordance with Title 16 of the St. Charles Municipal Code.
- INCLUSIONARY HOUSING WORKSHEET:** *For residential developments only.* Use the attached worksheet to calculate the affordable unit requirement and indicate how the development will comply with Title 19 of the St. Charles Municipal Code.
- LIST OF PROPERTY OWNERS WITHIN 250 FT.:** Fill out the attached form or submit on a separate sheet. The form or the list must be signed and notarized. Property ownership information may be obtained using Kane County's interactive GIS mapping tool: http://gistech.countyofkane.org/gisims/kanemap/kanegis4_AGOx.html
- AERIAL PHOTO:** Aerial photo of the subject property and surrounding property at a scale of not less than 1"=400', preferable 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.

Copies: Ten (10) full size copies, one (1) 11" by 17", and PDF electronic file emailed to: cd@stcharlesil.gov

Concept Plans shall show the following information:

1. Existing Features:
 - Name of project, north arrow, scale, date
 - Property boundaries with approximate dimensions and acreage
 - Existing streets on and adjacent to the subject property
 - 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 serve the development.
2. Proposed Features:
 - Name of project, north arrow, scale, date
 - Property boundaries 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 serve the development.

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

Record Owner

Date


-manager

4-5-24

Applicant or Authorized Agent

Date

April 25, 2024

Bruce Sylvester
Assistant Director - Community Development P&E
City of St. Charles
2 E. Main Street
St. Charles, IL 60714

RE: New Residential Subdivision “The Grove” – 5N024 Rte. 31
Application for Rezoning and Plat of Subdivision

Dear Mr. Sylvester,

On behalf of FD Fund II LLC (the “Applicant”), we are pleased to present the plans for a new attached single-family residential community called “The Grove,” which will be located at 5N024 Route 31 in St. Charles (the “Subject Property”) on approximately 2.55 acres of currently unimproved land. The Grove will contain 21 3-story, rear-loaded townhomes comprised of 14 3-bedroom/2.5-bath units and 7 2-bedroom/2.5-bath units. Each unit will have a two-car garage and provide parking for two additional cars in the garage driveway.

In accordance with applicable provisions of Chapter 17 of the City Code (the “Zoning Ordinance”), and in furtherance of the construction of The Grove, we are submitting to you an application (“Application”) requesting the following elements of zoning relief: (i) the rezoning of the Subject Property to the RM-2 Medium Density Multi-Family Residential District, and (ii) approval of a preliminary and final plat of subdivision..

The Grove

The Grove has been planned to be a self-contained townhome community that is comparable to the very successful Park Place townhome community in nearby Geneva. It has been designed to be compatible with and complementary to the character of the existing neighborhood and to provide a new housing option for the area.

Townhome units have been positioned around a private cul-de-sac which will be constructed to public street construction standards, with a significant “Central Park” green space amenity at its center. The decks, garages, street parking and primary residential entrances have all been positioned along the interior of the development to minimize any potential impact of the new community on surrounding neighborhoods. Exterior elevations have been designed to mirror traditional residential elevations with front doors. A walking path is provided around the exterior of the Subject Property to act as circulation through the green space to the front doors of the units.

Parking provided on-site will exceed the Zoning Ordinance’s requirements for off-street parking by approximately 54 spaces. 42 spaces are required, but 96 spaces are being provided. This includes 12 on-street parking spaces which will also be available for guests of community residents.

The Subject Property is situated on the east side of Route 31, surrounded by a mix of residential zoning districts including RS-1 Low Density Single-Family Suburban to the west and south and RE-2 Single-Family Estate to the east. The Subject Property is bordered on the north by a heavily wooded lot owned by the City, with a creek bed that creates a natural buffer to the private road White Bridge Lane. It is separated from the adjacent neighborhood to the south by an existing landscape buffer comprised of old growth trees which will be maintained as part of the proposed development. To the west, there is an existing stormwater management basin that provides a buffer to City-owned land currently being used for stormwater management and open space purposes. This basin will be evaluated and improved to accommodate or exceed the stormwater management needs of the new community, which may also help reduce the potential for flooding in the surrounding area.

Conformity with the Comprehensive Plan

Admittedly, the Comprehensive Plan designates the Subject Property for detached single-family residential development. However, the Comprehensive Plan also establishes goals and objectives which will be advanced by The Grove.

For instance, a housing development with a higher density than a typical detached single-family development will help sustain local businesses and shopping centers by creating a greater number of customers and patrons. It will also create a housing option for the different populations who seek to call St. Charles home, which in the case of The Grove will be the growing demographic of those who are between the ages of 25 and 34. The importance of this to the City is recognized by the fact that the Comprehensive Plan allows flexibility for certain townhome developments and duplexes that conform with or enhance the single-family character of the surrounding area.

Project Goals and Community Benefits

1. Creative and Financially Feasible Development of Vacant and Unimproved Land
The Subject Property presents significant development challenges. It is a small landlocked, vacant and undeveloped parcel of land which will not be able to be economically developed without the expenditure of significant sums of money. For example, it is not currently connected to potable water service. To provide that service to the Subject Property, any developer of the Subject Property will need to construct a new and costly watermain that extends for several hundred feet along the frontage of Route 31.
2. Dedication of New Road Right-of-Way
If the construction of The Grove proceeds, the developer will be dedicating approximately 0.15 acres of land to the state of Illinois as new road right-of-way.
3. New Landscaping Improvements and Preservation of Existing Natural Features
Construction of The Grove will include the installation of significant new landscaping improvements and the preservation of some significant existing natural features on and in the vicinity of the Subject Property. These improvements and features are identified on the plans included with this Application.
4. Stormwater Management

Bruce Sylvester, Assistant Director - Community Development P&E

City of St. Charles

April 25, 2024

Page 3 of 3

Analysis of the existing stormwater basin on the Subject Property is ongoing. Current plans include the repair and improvement of this basin to accommodate the stormwater management needs of the proposed development. These stormwater improvements may also work to benefit the surrounding area by adding drainage capacity near existing residential neighborhoods and alleviating the strain on City-owned land to the west of the Subject Property which is currently used for stormwater management.

5. Diverse Housing Stock

Townhomes are a crucial component of a diverse housing stock, offering options that cater to a wide range of income levels and lifestyles. When integrated into existing single family zoning areas, townhomes can have a complementary effect by slightly adding density without adversely impacting the overall single-family character of the area. We have carefully designed this community to blend into the existing architecture and landscape of the adjacent neighborhoods. Product finish levels and price points were designed to complement the single-family stock. Included with our application is a third-party market study performed by Housing Trends, LLC, which sets forth the target demographic of this community and concludes that there is a market demand for the townhomes The Grove will provide. This study also concludes that construction of The Grove will not adversely impact surrounding property values.

We look forward to working with the City on all aspects of this exciting development opportunity. If you have any questions, please do not hesitate to contact us.

Sincerely,

By: _____

EXHIBIT A
LEGAL DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 40 NORTH,
RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 15, THENCE NORTH
0 DEGREES 14 MINUTES EAST 364.98 FEET ALONG THE WEST LINE OF SAID
SECTION 15; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST
QUARTER 547.4 FEET TO THE CENTER LINE OF STATE ROAD NO. 31; THENCE SOUTH
9 DEGREES 56 MINUTES WEST ALONG THE CENTER OF SAID ROAD 281 FEET;
THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER
427.52 FEET; THENCE NORTH 9 DEGREES 56 MINUTES EAST PARALLEL WITH THE
CENTER LINE OF SAID ROAD, 281 FEET; THENCE EAST PARALLEL WITH THE SOUTH
LINE OF SAID SOUTHWEST QUARTER 427.52 FEET TO THE POINT OF BEGINNING IN
THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

ADDRESS: 5N024 HWY 31, ST. CHARLES, IL 60174

PIN NO.: 09-15-351-003

March __, 2024

Bruce Sylvester - Assistant Director
City of St. Charles - Community Development P&E
2 E. Main Street,
St. Charles, IL 60714

RE: The Grove Residential Development – 5N024 Rte. 31, St. Charles, Illinois
Owner Authorization Letter for City Applications

Dear Mr. Sylvester,

This letter is respectfully submitted on behalf of Virgilio L. Calahong and Misty G. Aldea K/N/A Misty Aldea Calahong, the owners of the property legally described as follows (the “Property”):

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 15, THENCE NORTH 0 DEGREES 14 MINUTES EAST 364.98 FEET ALONG THE WEST LINE OF SAID SECTION 15; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER 547.4 FEET TO THE CENTER LINE OF STATE ROAD NO. 31; THENCE SOUTH 9 DEGREES 56 MINUTES WEST ALONG THE CENTER OF SAID ROAD 281 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER 427.52 FEET; THENCE NORTH 9 DEGREES 56 MINUTES EAST PARALLEL WITH THE CENTER LINE OF SAID ROAD, 281 FEET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER 427.52 FEET TO THE POINT OF BEGINNING IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

ADDRESS: 5N024 HWY 31, ST. CHARLES, IL 60174

PIN NO.: 09-15-351-003

This will confirm that Frontier Development LLC (the “Applicant”), and its representatives and attorneys, are authorized to prepare, process and file applications for development approvals related to the proposed project on the Property. Such approvals shall include, without limitation, rezoning, amendments to the text of the City’s zoning ordinance, special use permits, subdivision or consolidation approvals, variations, planned development approvals, site plan, engineering, landscaping, signage approvals and all other approvals necessary pursuant to their request, as well as any construction and building permits related thereto.

OWNERS:



Virgilio L. Calahong
DocuSigned by:
By: Virgilio L Calahong
Date: 3/28/2024

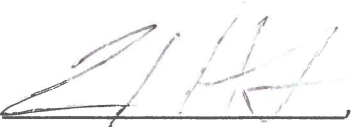
Misty Aldea Calahong
DocuSigned by:
By: Misty Calahong
Date: 3/28/2024

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

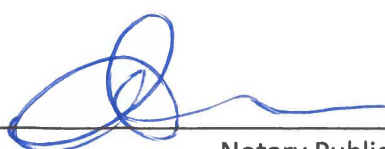
STATE OF ILLINOIS)
) SS.
KANE COUNTY)

I, Conrad Hurst, being first duly sworn on oath depose and say that I am
Manager of FD Fund II LLC, a Delaware Limited Liability
Company (L.L.C.), and that the following persons are all of the members of the said L.L.C.:

<u>Conrad Hurst</u>	
<u>Curtis Hurst</u>	
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

By:  _____, Manager

Subscribed and Sworn before me this 5 day of
April, 2024.



Notary Public



PARK LAND/CASH WORKSHEET

City of St. Charles, Illinois

Name of Development:	The Grove
Date Submitted:	4-25-2024
Prepared by:	Conrad Hurst

Total Dwelling Units:

A credit for existing residential lots within the proposed subdivision shall be granted. Deduct one (1) unit per existing lot.

Total Dwelling Units w/ Deduction:

**If the proposed subdivision contains an existing residential dwelling unit, a credit calculated as a reduction of the estimated population for the dwelling is available. Please request a worksheet from the City.*

Estimated Population Yield:

Type of Dwelling	# Dwelling Units (DU)	Population Generation per Unit	Estimated Population
Detached Single Family			
➤ 3 Bedroom		DU x 2.899	=
➤ 4 Bedroom		DU x 3.764	=
➤ 5 Bedroom		DU x 3.770	=
Attached Single Family			
➤ 1 Bedroom		DU x 1.193	=
➤ 2 Bedroom	7	DU x 1.990	= 13.93
➤ 3 Bedroom	14	DU x 2.392	= 33.488
➤ 4 Bedroom		DU x 3.145	=
Apartments			
➤ Efficiency		DU x 1.294	=
➤ 1 Bedroom		DU x 1.758	=
➤ 2 Bedroom		DU x 1.914	=
➤ 3 Bedroom		DU x 3.053	=

Totals: Total Dwelling Units (with deduction, if applicable) Estimated Total Population

Park Site Requirements:

Estimated Total Population: x .010 Acres per capita = Acres

Cash in lieu of requirements:

Total Site Acres: x \$240,500 (Fair Market Value per Improved Land) = \$

SCHOOL LAND/CASH WORKSHEET

City of St. Charles, Illinois

Name of Development:	The Grove
Date Submitted:	4-25-2024
Prepared by:	Conrad Hurst

Total Dwelling Units:

A credit for existing residential lots within the proposed subdivision shall be granted. Deduct one (1) unit per existing lot.

Total Dwelling Units w/ Deduction:

**If the proposed subdivision contains an existing dwelling unit, a credit is available calculated as a reduction of the estimated population for the dwelling. Please request a worksheet from the City.*

Estimated Student Yield by Grades:

Type of Dwelling	# of dwelling Units (DU)	Elementary (Grades K to 5)		Middle (Grades 6 to 8)		High (Grades 9 to 12)	
Detached Single Family							
➤ 3 Bedroom		DU x .369	=	DU x .173	=	DU x .184	=
➤ 4 Bedroom		DU x .530	=	DU x .298	=	DU x .360	=
➤ 5 Bedroom		DU x .345	=	DU x .248	=	DU x .300	=
Attached Single Family							
➤ 1 Bedroom		DU x .000	=	DU x .000	=	DU x .000	=
➤ 2 Bedroom	7	DU x .088	= .616	DU x .048	= .336	DU x .038	= .266
➤ 3 Bedroom	14	DU x .234	= 3.276	DU x .058	= .812	DU x .059	= .826
➤ 4 Bedroom		DU x .322	=	DU x .154	=	DU x .173	=
Apartments							
➤ Efficiency		DU x .000	=	DU x .000	=	DU x .000	=
➤ 1 Bedroom		DU x .002	=	DU x .001	=	DU x .001	=
➤ 2 Bedroom		DU x .086	=	DU x .042	=	DU x .046	=
➤ 3 Bedroom		DU x .234	=	DU x .123	=	DU x .118	=

Totals: TDU (with deduction, if applicable) TE TM TH

School Site Requirements:

Type	# of students	Acres per student	Site Acres
Elementary (TE)	3.892	x .025	= .097
Middle (TM)	1.148	x .0389	= .044
High (TH)	1.092	x .072	= .078

Total Site Acres:

Cash in lieu of requirements:

(Total Site Acres) x \$240,500 (Fair Market Value per Improved Land) = \$

INCLUSIONARY HOUSING WORKSHEET

Name of Development: The Grove

Date Submitted:

Use this worksheet to determine the affordable unit requirement for the proposed development and to propose how the development will meet the Inclusionary Housing requirements of Title 19.

1) Calculate the number of affordable units required:

Unit Count Range	# of Units Proposed in Development		% of Affordable Units Required		# of Affordable Units Required
1 to 15 Units		X	5%	=	
More than 15 Units	21	X	10%	=	2.1

2) How will the Inclusionary Housing requirement be met?

- Provide on-site affordable units
- Pay a fee in-lieu of providing affordable units (calculate fee in-lieu below)
- Provide a mixture of affordable units and fee in-lieu
- # of affordable units to be provided:
 - Amount of fee in-lieu to be paid (calculate below):

Fee In-Lieu Payment Calculation

Multi-Family Development:

# of Affordable Units Required	# of Affordable Units Proposed to Pay the Fee-In-Lieu		Fee-In-Lieu Amount Per Affordable Unit		Total Fee-In-Lieu Amount
		X	\$52,454	=	

Single-Family Attached (Townhouse) / Two-Family Development:

# of Affordable Units Required	# of Affordable Units Proposed to Pay the Fee-In-Lieu		Fee-In-Lieu Amount Per Affordable Unit		Total Fee-In-Lieu Amount
2.1	2.1	X	\$36,718	=	\$77,107.8

Single-Family Development:

# of Affordable Units Required	# of Affordable Units Proposed to Pay the Fee-In-Lieu		Fee-In-Lieu Amount Per Affordable Unit		Total Fee-In-Lieu Amount
		X	\$20,982	=	

BASIS OF BEARING

BEARINGS SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)

SCALE : 1" = 80'

11" X 17" PRINT IS THE FULL SCALE FORMAT OF THIS SURVEY. ANY OTHER SIZE IS AT AN ADJUSTED SCALE.

LOCATION MAP

NOT TO SCALE

LEGEND

- Found Iron Stake as Indicated
- 59.75' Measured
- (60.00') Record
- Boundary Line
- Concrete
- Asphalt
- Building
- N North
- S South
- E East
- W West

PLAT OF SURVEY

FIELDCREST BY THE FOX SUBDIVISION
OLSEN SUBDIVISION
LOT 1
LOT 2
LOT 3

UNIT NO. 1 RED GATE PARCEL 1

SWITCH QUARTER OF SECTION 15-40-8

ILLINOIS STATE ROUTE NO. 31
(Width Varies, Public Right of Way)

Found 5/8" Iron Rod 2.41' N. & 0.43' E. N.88°59'21"E. 427.52'

Point of Beginning

Open Space

Found 3/4" Iron Pipe (79°55'38")

Line Parallel with the South Line of the Southwest Quarter of Section 15-40-8

Gravel Drive

Found 5/8" Iron Pipe (79°55'38")

Line Parallel with the South Line of the Southwest Quarter of Section 15-40-8

Found 5/8" Iron Rod S.88°59'21"W. 427.52' (N.88°59'21"E. 427.52')

10' Public Utility Easement

Found Concrete Monument

LOT 8 LOT 7 UNIT NO. 1 RED GATE PARCEL 1 LOT 6

LEGAL DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 15; THENCE NORTH 0 DEGREES 14 MINUTES EAST 364.98 FEET ALONG THE WEST LINE OF SAID SECTION 15; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER 547.4 FEET TO THE CENTER LINE OF STATE ROAD NO. 31; THENCE SOUTH 9 DEGREES 56 MINUTES WEST ALONG SAID CENTER LINE 46.42 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH 9 DEGREES 56 MINUTES WEST ALONG THE CENTER OF SAID ROAD 281 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER 427.52 FEET; THENCE NORTH 9 DEGREES 56 MINUTES EAST PARALLEL WITH THE CENTER LINE OF SAID ROAD, 281 FEET; THENCE EAST PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER 427.52 FEET TO THE POINT OF BEGINNING IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

SURVEY NOTES

EASEMENTS AND SETBACKS SHOWN HEREON ARE BASED UPON THE RECORDED SUBDIVISION PLAT UNLESS NOTED OTHERWISE.

NO IMPROVEMENTS ON SUBJECT PROPERTY.

THE PERMANENT PARCEL INDEX NUMBER FOR THE PROPERTY DESCRIBED HEREON IS 09-15-351-003.

THE PROPERTY DESCRIBED HEREON CONTAINS 110,694.4 SQ. FT. OR 2.541 ACRES NET (EXCLUSIVE OF ROAD), MORE OR LESS.

SURVEYOR'S CERTIFICATE

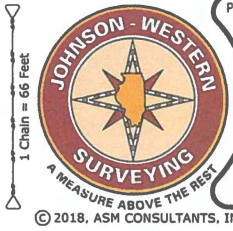
STATE OF ILLINOIS } SS
COUNTY OF KANE }

I, CAROL A. SWEET-JOHNSON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THE PLAT SHOWN HEREON, BEING COMPLETED IN THE FIELD ON 2/4/2019, IS A CORRECT REPRESENTATION OF A SURVEY PERFORMED AT AND UNDER MY DIRECTION.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. ALL DISTANCES ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS 14TH DAY OF FEBRUARY, A.D. 2019.

CAROL A. SWEET-JOHNSON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-3342
LICENSE EXPIRES 11/30/2020



PREPARED BY:

ASMO

ASM Consultants, Inc.
16 E Wilson St, Batavia IL 60510
Tel (630) 879-0200 Fax (630) 454-3774
advanced@advct.com
Professional Design Firm #184-006014 expires 4/30/2019

PREPARED FOR:

Virgilio Calahong
609 Oakton Street, Apt. 2D
Evanston, IL 60202

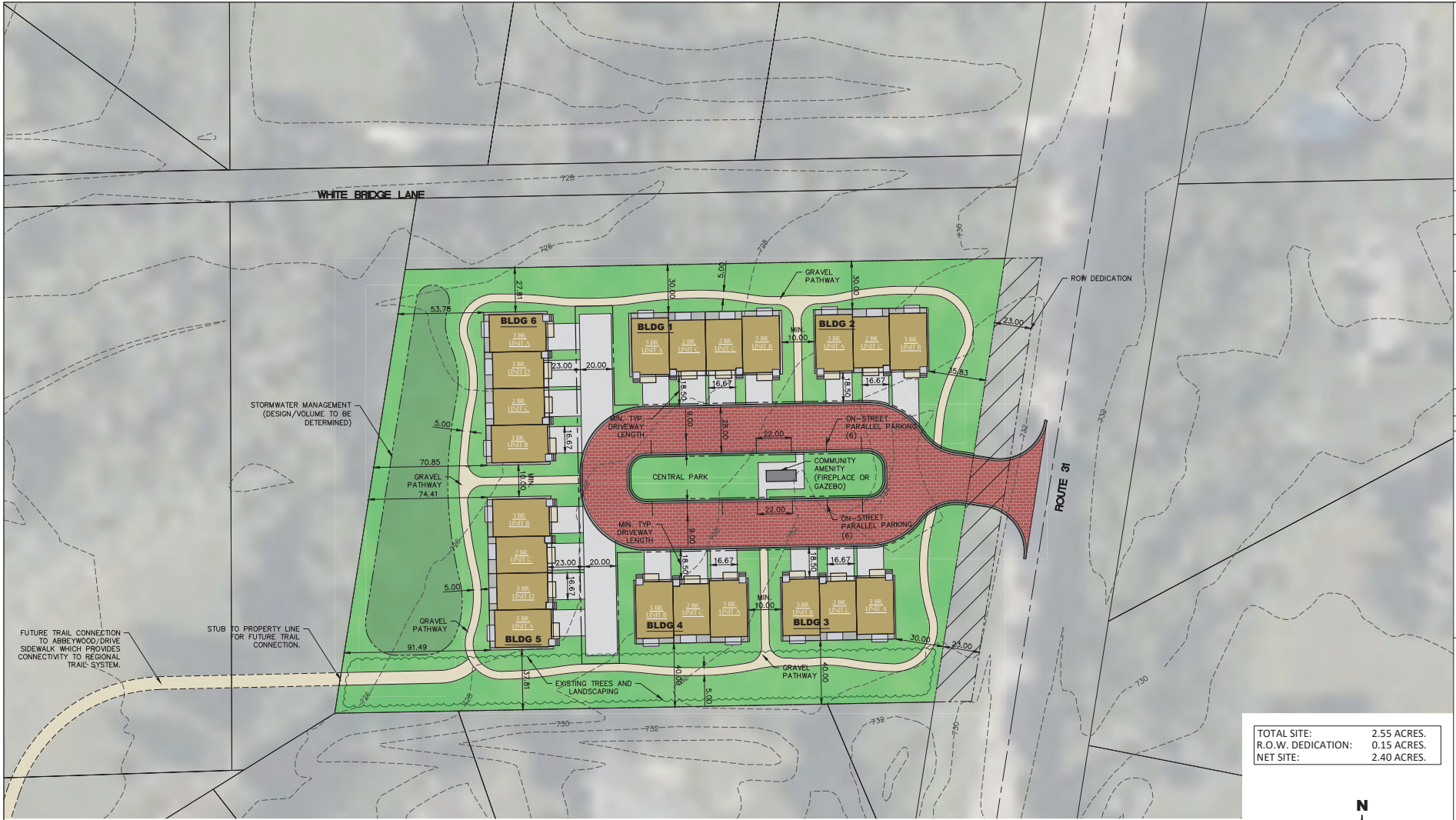
NO.	DATE	REVISION
1.	2/4/2019	FIELD SURVEY COMPLETED
2.	2/14/2019	FINAL SURVEY COMPLETED
3.		

SITE DESIGNATION INFORMATION:
5N024 HWY 31
ST. CHARLES, IL 60174

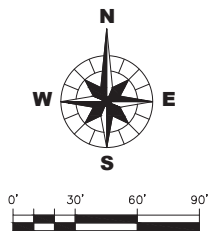
DRAWN BY: EM CHECKED BY: CSJ

PROJECT NO. 674084

PLAT



TOTAL SITE: 2.55 ACRES.
 R.O.W. DEDICATION: 0.15 ACRES.
 NET SITE: 2.40 ACRES.



ID	LAND USE	UNITS	PARKING STANDARD	PARKING REQUIRED	GARAGE PARKING	DRIVEWAY PARKING	STREET PARKING
BUILDING 1	DWELLING, TOWNHOUSE	4 UNITS	2 PER DU	8 SPACES	8 SPACES	8 SPACES	
BUILDING 2	DWELLING, TOWNHOUSE	3 UNITS	2 PER DU	6 SPACES	6 SPACES	6 SPACES	
BUILDING 3	DWELLING, TOWNHOUSE	3 UNITS	2 PER DU	6 SPACES	6 SPACES	6 SPACES	
BUILDING 4	DWELLING, TOWNHOUSE	3 UNITS	2 PER DU	6 SPACES	6 SPACES	6 SPACES	
BUILDING 5	DWELLING, TOWNHOUSE	4 UNITS	2 PER DU	8 SPACES	8 SPACES	8 SPACES	
BUILDING 6	DWELLING, TOWNHOUSE	4 UNITS	2 PER DU	8 SPACES	8 SPACES	8 SPACES	
	ON-STREET PARKING						12 SPACES
				PARKING REQUIRED		PARKING PROVIDED	
			TOTAL	42 SPACES		96 SPACES	

ROUTE 31 TOWNHOMES

CONCEPT PLAN

DISN. _____
 DWN. _____
 CHKD. _____
 SCALE: AS NOTED
 EACKPS_CONCEPTPLANNING

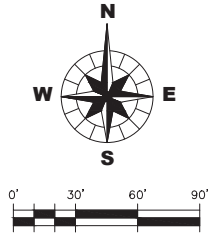
NO. DATE NATURE OF REVISION

CLIENT:
FRONTIER DEVELOPMENT, LLC
 1 EAST MAIN STREET
 ST. CHARLES, IL 60174
 630-461-7075

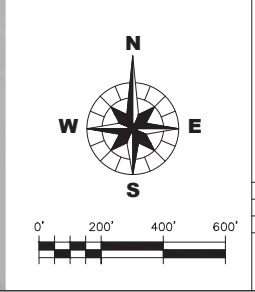
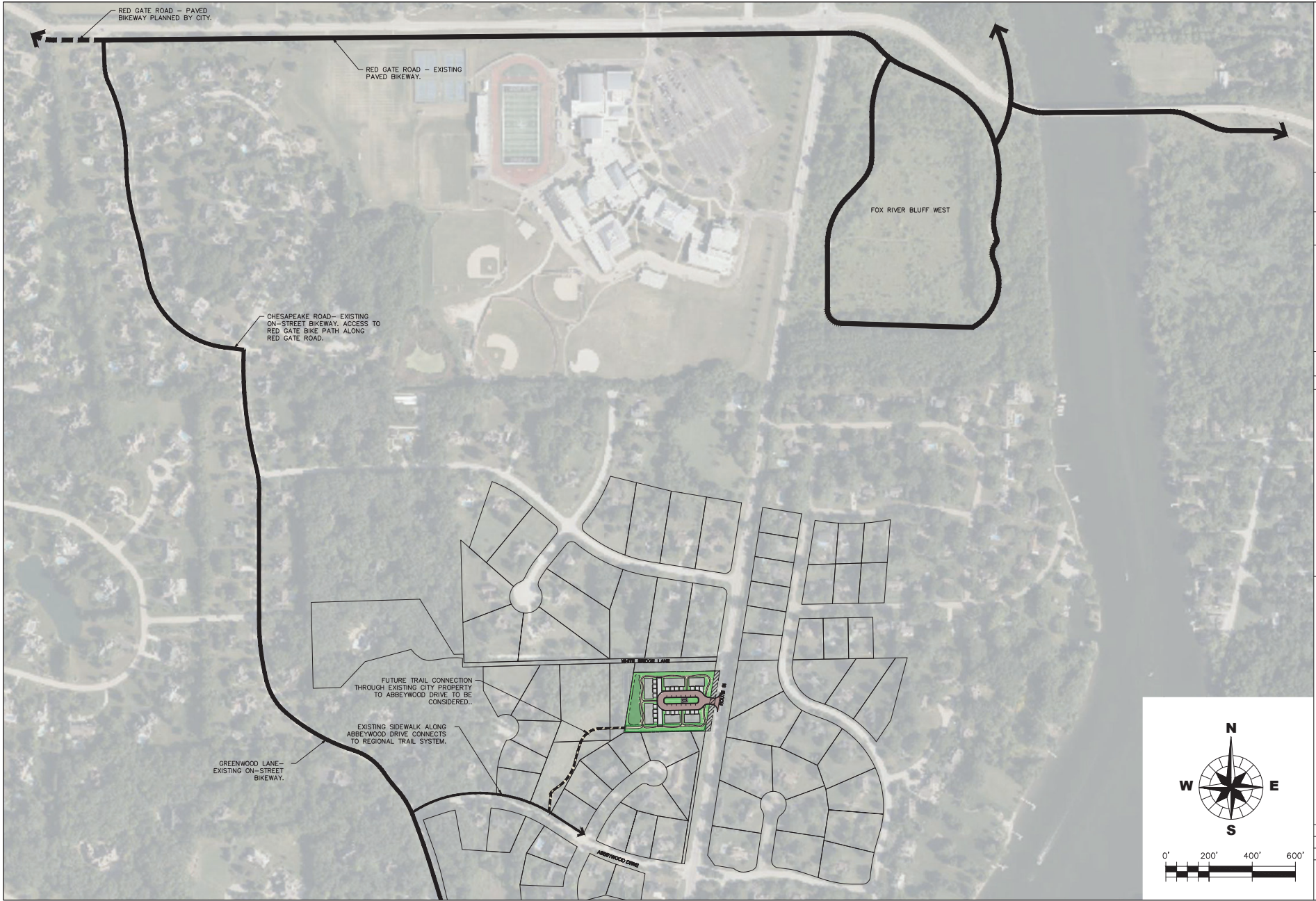
WBK ENGINEERING, LLC
 116 WEST MAIN STREET, SUITE 201
 ST. CHARLES, ILLINOIS 60174
 (630) 443-7255

PROJECT NO. 242075
 DATE: 04/23/2024
 DRAWING NO. **CP**
 SHEET:

1 OF 1

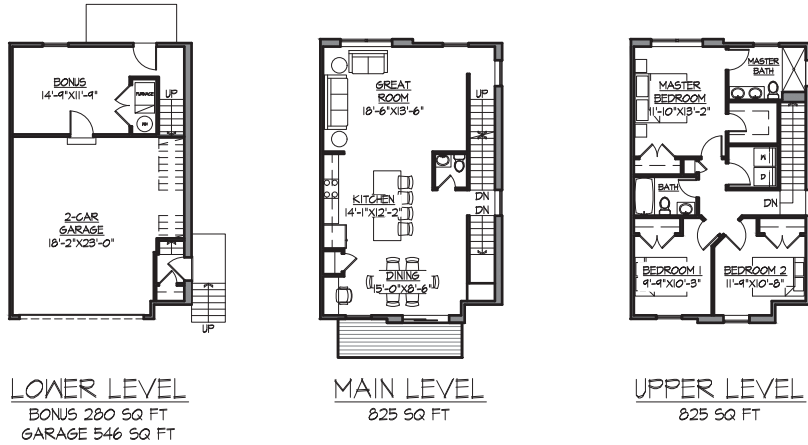


WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201 CHARLES, ILLINOIS 60174 (833) 443-7735		FRONTIER DEVELOPMENT, LLC 1 EAST MAIN STREET ST. CHARLES, IL 60174 630-461-7075		CLIENT:	
PROJECT NO. 242075		TITLE:		NO. DATE NATURE OF REVISION	
DATE: 04/24/2024		ROUTE 31 TOWNHOMES		DSN.	
DRAWING NO. EX		LOT DEVELOPMENT PLAN		DWN.	
SHEET:		1 OF 1		CHKD.	
SCALE: 1" = 30'		1" = 30'		DATE	
1 OF 1		1" = 30'		NATURE OF REVISION	

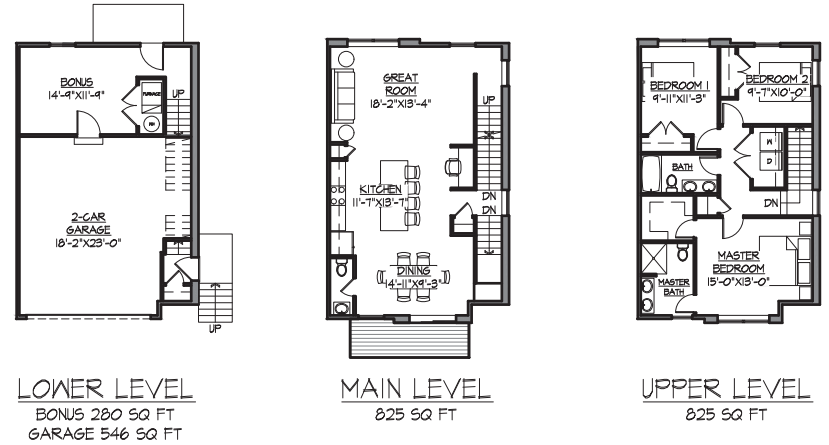


CLIENT: FRONTIER DEVELOPMENT, LLC 1 EAST MAIN STREET ST. CHARLES, IL 60174 630-461-7075		TITLE: ROUTE 31 TOWNHOMES REGIONAL CONNECTIVITY	
WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201 ST. CHARLES, ILLINOIS 60174 (630) 443-7255	DISN. DWN. CHKD. SCALE: 1" = 200' E:\PROJECTS\CONCEPT\PLANNING	NO. DATE NATURE OF REVISION	NO. DATE NATURE OF REVISION
PROJECT NO. 242075 DATE: 04/24/2024 DRAWING NO. CP SHEET:		1 OF 1	

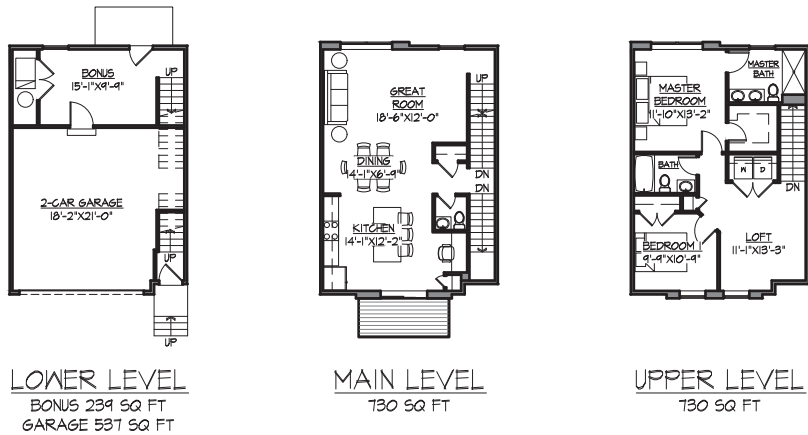
3 BEDROOM END UNIT A 1,930 SQ FT LIVING AREA



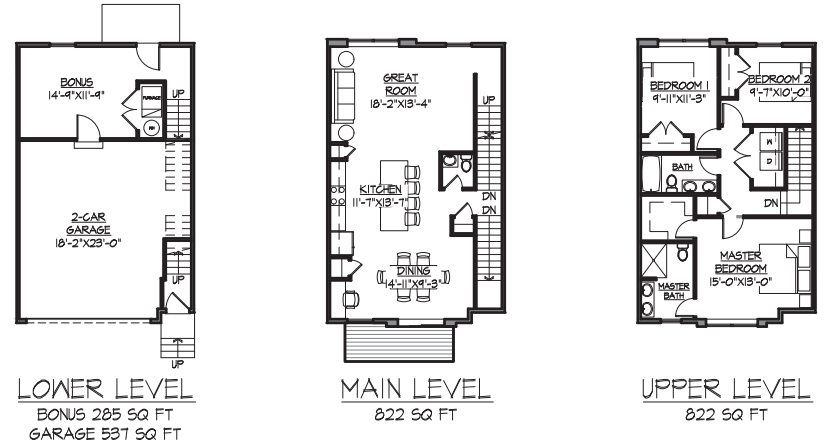
3 BEDROOM END UNIT B 1,930 SQ FT LIVING AREA



2 BEDROOM INTERIOR UNIT C 1,699 SQ FT LIVING AREA



3 BEDROOM INTERIOR UNIT D 1,929 SQ FT LIVING AREA



UNIT 'A' OR 'B'



OUTWARD SIDE ELEVATION

UNIT 'A'

UNIT 'C'

UNIT 'C'

UNIT 'B'



BUILDING 1 & 3 - BACK ELEVATION

UNIT 'A' OR 'B'



INWARD SIDE ELEVATION

UNIT 'B'

UNIT 'C'

UNIT 'C'

UNIT 'A'



BUILDING 1 & 3 - FRONT ELEVATION

BUILDING MATERIALS

PEBBLE FINISH PANEL SIDING WITH 2-1/2" BATTENS



STANDING SEAM ROOF PANEL 12" WIDTH



ARCHITECTURAL SHINGLES



LAP SIDING SMOOTH FINISH

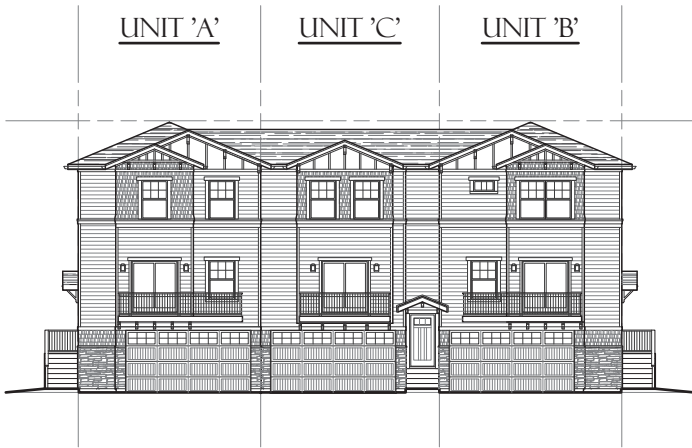


SHAKE SHINGLE SIDING CEDAR TEXTURE

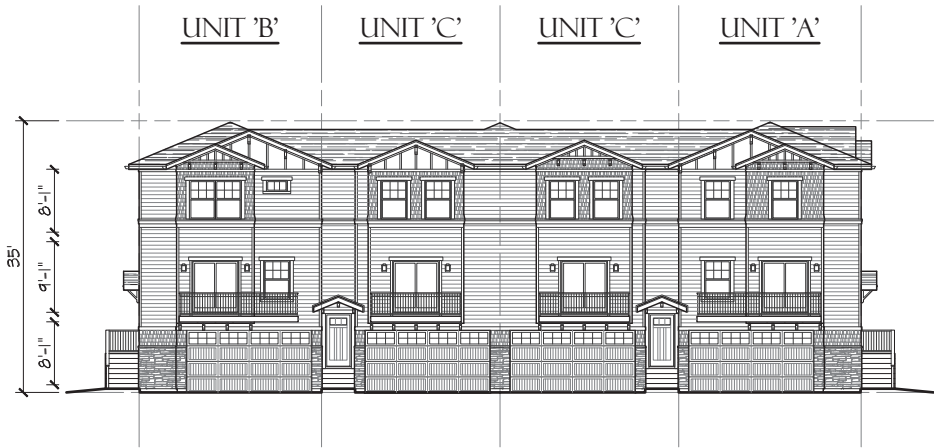


MANUFACTURED STONE THIN VENEER

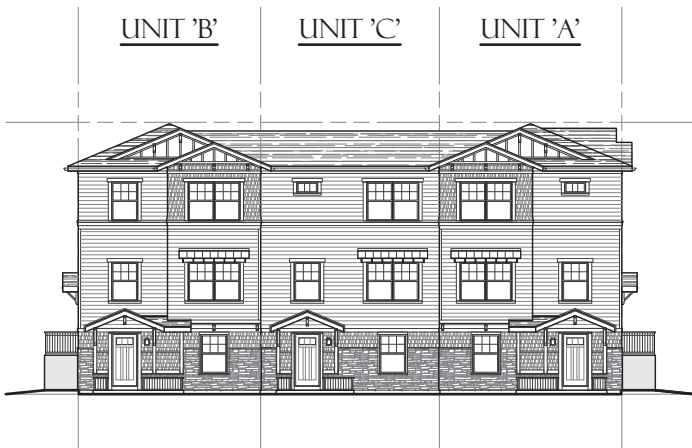




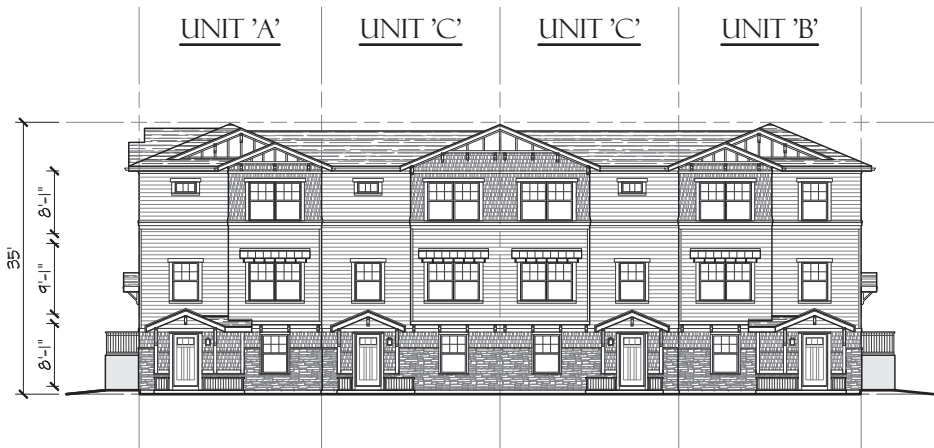
BUILDING 4 - BACK ELEVATION



BUILDING 2 - BACK ELEVATION



BUILDING 4 - FRONT ELEVATION



BUILDING 2 - FRONT ELEVATION



BUILDING 5 - BACK ELEVATION



BUILDING 6 - BACK ELEVATION



BUILDING 5 - FRONT ELEVATION



BUILDING 6 - FRONT ELEVATION

From: Michael Anderson <mikejand31@gmail.com>
Sent: Monday, April 29, 2024 7:00 PM
To: CD <cd@stcharlesil.gov>
Subject: The Grove - 05N024 IL Route 31

To whom it may concern:

This letter is response to the correspondence that I received from the City of St Charles.

My wife and I live at 35W979 Fieldcrest Drive, St Charles, IL 60175 which is one of the three properties that are immediately North of the Subject Property.

I cannot attend either of the two proposed meetings on May 7 and May 14 but want this letter to go on record of our opposition to this proposed development.

The reasons for the opposition:

- * We built the house and lived in it since 1986 and enjoyed the surrounding single family housing. This area was marketed and always developed as a single family area for the municipalities and county.
- * As indicated in the correspondence that we received the "Existing Zoning" for the Subject parcel is for RS-1 Low Density Suburban Single-Family Residential.
- * North, South, East and West of this property are all Low Density Single-Family Residential.
- * There is no dense multi-family developments anywhere close by!
- * Even the "Comprehensive Plan Designation" calls for Single-Family Detached Residential. Why is this project even being considered - the St Charles Planning Department just needs to follow its guidelines that were put in place because the City of St Charles uniformed development plan was established for a good reason that to protect the public from non-conforming developments.
- * The plan for 21 housing units on 2.4 acres are not "low density"! That equates to .114 acres per housing unit.
- * The subdivision to the North (Fieldcrest) averages 1.75 acres per 1 housing unit and the Subdivision's to the South (Redgate), West and East average .5 acres per 1 housing unit.
- * I can see 5 housing units going on the 2.4 acres and fitting in with the surrounding area. I would support that type of development.
- * My comment to the commissioners and City Council is "Put yourself right now living in one of the existing single family residential units adjacent our near this proposed development, can you honestly say that you would welcome this use?" Be Honest and look at an aerial map - would you?

If you have any questions or want to discuss in more detail please either email or call.

Thank you!

Sincerely,

Mike

Sent from my iPad
Mike Anderson
35W979 Fieldcrest Drive
St. Charles IL 60175
708-989-5070

From: Meredith Lanan <meredithlanan@gmail.com>

Sent: Wednesday, May 1, 2024 9:13 AM

To: CD <cd@stcharlesil.gov>

Subject: The Grove Townhomes Comments

Dear City of St. Charles,

I hope you're having a wonderful week!

I was born and raised in St. Charles from 1992-2010. My parents purchased their house in Red Gate Subdivision, the first property in the entire neighborhood in 1988. From 1988 they've seen the neighborhood grow and incorporate nature through the years. One of the subdivisions favorite details is that we have lots of forested areas, prairie and grass areas. My parents still live in their house on Abbeywood and I visit at least once a month.

As a kid, having the forests within walking distance and knowing our neighborhood boarded the forested property of 5N024 Rt 31 made us feel safe and tranquil. We had a play area close to home and we were safe from heavy traffic. Exposure to nature not only makes one feel better emotionally, it contributes to our physical wellbeing, reducing blood pressure, heart rate, muscle tension, and the production of stress hormones.

Nothing has made my physical wellbeing more disturbed and ill than seeing the Concept plan for the 5N024 Rt 31 property.

While I have no qualms about townhouses being built in St. Charles, the location is disrespectful and disgusting to surrounding neighbors. It's clear to me that the concept has no care nor regard for the neighbors or the space- it's strictly a manner of money and benefit only to Frontier.

While I'm sure the property is appealing for building, there are serious consequences for all neighbors and existing wild life that depend on that forested area.

If the property had to be developed, the best solution would be a park with a path for North Students to walk to school. As you know, less than a mile from a school - no bus. Walking to school from 2006-2010 was occasionally unsafe due to no direct sidewalks or paths to North.

The townhomes should be built on a property that is free from surrounding neighborhoods, at the very least has ample space for the townhomes to have a nature area of their own.

Condensing three (3+) neighborhoods together for the sake of "just doing it" is disgusting. Many, if not all owners of the surrounding land purchased their homes for the tranquility and safety of their family. Not to mention, if the townhomes are built this will create additional traffic and noise to even more surrounding residents.

If you must build, build a park. If you must build townhomes, move away from the property at 5N024 Rt 31.

This would cause unimaginable damage and shows a HIGH disregard to the longtime residents of St. Charles.

Best Wishes,

Meredith Lanan

From: mvolpe200@yahoo.com <mvolpe200@yahoo.com>

Sent: Thursday, May 2, 2024 12:33 PM

To: Sheets, Marzena <msheets@stcharlesil.gov>; CD <cd@stcharlesil.gov>

Cc: Jennifer Volpe <jennifervolpe215@gmail.com>

Subject: The Grove Townhomes

Hi,

My name is Mark Volpe. I'm a St. Charles resident and homeowner in the Red Gate subdivision. I think the Grove Townhomes proposal would be an eyesore and a mistake. It would be a group of multi residential homes tucked in a subdivision of single family homes. I moved to St. Charles, specifically Red Gate, because of the size of the lots and spacing between houses. To put 20 residents in a 2 acre plot of land would take away that. To be frank no one in an affluent subdivision wants a plot of lower income homes dropped right in the middle of it. Thank you for your consideration.

Sincerely,
Mark Volpe

KENNETH F. SCHOENING

3103 Pendleton Court, St. Charles, IL 60175-5617 (630) 842-0351 kschoening@alrfid.com

Re: Concept Plan for 2.5-acre property located at 5N024 Rt 31.

I have lived adjacent to this property for ~ 26 years and over the years several other builders have tried to develop this property. The issues that plagued other builders/developers remain the same.

1. This property is low-land/wet-land and will be difficult to build on. In the past it was suggested that the land would be raised. This would cause flooding in surrounding yards. STC City Engineers have previously been onsite to verify these issues and saw the flooding of yards along Easton Court during heavy rains.
2. One of the options if the land was to be raised to avoid flooding was to make sure the additional waters were easily evacuated downstream by:
 - a. Tearing out the evacuation system under Abbeywood and re-doing it.
 - b. Tearing out the evacuation system under Greenwood and re-doing it.
3. The area adjacent to this property is the "Backup" well for STC. The previous owner of this property was a junk collector and as such collected chemical containers as well as anything else he could find. Concerns have always been developing this property might contaminate the City Well.
4. Does STC remember there is a "Right-of-Way" thru this property for the "Backup" Well?
5. To avoid flooding, the ground would need to be raised significantly. This creates ~ 4-story buildings (instead of the 3-story buildings proposed) in a single-family residential neighborhood.
6. The property was previously determined to not be significantly large to accommodate 4 homes on ½ acre lots and a cul-de-sac. Now we are looking at 21 homes?
7. What are the traffic implications of having 21 townhomes (~ 42 vehicles) on Less Than 2 Acres? What happens when 42 vehicles leave for work each day?

I will attend the meeting on the 7th and look forward to discussing this in more detail.

Regards,

Ken

Ken Schoening

May 7th, 2024

To Whom It May Concern,

I am writing to express my strong opposition to the proposed townhome development (The Grove Townhomes 5N024 Rt.31) near our neighborhood. While I understand the need for more housing in our city, I believe that this proposed project would have a detrimental impact on our Red Gate neighborhood community and surrounding area, while amplifying a few already present issues.

First and foremost, the construction of this project could result in significant damage to natural habitats and neighboring yards. There is currently a wetland (greenway) to the Southwest of this property and if water run-off isn't managed correctly, it would add to the current flooding issues in Red Gate yards, near Abbeywood Dr. Improvements to the drainage of this greenway under Abbeywood Dr would also need to be completed. Additionally, the increase in population density would put a strain on our already overburdened infrastructure, leading to increased traffic congestion, automobile accidents, noise pollution, and a strain on our public services. *(I also believe the proposed site houses the City's backup water well)

Furthermore, the type of housing being proposed is simply too large and not keeping within the character of our neighborhood and surrounding area. The proposed 3-story buildings wouldn't aesthetically fit in an area of Single-Family Homes. It would drastically alter the aesthetic of our area, replacing the existing greenery and open spaces with a monolithic, higher-density housing complex.

Finally, I am deeply concerned about the impact this development would have on property values in the surrounding area. The influx of multi-family residents with attached housing could result in a decline in property values, making it difficult for current residents to sell their homes and move elsewhere.

In conclusion, I strongly urge you to reconsider this proposed housing development. While I recognize the need for affordable housing, I believe that this project is simply not the right fit for our neighborhood and surrounding area. Thank you for your attention to this matter.

Sincerely,

The Porter's

3004 Easton Pl.

St. Charles, IL 60175

From: Katie Ryan <katie.ryan83@gmail.com>

Sent: Sunday, May 5, 2024 9:14 PM

To: CD <cd@stcharlesil.gov>

Subject: The Grove Townhomes

To Whom it May Concern-

I am writing to express my opposition to the proposed townhome development at 5N024 Rt 31.

I am in the unique position in that I have lived most of life within 1000 feet of this parcel of land. In 1986 my family moved into a home on Fieldcrest Drive where my parents still reside today and in 2015 I moved with my husband and our two children to Easton Place. I remember a time when the Red Gate subdivision was just a field full of pheasants and I remember when Crane Road Estates was a cow pasture.

Growing up this parcel had a single family home on it. When we purchased our home in 2015 this land was vacant. We purchased our home with the understanding and knowledge that this land would most likely be developed at some point. However, we purchased our home with the knowledge that this land was zoned for a single family residence.

I am asking that you maintain the current zoning classification of a low-density single family residence to maintain the continuity with the surrounding homes. Homes in the immediate area range from .5to 1.5. acre lots and a multi-family residence would not fit into the current landscape of this community.

In their concept plan the developers likened the proposed development to that of the Park Place townhomes in Geneva, The glaring difference in these two properties is the walkability factor. In Geneva, residents are able to walk to nearby Wheeler Park, the train, coffee shops, restaurants, and various retail shops. The parcel of land in question is land-locked. The developer proposes a walking path (which I also oppose as it is in an area of land that is frequently underwater and prone to flooding) to connect to the Red Gate sidewalk system. The issue is that to connect to larger bike paths or walking trails one must still cross either Crane, Red Gate, or Rt. 31. There are no restaurants or retail establishments within walking distance.

Additionally, another concern is the increased strain on the traffic flow. Anyone who has tried to turn left onto Rt. 31 can attest to the large traffic flow especially with traffic from St. Charles North High School.

I am asking you to please maintain this parcel's zoning classification as low-density single family.

Thank you for your time and commitment to St. Charles.

Katie Ryan
3001 Easton Place

From: vivian van roekel <vanroekelv@gmail.com>
Sent: Monday, May 6, 2024 9:57 AM
To: CD <cd@stcharlesil.gov>
Subject: May 7 plan commission meeting

Dear Sir or Madam, Having carefully reviewed the documents pertaining to the 2.5 acre property at 5N024 R 31, and having met with my St. Charles neighbors and alderperson May 4, I strongly oppose changing the zoning of this land.

The current zoning of this property is absolutely correct and most appropriate to maintain for the wellbeing and cohesiveness of our community. All other properties in the general vicinity do not have nor wish to have a denser population of housing. This current zoning has provided a high quality of life for this north west part of St. Charles, and to change it would be a detriment to the community and neighborhood.

There are additional concerns that the water management systems would not support a higher density of housing in this area, and would potentially lead to more water safety issues for multiple parties.

I also think there will be significant traffic issues on Route 31 if the zoning is changed to allow for high density housing. Most likely there will be more accidents and delays.

I will be at the meeting tomorrow, but I and all neighbors strongly oppose any zoning changes to this property 5N024 R 31.

Sincerely,

Vivian Van Roekel, M.D.
205 ABBEYWOOD DRIVE
St. Charles, IL. 60175

Community Petition to Halt Construction of Townhouse Units

Introduction:

We, the undersigned residents of Red Gate, hereby express our strong opposition to the proposed construction of 21 townhouse units near our neighborhood. We believe that this development poses significant threats to the safety, tranquility, and overall well-being of our community.

Reasons for Opposition:

1. **Increased Traffic Congestion:** The proposed development will lead to a substantial increase in traffic within our community, posing safety risks to pedestrians and residents, especially children. Route 31 traffic is already heavy during rush hours and moving at speeds of 45mph, with the increased number of vehicles coming in and out from 21 townhome units on White Bridge Drive, it is potentially very unsafe.
2. **Violation of Community Guidelines:** The construction of townhouse units would violate our community guidelines, which prohibit the erection of fences and the parking of business cars or trailers within our neighborhood.
3. **Negative Impact on Property Values:** The sudden change in the landscape and demographic makeup of the area could lead to a depreciation of property values, undermining the investments made by homeowners.
4. **Environmental Concerns:** The proposed development threatens to disrupt the delicate balance of our local ecosystem, potentially causing harm to the wildlife and natural habitat that enrich our community.
5. **Noise Pollution:** Construction activities and the subsequent influx of residents would result in increased noise pollution, detracting from the peaceful ambiance we cherish.

We, the undersigned residents of Red Gate, urge the City of St. Charles to halt the approval and construction of the proposed townhouse units near our neighborhood. We believe that this development is not in the best interest of our community and would significantly detract from our quality of life.

Name Katie Ryan Address 3001 Easton Pl. Signature K. Ryan
David Ryan 3001 Easton Pl. David Ryan

Phone: 630.267.9770 3

Email: katie.ryan83@gmail.com

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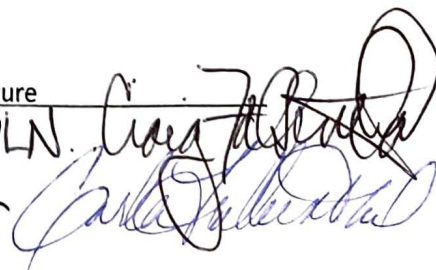
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Name

Address

Signature

CRAIG FALKENTHAL 2906 GREENWOOD LN.
CARLA FALKENTHAL ST. CHARLES, IL



Phone: 630-485-2301

3

Email: CRAIG@RESNICKAUTOGROUP.COM

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Name Stephen Haan Address 3102 Green wood lane St. Charles, IL Signature Steph Haan

Phone: 224-230-2450

3

Email: steve_haan1@yahoo.com

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Name MATT + BRIDGET ERION Address 3102 Erston PL Signature 



Phone: 630-797-8912 3
Email: matterion34@gmail.com

* We have a concern w/ Bike
path Behind our house! *

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Name Amanda + Steve Address 3003 Pendleton Signature Amanda Dulaney
Dulaney ct.

Phone: 312-799-9314 ³

Email: dulaney.steven@gmail.com

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<u>Name</u>	<u>Address</u>	<u>Signature</u>
maureen Brown	3002 Easton Place	
Mike Brown		

Phone:

Email: ³mabrown@gmail.com
773-251-9825

Community Petition to Halt Construction of Townhouse Units

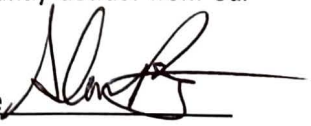
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Name ADAM PORTER Address 3004 EASTON PL Signature 

Phone: (630) 606 0542
Email: ADAM.PORTER2@YAHOO.COM

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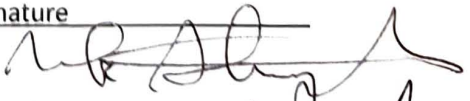
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Name	Address	Signature
Nick Stavropoulos	3103 Eastern St. Charles 60175	
Stephanie Stangor		Stephanie Stavropoulos

Phone: 312-330-7743
Email: davisschooldad@gmail.com

Community Petition to Halt Construction of Townhouse Units

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Name Jane Laswell Address 2904 Greenwood Ln. Signature Jane Laswell
 Lynn Laswell " Ln. Lynn Laswell

Phone: 704-840-4335 (Jane) 3
 Email: jmlaswell@aol.com

What time is the
 May 7th meeting and
 where is it to be held?

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Name James M. Whittington Address 41912 GREENWOOD LN Signature _____

JAMES M. WHITTINGTON

Phone : 312-218-6351 3

Email : JMW1985@COMCAST.NET

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Name Kenneth Schaefer Address 3103 Pendleton Ct. Signature [Handwritten Signature]
St. Charles

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Name DL Schow Address 3103 Pendleton Signature DL Schow

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Name Scott + Suzanne Fore Address 3104 EASTON Pt Signature Suzanne M. Fore
~~Scott + Suzanne Fore~~
SCOTT & SUZANNE FORE

Phone: 630-476-7540
Email: Suzanne@heftco.com
Scott@heftco.com

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Name Janice Knutson Address 403 Abbeywood Signature Janice Knutson

Phone :

3

Email: janice.knutson@sbcglobal.net

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Name Richard & Mary Porter Address 3104 Greenwood Ln Signature 
Porter Mary Porter

Phone: 630-476-3200 3

Email: dickporter@portermasary.com

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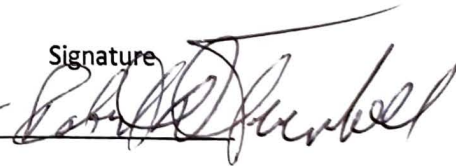
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Resident Name

Resident Address

Signature

ROBERT TURNBULL 2901 BRITANNY CT



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Resident Name	Resident Address	Signature
<u>REGINA M. WALKER</u>	<u>2903 BRITANY CT</u> <u>ST CHARLES, IL</u> <u>(630) 513-7521</u>	
—		

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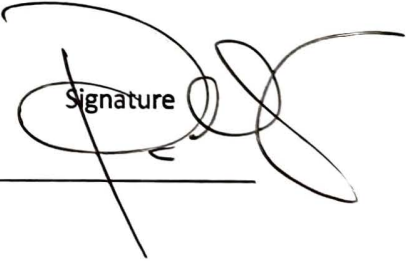
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Resident Name	Resident Address	Signature
Pat McWard	5N 117 Fox Bluff Ct St Charles IL 60175	

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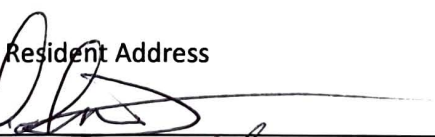
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Resident Name	Resident Address	Signature
Viana Valde	205 Abbeywood Dr	
-	St. Charles, IL 60175	

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Name Dave Nawara Address 3101 Pendleton Ct Signature Dave Nawara
Beth Nawara Beth Nawara

I would also add the zoning is for single family homes and that is the expectation of what will be built on that property.
Flooding is an issue on Easton Place properties and adding that much density will increase flooding.

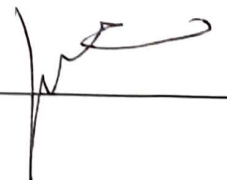
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NAME Geetha Vin ADDRESS 36w 299 firecrest dr, St. Charles IL 60175 SIGNATURE 

847-217-9165
Phone

2 Vin. erinjen, @ gmail. com
Email

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Resident Name	Resident Address	Signature
Terry and Carolyn Schowe	3305 Greenwood Lane	Carolyn Schowe


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NAME Mike Colby ADDRESS 205 WINDSOR CIRCLE SIGNATURE 

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NAME PM Brendel ADDRESS 603 MOLLING BIRD CT SIGNATURE Brendel

Phone

773-441-9779

Email

PATRYCYABOJDA@YAHOO.COM


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NAME Grachelle ADDRESS 501 Oxmeor Ct SIGNATURE 
Linton St Charles

2

Phone

Email: grae929@yahoo.com


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NAME MARK LINTON ADDRESS 501 OXMOOR CT. SIGNATURE 

2

Phone

Email: MARKALANLINTON@GMAIL.COM

Community Petition to Halt Construction of Townhouse Units

We, the undersigned residents of Red Gate Subdivision & surrounding community, hereby express our strong opposition to the proposed construction of 21 townhouse units near our neighborhood. We believe that this development poses significant threats to the safety, tranquility, and overall well-being of our community.

Reasons for Opposition:

1. **Increased Traffic Congestion:** The proposed development will lead to a substantial increase in traffic within our community, posing safety risks to pedestrians and residents, especially children. Route 31 traffic is already heavy during rush hours and moving at speeds of 45mph, with the increased number of vehicles coming in and out from 21 townhome units on White Bridge Lane, it is potentially very dangerous.
2. **Residential Zoning Violation:** The proposed construction violates residential zoning regulations set forth by the city. The current zoning in our area is for single-family homes, and the introduction of townhouse units would be in direct violation of this zoning ordinance.
3. **Negative Impact on Property Values:** The sudden change in the landscape and demographic makeup of the area could lead to a depreciation of property values, undermining the investments made by homeowners.
4. **Environmental Concerns:** The proposed development threatens to disrupt the delicate balance of our local ecosystem, potentially causing harm to the wildlife and natural habitat that enrich our community.
5. **Water Runoff and Stress on Sewage Management Infrastructure:** The proposed construction could exacerbate water runoff issues and place additional stress on sewage management infrastructure. Our area is already susceptible to water runoff during heavy rain. Additionally, our sewage management infrastructure may not be equipped to handle the increased demand from additional households, leading to potential overflows and contamination.
6. **Noise Pollution:** Construction activities and the subsequent influx of residents would result in increased noise pollution, detracting from the peaceful ambiance we cherish.

We, the undersigned residents of Red Gate, urge the City of St. Charles to halt the approval and construction of the proposed townhouse units near our neighborhood. We believe that this development is not in the best interest of our community and would significantly detract from our quality of life.

NAME MARK VOIPE ADDRESS 202 Abbeywood Dr SIGNATURE 

Phone
630-890-9548

2 Email

MVOIPE200@Yahoo.COM

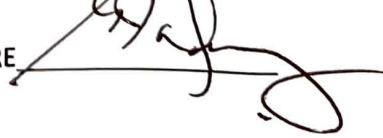
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NAME Gerrig Dunry ADDRESS 307 Windsor Cr. SIGNATURE 
St. Charles, IL.

Phone

Email



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NAME Chi Nguyen ADDRESS _____ SIGNATURE 
+ Nghin Huynh 206 Abbeywood Dr. 
Phone: 630-532-3844² Email: 206Abbeywood@gmail.com

Re: Concept Plan for 2.5-acre property located at 5N024 Rt 31.

I have lived adjacent to this property for ~ 26 years and over the years several other builders have tried to develop this property. The issues that plagued other builders/developers remain the same.

1. This property is low-land/wet-land and will be difficult to build on. In the past it was suggested that the land would be raised. This would cause flooding in surrounding yards. STC City Engineers have previously been onsite to verify these issues and saw the flooding of yards along Easton Court during heavy rains.
2. One of the options if the land was to be raised to avoid flooding was to make sure the additional waters were easily evacuated downstream by:
 - a. Tearing out the evacuation system under Abbeywood and re-doing it.
 - b. Tearing out the evacuation system under Greenwood and re-doing it.
3. The area adjacent to this property is the "Backup" well for STC. The previous owner of this property was a junk collector and as such collected chemical containers as well as anything else he could find. Concerns have always been developing this property might contaminate the City Well.
4. Does STC remember there is a "Right-of-Way" thru this property for the "Backup" Well?
5. To avoid flooding, the ground would need to be raised 5-10 feet. This creates ~ 40-45' buildings (instead of the 35' buildings proposed) in a single-family residential neighborhood.
6. The property was previously determined to not be significantly large to accommodate 4 homes on ½ acre lots and a cul-de-sac. Now we are looking at 21 homes?
7. When we purchased our home it was with the understanding that there would always be single-family homes around us.
8. What are the traffic implications of having 21 townhomes (~ 42 vehicles) on Less Than 2 Acres? What happens when 42 vehicles leave for work each day?

We are adamantly opposed to this being multi-family development.


Name	Address	Signature
<u>Jeanna Capito</u>	<u>3102 Parklawn Ct.</u>	

Re: Concept Plan for 2.5-acre property located at 5N024 Rt 31.

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Kevin Mendenhall	3102 Pendleton Ct.	

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Name

Address

Signature

Jim Johnson

3124 Pendleton CT
St. Charles



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Name


Address

Signature

John P. Bozinger

3104 Pendleton Ct



 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4b
	Title:	Recommendation to Approve a Resolution Adopting a First Street Plaza Special Event Policy	
	Presenter:	Derek Conley, Economic Development Director	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost:		Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>The City of St. Charles made a significant investment our downtown area with the expansion of the First Street Plaza which is now completed. With the popularity of the new space, staff is recommending the City establish a policy governing the plazas use for special events.</p> <p>The proposed policy is intended guide the City through the remainder of 2024 and be reevaluated at the end of the year. Given that the plaza is still new, and both the City, community, and surrounding businesses are still learning its functionality and safety considerations, it is prudent to start with smaller, established events before introducing new ones. Outlined below are the key points of the proposed policy:</p> <ul style="list-style-type: none"> • Consistent with existing practices for all special events in the City, applicants must submit a Special Event Application to the City for evaluation by the Special Events Committee. This committee, comprising representatives from all City departments and chaired by the Police Department. • Initially, only the following entities will be permitted to host special events to use the plaza area: St. Charles Business Alliance, St. Charles School District 303, St. Charles Park District, St Charles Library, St. Charles Chamber of Commerce. This could be reevaluated at the end of the year. The Business Alliance is already planning on incorporating the plaza into existing events such as STC Live, Fine Show, Jazz Weekend, and Scarecrow Fest. • Any Special Event must remain open to the public and free at all times in all areas of the First Street Plaza Area. Ticketed Special Events in the First Street Plaza Area are prohibited. • Special events shall be limited in scope and size to the Permitted Area, which is defined as the oval-shaped space within the trellis, as specified in Exhibit A of the agreement. Temporary directional signage, wayfinding aids, or decorations may be placed outside this area with approval. • Food vendors and food trucks, which prepare and serve to the public for immediate consumption are not permitted. • Community organizations seeking to utilize the First Street Plaza for events must submit a special event application no later than January 31st of the event year. This provision aims to ensure proper planning and scheduling to avoid conflicts. 			

Attachments (please list):

Draft First Street Plaza Special Event Policy

Recommendation/Suggested Action (briefly explain):

Recommendation to Approve a Resolution Adopting a First Street Plaza Special Event Policy

DRAFT – First Street Plaza Special Event Policy 2024

A. DEFINITIONS – For the purpose of the First Street Special Events Policy, certain terms and words are hereby defined. Whenever the following words, terms and/or phrases are used, they shall have the meanings respectively ascribed to them as specified below, except where the context indicates a different meaning:

1. SPECIAL EVENT: Means an outdoor market, festival, art exhibition, cultural performance, craft shows, charity and fundraising events, or similar activities.
2. COMMUNITY ORGANIZATION: Means one of the following entities; St. Charles Business Alliance, St. Charles School District 303, St. Charles Park District, St Charles Library, St. Charles Chamber of Commerce.
3. COMMUNITY ORGANIZATION SPECIAL EVENT: Means a Special Event in which the applicant is a Community Organization which will be held on the First Street Plaza and is:
 - a. open and free to the public; and
 - b. organized and held with the objective that creates activities that attract people to or retain people in the City, to foster community spirit; and
 - c. adhere's to all rules and procedures of this policy

Example of COMMUNITY ORGANIZATION EVENT includes: the St. Charles Chamber of Commerce hosting a free and open Job Fair where members of the public are allowed to visit business tents or booths to discuss employment opportunities.

4. CITY OF ST. CHARLES SPECIAL EVENT COMMITTEE: Means a committee of various of City department as provided by City Code.
5. FIRST STREET PLAZA AREA: Means the area generally designated South of West Main St., North of the entrance to the First Street Public Parking Deck, East of 2nd St., and West of the Fox River, as depicted in Exhibit A.
6. PERMITTED AREA: Means the authorized section within the First Street Plaza eligible for hosting Special Events. The specific area is depicted in Exhibit A.
7. TICKETED SPECIAL EVENT: Means a Special Event for which attendees are required to purchase or obtain an admission ticket or passes in order to attend.

B. RULES AND PROCEDURES

1. COMMUNITY ORGANIZATIONS seeking to utilize the FIRST STREET PLAZA AREA for an event must submit Special Event application no later than January 31st of the year of the event to be review by of the City of St. Charles Special Event Committee and approved by the City of St.


Charles City Council.

2. Special Events shall be limited to size and scope to the Permitted Area identified in Exhibit A ONLY. Any event furniture, including tents, tables, chairs, equipment shall include within the Permitted Area. Any programmed events, vendors, or other activities must be limited to the Permitted Area. Temporary directional, wayfinding signage, or decorations may be added outside of the Permitted Area evaluated by the Special Event Committee and approved by City Council.
3. It shall be unlawful for any person or organization to conduct Special Event within the FIRST STREET PLAZA AREA unless a permit for such event has been issued. The cost of the permit is \$500.00 and shall be in addition to other costs for City services as well as any third-party costs deemed necessary by the City Administrator. City services includes City personnel (Police officers, crossing guards, EMTs, etc.) and City equipment (generators, barriers, cones, etc.) provided by the City Public Works, Police, and Fire Departments.
4. City can reserve FIRST STREET PLAZA AREA or the PERMITTED AREA at any time.
5. With approval, BUSINESS ALLIANCE SPECIAL EVENTS are permitted to use the FIRST STREET PLAZA AREA (outside of the PERMITTED AREA) for SPECIAL EVENTS.
6. Any Special Event must remain open to the public and free at all times in all areas of the First Street Plaza Area. Ticketed Special Events in the First Street Plaza Area are prohibited.
7. The temporary waiver of the City noise ordinance may be granted upon approval of a Special Event Application on a case-by-case basis. Special Event organizers must be mindful of the impacts of sound on the surrounding neighborhoods. The City reserves the right to impose decibel limits at any time.
8. Food vendors and food trucks, which prepare and serve to the public for immediate consumption, are not permitted in connection with any Special Event or within FIRST STREET PLAZA AREA including the Permitted Area.
9. Sales and distribution of alcoholic beverages is prohibited at all Special Events unless licensed by the City of St. Charles.
10. All vendors are required to securely affix protective feet to the bottom of their equipment to prevent damage to surfaces.
11. If damages to public property occur during a SPECIAL EVENT held in the First Street Plaza, as well as the Permitted Area, event organizers will be obligated to pay for such damage. Damages will be assessed and separate fees will be calculated on a per incident basis.

12. Applicants are responsible for clearing all equipment and cleaning of the SPECIAL EVENT area and any adjoining areas after the Special Event and restore the First Street Plaza and any surrounding areas impacted by the Special Event back to its regular condition, and as may be directed by the City.
13. Non-compliance with the permit conditions may result in immediate permit revocation or denial of future permits.

EXHIBIT A



 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4c
	Title:	Recommendation to Approve a Resolution Accepting the Downtown Parking Study	
	Presenter:	Derek Conley, Economic Development Director	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost:		Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>In June, 2023 the City approved an agreement with Desman Inc to conduct a Downtown Parking Study. During the course of the study, Desman completed one business survey, two public online surveys, four open house public meetings, and several focus groups with downtown stakeholders.</p> <p>Staff released the Draft Parking Study on January 15 via press release. City staff introduced the Draft Parking Study at the Government Operations meeting on January 16. Desman also presented the Draft Study to the Planning and Development Committee on February 12. Attached is the feedback garnered from the survey and public forums subsequent to the study's release. The additional survey and public meetings were conducted to gather residents' perspectives, particularly on the recommendations delineated in the study. This feedback collected is invaluable in prioritizing the recommendations.</p> <p>The parking study makes several observations about the downtown parking system, however indicates that there is adequate parking supply for current demand, but future demand may change based on factors such as population growth, commercial development, and residential development. The study also identifies specific areas where parking is over practical capacity. Desman included ten recommendations the City can implement in order to improve the downtown parking experience. Staff's presentation will include next steps for implementing the recommendations. Staff plans to address the following items first:</p> <ul style="list-style-type: none"> • Shared Parking Potential • Wayfinding and Signage Improvements • Improve Alternative Transportation Options • Parking Space Availability Signs in Parking Garages • Establish Pick-up/Drop-off Locations in Core Restaurant/Shop Areas <p>In addition to implementing some of the parking improvement measures, Desman also recommended the City continue to do annual parking counts. The study outlined the framework for parking counts, City staff will build on this framework and conduct additional counts this summer. The study does provide criteria for how additional counts should be conducted.</p>			
Attachments (please list):			
Downtown Parking Study, Feedback from 3 rd and 4 th Public Meetings and Online Survey			
Recommendation/Suggested Action (briefly explain):			
Recommendation to Approve a Resolution Accepting the Downtown Parking Study			

MEMORANDUM

DATE: May 1, 2024

TO: Derek Conley

Economic Development Director, City of St. Charles, IL

FROM: Gerald Salzman

Maria Berg

George Kandathil

RE: Final Report

EXECUTIVE SUMMARY

The City of St. Charles has commissioned DESMAN to conduct a parking needs and operations assessment for downtown on-street and off-street parking. The study focuses on inventory, occupancy, adequacy, operations, technology, wayfinding, and enforcement. Downtown St. Charles offers a mix of commercial, office, retail, government, and residential space. The city is currently responsible for three parking garages, 20 surface parking lots, and curbside parking located in and around downtown. This report provides existing conditions, future conditions, and recommendations for its parking system. Future parking needs were projected based on planned developments, and recommendations were provided to create a more visitor friendly, financially sustainable, and efficient parking system. These actions will ultimately support the growth and continued vitality of St. Charles, IL.

The parking space inventory accounted for on-street parking spaces and off-street parking facilities (both lots and garages) in the downtown area of St. Charles. Occupancy counts were conducted during August of 2023 on both a typical weekday and weekend. A total of ten counts were taken, four main counts and six supplementary counts. The six supplementary counts were taken on Friday and Saturday evenings to capture parking demand during the busiest time period. While the highest demand from these Friday and Saturday counts are shown in this report, averages of these counts were used as “typical” peak period demand in order to provide a true representation of parking demand. In addition, local stakeholder interviews were conducted to understand the dependence on and perception of the parking system by community patrons, businesses, and government leaders. These first-hand insights on parking issues, challenges, and opportunities helped the analysis when considering the anticipated development plans in St. Charles. The following list is a brief summary of our findings. For additional information with a detailed break-down, please refer to the recommendations section of the report.

- The highest occupancy of on-street parking spaces was 55% west of the river and 76% east of the river.
- For off-street lots and garages, the average scenario occupancy was 80% both west and east of the river. Peak occupancies occurred on Saturday evening.

- Of the three parking garages, only the five-story parking garage (79%) is under practical capacity (85% standard) during the peak period of occupancy. Including this garage, there are 11 total off-street parking facilities that are under practical capacity during the highest occupancy period. This means that overall, there are a significant number (209) of available parking spaces in downtown during the peak period, despite perception.
- Downtown visitors have trouble finding parking spaces, especially when their first parking choice is unavailable. General parking information, signs, and wayfinding is inadequate. This includes information about available spaces in multistory parking garages.
- There are a number of downtown surface lots that are unused outside of business hours. These surface lots are either owned by a private business or a public entity (such as the public library lot). These lots can provide additional parking space after business hours for downtown visitors during the evenings and weekends.
- Future Conditions
 - St. Charles currently has seven downtown development projects planned for the future, one of which (Plaza Project) is nearing completion.
 - The projects are a mix of commercial, residential, and office development. These five developments expected to be completed by 2028. Parking demand has been estimated individually in Table 14.
 - Plaza Expansion project includes the permanent closure of 1st Street to vehicles from Walnut St. to Main St. to accommodate a contiguous public plaza. This project is scheduled to be completed in February of 2024. In comparison to the other uses, public plazas do not generate high parking demand, but indirectly attract more traffic to the downtown or result in visitors staying longer.
 - The Whole Foods will meet parking requirements according to industry parking standards. Furthermore, during peak times for Whole Foods, patrons can utilize one of the adjacent parking lots or on-street parking spaces. Peak demand for the grocery is during the afternoon when there is the most available parking in the downtown.
 - The River East Loft, which is an approved mixed-use building, will include 51 parking spaces and meet the City's parking requirement. This is privately-owned property however the current property owner allows the parking lot to be used by the general public. Once the River East Lofts is completed it will be perceived as a displacing public parking, even though it is privately owned.
 - The Baker Church owns two parking lots which are currently used for public parking except on Sunday's morning. Those lots have a parking inventory of 46 and 36, respectively. The Church has indicated to the City that the two parking lots are available for sale and development. Development of these sites would decrease the parking supply on the east side of the Fox River if developed and public parking isn't replaced or expanded.
 - River 504 (Milestone Row 2) is a proposed mixed-use development on First Street with the parking for the residential units being provided internally. The project would also include the addition of 15 angles public parking spaces on First Street. The proposed number of parking spaces would exceed the estimated parking demand.

- Lot 4 is a city-owned vacant 0.13-acre grass lot in the downtown. In the past there has been mixed-use developments proposed on the property. Any proposed project could include some internal parking on site or utilize the adjacent five-story parking garage, which is under practical capacity.
- Some of the proposed developments are less solidified, for example the former Police Department site. The unknown of future of projects makes it difficult to determine parking demand. Included in this report is a table of general estimated parking ratios based on development type. As projects evolve or new projects are proposed, the City can utilize parking ratios to determine appropriate amount of parking needed and whether it can be absorbed by currently parking supply.
- Recommendation Summary
 - St. Charles has adequate parking supply for current demand, but future demand may change based on factors such as population growth, commercial development, and residential development.
 - Wayfinding and signage improvements are needed to improve the parking experience, especially for visitors from out-of-town.
 - To make parking in garages more efficient, digital parking space availability signs should be installed in multistory parking garages.
 - Parking time limit categories need to be reduced to provide clarity for both parkers and enforcement.
 - In high-density areas, there should be designated pick-up and drop-off parking stalls that are prioritized for the elderly or those that are physically challenged.
 - Parking time restrictions are not enforced in downtown. To discourage overstaying and to encourage the appropriate amount of turnover, the City can consider enforcing parking violations.,
 - A number of street segments are at or over 100% capacity during the highest peak period. Metering these segments would discourage excess parking and encourage parkers to find off-street lots, but could negatively impact residents living in the adjacent neighborhoods.
 - Electric vehicles and their charging stations are becoming prevalent nationwide. Installing charging stations in parking garages and other surface lots as well as seeking state and federal sources of funding should be investigated.
 - The 1st Street five-story parking garage does not provide good access to neighboring activity sites for walkers after parking. Expanded elevator access, signage and design improvements should be considered.
 - Shared parking is an effective, easy-to-implement method of increasing the parking supply. A number of candidate locations exist in the downtown area, and they should be explored.
 - The city should promote alternative transportation modes such as biking and walking by providing improved facilities, with the goal of encouraging visitors to access downtown without a vehicle.
 - A downtown trolley could serve as a strategic solution during peak parking demand hours, encouraging individuals to park in peripheral downtown areas with available parking.

BACKGROUND

DESMAN

DESMAN is a national specialist in parking planning, design, and restoration. We offer a full range of services including Master Planning, Economic Feasibility Studies, Site/Size Selection Analysis, Cost Estimating, Parking Functional Design, Architectural Design, Structural Engineering, Revenue/Access Control System Design, Condition Survey/Due Diligence Studies, and Restoration Engineering. We have been in existence since 1973 and currently operate on a national basis out of nine principal offices. We have a total staff of over 80 people, comprised mostly of Parking Planners, Architects, and Structural Engineers. We have been involved in the planning, design, and restoration of over 5,000 parking projects throughout the United States and abroad. We have a broad range of municipal parking planning expertise. In addition, our staff has been extensively involved in the development of the ULI Shared Parking methodology.

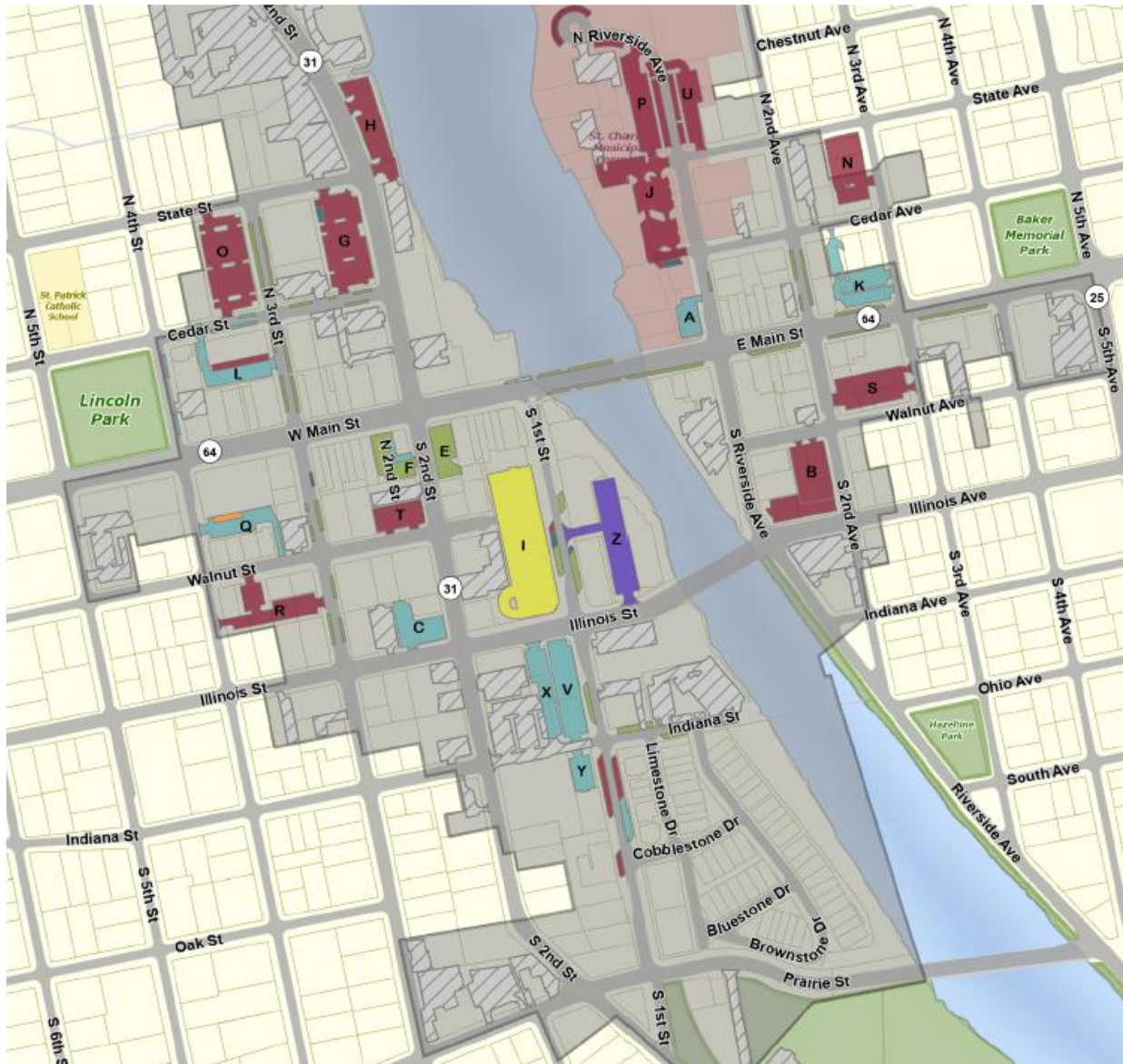
St. Charles, IL

St. Charles, IL is a city that lies approximately 40 miles west of downtown Chicago, IL and within both Kane and DuPage counties. Its downtown is divided by the Fox River which runs north-south through the city. The major roadways traversing St. Charles are: State Routes 31 and 25 running north-south, and State Routes 64 and 38 running east-west. State Routes 31 and 25 follow the contour of Fox River through the downtown, and State Route 64 becomes Main St. as it traverses downtown St. Charles. As of 2020, the population of St. Charles was approximately 33,000 and the city area is about 15 square miles. Major private sector employers include RR Donnelley & Sons, Bison Gear, and Smithfield Foods, LLC.

Study Area

The study area lies primarily within downtown St. Charles, both east and west of the river. It is generally bounded by State St. to the north, Prairie St. to the south, 5th Ave. (Route 25) to the east, and 5th St. to the west. The study area is shown in **Figure 1** below.

Figure 1: Study Area



Source: DESMAN

EXISTING CONDITIONS

Off Street Parking Inventory

The downtown area consists of 20 surface parking lots and three parking garages. These off-street parking lots and garages are open to the public and free of charge, but have time restrictions ranging anywhere from 90 minutes to 24 hours. The lots and garages are shown in **Table 1** below. The tables show that the number of off-street parking spaces on the west side is more than double that of the east side (1,065 to 394). This is largely due to the five-story parking garage at South 1st St. and Illinois St. which contains 429 spaces.

Table 1: Off Street Parking in St. Charles, IL

West Side of River				East Side of River			
Map Letter	Location	Facility Type	Spaces	Map Letter	Location	Facility Type	Spaces
C	2nd St & Illinois St	surface lot	29	A	Riverside Ave & Main St	surface lot	16
E	S 2nd St & W Main St	surface lot	20	B	2nd Ave & Walnut St	surface lot	52
F	S 2nd St & W Main St	surface lot	28	J	N Riverside Ave & Cedar Ave	surface lot	91
G	N 2nd St & State St	surface lot	82	K	E Main St & N 3rd Ave	surface lot	36
H	N 2nd St & State St	surface lot	38	N	State Ave & N 3rd Ave	surface lot	46
L	N 3rd St & Cedar St	surface lot	40	P	N Riverside Ave near cul-de-sac	surface lot	46
O	N 3rd St & State St	surface lot	80	U	N Riverside Ave near cul-de-sac	surface lot	29
Q	Walnut St & S 4th St	surface lot	33	S	Walnut Ave & S 3rd Ave	3 story garage	78
R	Walnut St & S 3th St	surface lot	48		Total		394
T	S 2nd St & Walnut St	surface lot	27				
V	Illinois St & S 1st St	surface lot	52				
X	Illinois St & S 1st St	surface lot	34				
Y	Indiana St & S 1st St	surface lot	19				
I	S 1st St & Illinois St parking garage	5 story garage	429				
Z	Illinois St River West parking deck	2 story deck	106				
	Totals		1,065				

Source: DESMAN

On Street Parking Inventory

The on-street parking inventory is shown in **Table 2** below. As the table shows, there is a total of 356 on-street spaces west of the river and a total of 256 spaces east of the river. A significant number of on-street spaces have time restrictions lasting anywhere from 15 minutes to 8 hours. Since a number of street segments contained unstriped parking spaces, the consultant team estimated the availability of parking spaces on these street segments. West of Fox River, 1st, 3rd, and 4th Streets have the greatest number of on street parking spaces. Along with the lots, these parking spaces service the parking for restaurants in the area and the Cedar Fox wedding venue on Cedar St.

Table 2: On Street Parking Inventory in St. Charles, IL

On Street West of Fox River			On Street East of Fox River		
Street	Segment	Inventory	Street	Segment	Inventory
1st St	Cobblestone Dr to Prairie St	4	Indiana Ave	Riverside Ave to 2nd Ave*	0
1st St	Indiana St to Cobblestone Dr	29	Indiana Ave	2nd Ave to 3rd Ave*	6
1st St	Illinois St to Indiana St	4	Walnut Ave	Riverside Ave to 2nd Ave*	10
1st St	Walnut St to Illinois St	19	Walnut Ave	2nd Ave to 3rd Ave*	4
1st St	Main St to Walnut St	0	Walnut Ave	3rd Ave to 4th Ave*	6
State St	3rd St to 2nd St*	3	Walnut Ave	4th Ave to 5th Ave*	5
3rd St	State St to Cedar St	18	Main St	4th Ave to 5th Ave	0
3rd St	Cedar St to Main St	18	Main St	3rd Ave to 4th Ave	15
3rd St	Main St to Walnut St	9	Main St	2nd Ave to 3rd Ave	13
3rd St	Walnut St to Illinois St	10	Main St	Riverside Ave to 2nd Ave	6
3rd St	Illinois St to Indiana St	8	Main St	Riverside Ave to west bridge end	22
4th St	Illinois St to Indiana St*	8	Riverside Ave	Cedar Ave to Main St	3
4th St	Walnut St to Illinois St*	4	Cedar Ave	2nd Ave to 3rd Ave	1
4th St	Main St to Walnut St*	1	Cedar Ave	3rd Ave to 4th Ave	6
4th St	Cedar St to Main St	18	Cedar Ave	4th Ave to 5th Ave	6
4th St	State St to Cedar St*	8	State Ave	3rd Ave to 4th Ave*	4
State St	5th St to 4th St*	6	State Ave	2nd Ave to 3rd Ave*	2
5th St	Cedar St to Main St	10	Riverside Ave	Great Western Trail to State Ave	57
5th St	Main St to Walnut St*	7	Riverside Ave	Main St to Walnut Ave	15
5th St	Walnut St to Illinois St*	6	Riverside Ave	Walnut Ave to Illinois Ave	10
Indiana St	4th St to 3rd St*	7	2nd Ave	Walnut Ave to Illinois Ave*	8
Indiana St	3rd St to 2nd St*	12	2nd Ave	Main St to Walnut Ave*	12
Illinois St	2nd St to 1st St	0	2nd Ave	Cedar Ave to Main St	12
Illinois St	4th St to 3rd St*	9	Chestnut Ave	2nd Ave to 3rd Ave	5
Walnut St	5th St to 4th St*	16	3rd Ave	Cedar Ave to Main St	6
Walnut St	4th St to 3rd St*	14	3rd Ave	Main St to Walnut Ave*	6
Walnut St	3rd St to 2nd St	16	3rd Ave	Walnut Ave to Illinois Ave*	5
Cedar St	3rd St to 2nd St	11	3rd Ave	South Ave to Riverside Ave*	3
Cedar St	4th St to 3rd St	12	4th Ave	Walnut Ave to Illinois Ave*	1
Cedar St	5th St to 4th St	15	4th Ave	Main St to Walnut Ave*	0
State St	4th St to 3rd St*	9	4th Ave	State Ave to Cedar Ave*	7
Indiana St	1st St to Fox River	8	East Side Total Inventory		256
Cobblestone Dr	Limestone Dr to Brownstone Dr*	5			
Limestone Dr	Indiana to Cobblestone Dr	2			
Limestone Dr	Cobblestone Dr to Bluestone Dr*	14			
Bluestone Dr	Limestone Dr to Brownstone Dr*	6			
Brownstone Dr	Cobblestone Dr to Bluestone Dr*	4			
Brownstone Dr	Indiana St Cobblestone Dr	6			
Main Street	5th Street to 4th Street	0			
Illinois Street	1st Street to Fox River	0			
Prairie Street	2nd Street to 1st Street	0			
West Side Total Inventory		356			

(Note: Some of the streets included in Table 2 were included even though they were not part of the original scope area)
Source: DESMAN

Occupancy Data Collection

On-site data collection was performed to capture off-street parking occupancy. The counts were performed during ten time periods in the summer and fall of 2023: These time periods are shown in **Table 3** below.

Table 3: Data Collection Time Periods and Locations

Day	Time	Scope
Wed, Aug 9, 2023	10am - noon	on- and off-street; all facilities
Thu, Aug 10, 2023	1pm - 3pm	on- and off-street; all facilities
Sat, Aug 12, 2023	1pm - 3pm	on- and off-street; all facilities
Sat, Aug 12, 2023	6pm - 8 pm	on- and off-street; all facilities
Fri, Sep 22, 2023	6:30pm	off-street lots J,K,N,P,U,G,O,V,X,Y,I
Fri, Sep 22, 2023	7pm	off-street lots J,K,N,P,U,G,O,V,X,Y,I
Sat, Sep 23, 2023	6pm	off-street lots N,P,O,V,X,Y,I
Sat, Sep 23, 2023	6:30pm	off-street lots N,P,O,V,X,Y,I
Sat, Sep 23, 2023	7pm	off-street lots N,P,O,V,X,Y,I
Sat, Sep 23, 2023	7:30pm	off-street lots N,P,O,V,X,Y,I

Source: DESMAN

These time periods were purposefully selected to ensure that peak parking was captured on both weekdays and weekends. The data collection helped determine the where, when, and how much of parking demand. Industry standards indicate that occupancy should not exceed 85 to 90% of capacity. This concept, known as *practical capacity*, refers to the operational efficiency of a parking area. Ideally, between 10 and 15% of the parking spaces in a facility would be available to accommodate peak surges of demand. **Tables 4 and 5** below presents parking occupancy for off-street facilities in St. Charles.

Off Street Parking Occupancy

East of the Fox River, six of the eight facilities exceeded the 85% occupancy threshold at some point during the week (highlighted in blue in Table 4). As expected, all of these occurred on Friday and Saturday, when parking demand is greatest. Lots N (30%) and U (83%) were the only two that never exceeded this threshold. Lot N in particular is difficult to find and recognize, is poorly lit, and is uphill from the downtown area. These factors most likely contribute to its underutilization.

West of the Fox River, seven of the 15 facilities exceeded the 85% occupancy threshold (also highlighted in blue in Table 5) at some point during the week. While this mostly happened on Friday and Saturday, off-street facilities E, V, and Z met this threshold on weekdays as well.

While both east and west of the Fox River 13 of the 23 off-street facilities are above the 85% occupancy threshold at some point, it is very important to note that these peaks do not occur simultaneously. Therefore, it is not wise to look at each off-street lot/garage in isolation. Rather, it is more accurate and informative to look at the entire parking supply during one time period. Since weekend (Friday and Saturday) evening parking was sampled multiple times at a number of key locations, averages of these locations were calculated and utilized with the other Saturday, Aug 12th evening values to provide a

“representative” weekend parking sample. A summary of total average weekend parking space vacancies is in **Table 6**. In the worst-case scenario, where maximum values are used regardless of time and day, off-street parking on the east side of the Fox River is at 88% occupancy with 47 vacancies and on the west side of the river is at 85% with 157 vacancies. When average values are used for the peak period, there are 209 off-street vacant spaces on the west side and 80 vacant spaces available on the east side for a total of 289 vacant off-street spaces even during the busiest period of the week.

Table 4: Off Street Parking Occupancy in St. Charles, IL East of Fox River

Map Letter	Location	Spaces	Wed, Aug 9, 2023		Thu, Aug 10, 2023		Sat, Aug 12, 2023				Fri, Sep 22, 2023				Sat, Sep 23, 2023								Peak Period		
			10am - noon		1pm - 3pm		1pm - 3pm		6pm - 8 pm		6:30pm		7pm		6pm		6:30pm		7pm		7:30pm		Count	%	Vacancies
			Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%			
A	Riverside Ave & Main	16	3	19%	12	75%	16	100%	16	100%												16	100%	0	
B	2nd Ave & Walnut	52	16	31%	39	75%	44	85%	52	100%												52	100%	0	
J	N Riverside Ave & Cedar	91	59	65%	65	71%	54	59%	74	81%	89	98%	90	99%								90	99%	1	
K	E Main St & N 3rd Ave	36	13	36%	18	50%	22	61%	24	67%	31	86%	33	92%								33	92%	3	
N	State Ave & N 3rd Ave	46	6	13%	14	30%	12	26%	9	20%	11	24%	13	28%	6	13%	6	13%	6	13%	6	13%	14	30%	32
P	N riverside Ave near	46	0	0%	1	2%	3	7%	13	28%	16	35%	41	89%	15	33%	15	33%	19	41%	23	50%	41	89%	5
U	N riverside Ave near	29	18	62%	19	66%	24	83%	24	83%	16	55%	22	76%								24	83%	5	
S	Walnut Ave & S 3rd Ave	78	36	46%	40	51%	72	92%	77	99%												77	99%	1	
	Totals	394	151	38%	208	53%	247	63%	289	73%												347	88%	47	

(Note: High occupancy lots are highlighted in light blue.) Source: DESMAN

Table 5: Off Street Parking Occupancy in St. Charles, IL West of Fox River

Map Letter	Location	Spaces	Wed, Aug 9, 2023		Thu, Aug 10, 2023		Sat, Aug 12, 2023				Fri, Sep 22, 2023				Sat, Sep 23, 2023								Peak Period										
			10am - noon		1pm - 3pm		1pm - 3pm		6pm - 8 pm		6:30pm		7pm		6pm		6:30pm		7pm		7:30pm		Count	%	Vacancies								
			Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%											
C	2nd St & Illinois St	29	21	72%	15	52%	0	0%	9	31%																	21	72%	8				
E	S 2nd St & W Main St	20	8	40%	19	95%	18	90%	20	100%																	20	100%	0				
F	S 2nd St & W Main St	28	21	75%	17	61%	15	54%	22	79%																	22	79%	6				
G	N 2nd St & State St	82	45	55%	64	78%	63	77%	78	95%	82	100%	81	99%																	82	100%	0
H	N 2nd St & State St	38	16	42%	9	24%	18	47%	28	74%																	28	74%	10				
L	N 3rd St & Cedar St	40	16	40%	15	38%	34	85%	38	95%																	38	95%	2				
O	N 3rd St & State St	80	9	11%	12	15%	23	29%	64	80%	80	100%	80	100%	78	98%	78	98%	78	98%	78	98%	80	100%	0								
Q	Walnut St & S 4th St	33	13	39%	15	45%	3	9%	9	27%																	15	45%	18				
R	Walnut St & S 3th St	48	11	23%	12	25%	12	25%	18	38%																	18	38%	30				
T	S 2nd St & Walnut St	27	21	78%	19	70%	15	56%	19	70%																	21	78%	6				
V	Illinois St & S 1st St	54	48	89%	30	56%	29	54%	34	63%	50	93%	52	96%	54	100%	48	89%	49	91%	49	91%	54	100%	0								
X	Illinois St & S 1st St	34	22	65%	14	41%	11	32%	33	97%	34	100%	33	97%	33	97%	30	88%	29	85%	28	82%	34	100%	0								
Y	Indiana St & S 1st st	19	6	32%	7	37%	0	0%	8	42%	1	5%	19	100%	14	74%	15	79%	13	68%	9	47%	15	79%	4								
I	S 1st St & Illinois St	429	168	39%	156	36%	118	28%	239	56%	254	59%	359	84%	323	75%	361	84%	359	84%	362	84%	362	84%	67								
Z	Illinois St west of river	106	102	96%	77	73%	89	84%	100	94%																	100	94%	6				
Totals		1,067	527	49%	481	45%	448	42%	719	67%																	910	85%	157				

(Note: High occupancy lots are highlighted in light blue.) Source: DESMAN

Table 6: Peak Period (Weekend Evening) Off-Street Parking Vacancies

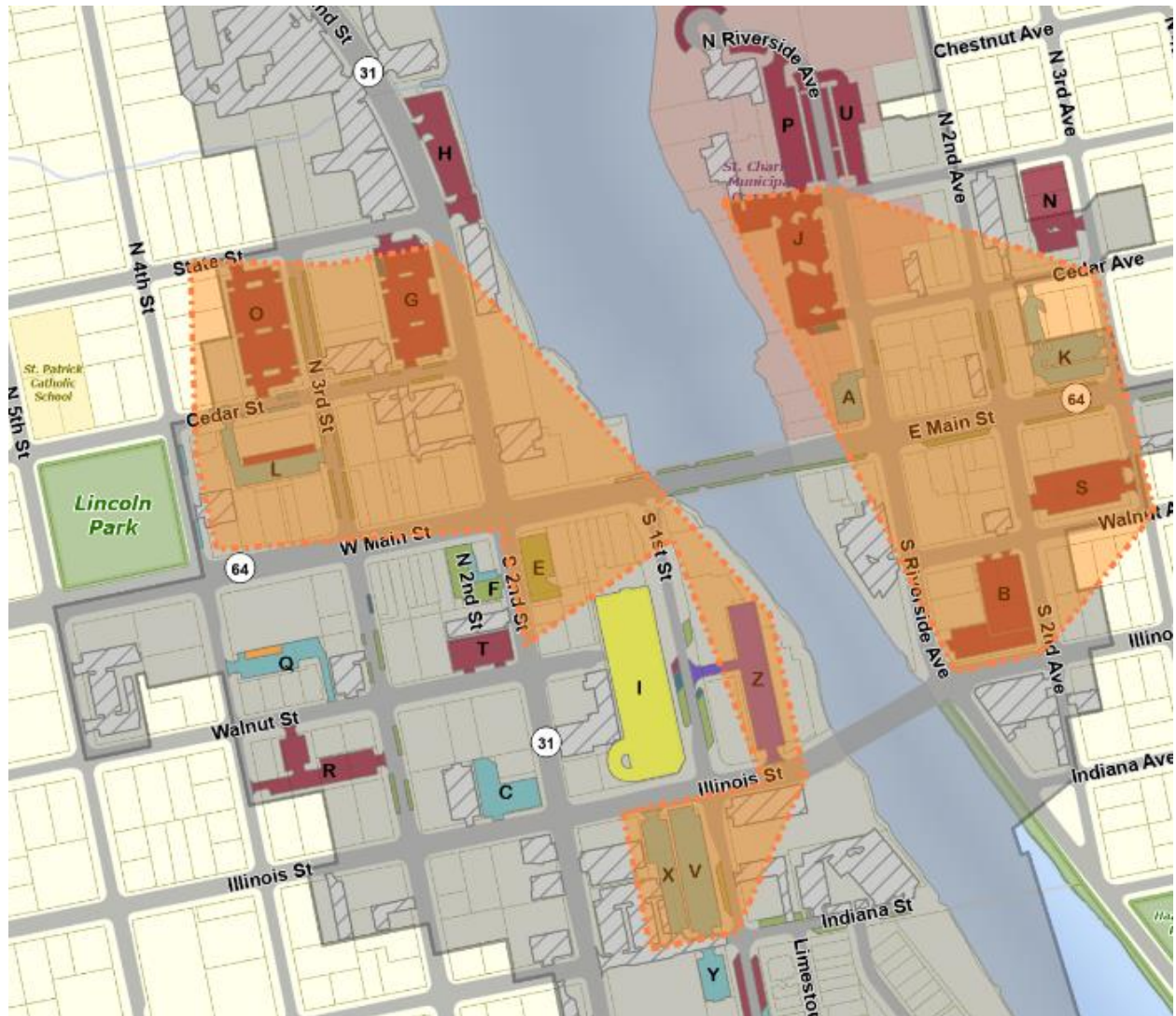
Location	Worst Case Scenario		Average Scenario	
	Occupancy	Vacancies	Occupancy	Vacancies
West of Fox River	85%	157	80%	209
East of Fox River	88%	47	80%	80
Total	86%	204	80%	289

Source: DESMAN

Figure 2 below gives a geographical snapshot of parking congestion and shows that parking is most congested in the most central areas of downtown St. Charles where there are the most activity sites. Directly east of the Fox River, Flagship on the Fox and Arcada Theatre which lie along S. Riverside Ave. just south of E. Main St. are two venues that generate substantial weekend traffic and thus a large demand for parking. Patrons use lots A, B, S, and K for these venues, but Lots N, P, and U are also available and undercapacity despite their proximity to these three congested lots. A total of 73 spaces are vacant in these three lots during the Saturday evening time period. This underutilization could be due to their distance from the activity sites both along Main St. and south of Main St. as respondents in an online survey mentioned that distance to their final destination was a significant parking issue.

On the west side of the Fox River, Cedar Fox Weddings and Events (on Cedar St. between N 3rd and 4th streets), Hotel Baker (on Main St. alongside Fox River), along with various other restaurants, bars, and nightlife are major generators of weekend traffic. Parking demand is generated in lots nearby the Fox River starting at State St. going southward to Indiana St. Despite this demand, at its peak during the weekend evening, the five-story parking garage along with other west side surface lots have over 200 parking spaces vacant. During the peak period, the five-story parking garage still has approximately 67 parking spaces available. A majority of the vacant parking spaces of the parking garage are on the fifth level. Reallocating parking demand from more crowded lots to less crowded ones is a strategy that should be pursued. For example, when Lots O, G, X, and V are crowded, visitors would be well-served by using nearby lots C, Q, R, and I which have a total of over 160 available parking spaces during the weekend peak period.

Figure 2: Off Street Public Parking Facilities with at least 85% Occupancy



Source: DESMAN

On Street Parking Occupancy

On-site data collection was also conducted to obtain on-street parking occupancy. As with off street data collection, the counts were performed during four time periods in the summer of 2023: Wednesday, August 9 from 10 am to noon, Thursday, August 10 from 1 pm to 3 pm, Saturday, August 12 from 1 pm to 3 pm, and Saturday, August 12 from 6 pm to 8 pm. The practical capacity rate of 85% was used, and once this rate is exceeded, potential parkers find it difficult to locate open spaces and are more likely to continue to search for an available space, creating traffic flow problems, frustrating drivers, and ultimately leading them to park elsewhere. **Tables 7 and 8** below present on-street parking occupancy in St. Charles. Saturdays have the greatest number of street segments that exceed practical capacity. This is especially true east of the Fox River, which has 22 time-location windows that exceed practical capacity, compared with 14 for west of the Fox River. These time-location windows are highlighted in orange. Despite these high-occupancy street segments on Saturday evenings, Tables 5 and 6 show that there are still a number

of segments that are below practical capacity during the same time frame, particularly west of the Fox River.

Table 7: On Street Parking Occupancy in St. Charles, IL East of Fox River

Street	Segment	Inventory	Wed, Aug 9, 2023, 10am - 12pm		Thu, Aug 10, 2023, 1pm - 3pm		Sat, Aug 12, 2023 1pm - 3pm		Sat, Aug 12, 2023, 6pm - 8 pm)	
			Count	%	Count	%	Count	%	Count	%
Indiana Ave	Riverside Ave to 2nd Ave*	0	0	-	0	-	0	-	1	-
Indiana Ave	2nd Ave to 3rd Ave*	6	0	0%	0	0%	1	17%	5	83%
Walnut Ave	Riverside Ave to 2nd Ave*	10	1	10%	1	10%	5	50%	9	90%
Walnut Ave	2nd Ave to 3rd Ave*	4	0	0%	0	0%	1	25%	5	125%
Walnut Ave	3rd Ave to 4th Ave*	6	4	67%	4	67%	4	67%	5	83%
Walnut Ave	4th Ave to 5th Ave*	5	3	60%	4	80%	4	80%	4	80%
Main St	4th Ave to 5th Ave	0	0	-	0	-	0	-	0	-
Main St	3rd Ave to 4th Ave	15	2	13%	1	7%	1	7%	8	53%
Main St	2nd Ave to 3rd Ave	13	3	23%	1	8%	7	54%	9	69%
Main St	Riverside Ave to 2nd Ave	6	4	67%	2	33%	4	67%	5	83%
Main St	Riverside Ave to bridge west end	22	7	32%	11	50%	16	73%	18	82%
Riverside Ave	Cedar Ave to Main St	3	2	67%	6	200%	3	100%	3	100%
Cedar Ave	2nd Ave to 3rd Ave	1	0	0%	0	0%	0	0%	0	0%
Cedar Ave	3rd Ave to 4th Ave	6	3	50%	3	50%	1	17%	3	50%
Cedar Ave	4th Ave to 5th Ave	6	1	17%	0	0%	1	17%	0	0%
State Ave	3rd Ave to 4th Ave*	4	1	25%	1	25%	2	50%	4	100%
State Ave	2nd Ave to 3rd Ave*	2	0	0%	0	0%	1	50%	1	50%
Riverside Ave	Great Western Trail to State Ave	57	15	26%	0	0%	17	30%	29	51%
Riverside Ave	Main St to Walnut Ave	15	10	67%	17	113%	15	100%	15	100%
Riverside Ave	Walnut Ave to Illinois Ave	10	2	20%	8	80%	10	100%	10	100%
2nd Ave	Walnut Ave to Illinois Ave*	8	0	0%	1	13%	7	88%	8	100%
2nd Ave	Main St to Walnut Ave*	12	4	33%	3	25%	10	83%	12	100%
2nd Ave	Cedar Ave to Main St	12	8	67%	11	92%	6	50%	13	108%
Chestnut Ave	2nd Ave to 3rd Ave	5	1	20%	2	40%	0	0%	0	0%
3rd Ave	Cedar Ave to Main St	6	0	0%	0	0%	0	0%	4	67%
3rd Ave	Main St to Walnut Ave*	6	2	33%	1	17%	1	17%	8	133%
3rd Ave	Walnut Ave to Illinois Ave*	5	0	0%	0	0%	2	40%	7	140%
3rd Ave	South Ave to Riverside Ave*	3	0	0%	1	33%	0	0%	0	0%
4th Ave	Walnut Ave to Illinois Ave*	1	1	100%	3	300%	0	0%	1	100%
4th Ave	Main St to Walnut Ave*	0	3	-	3	-	1	-	2	-
4th Ave	State Ave to Cedar Ave*	7	6	86%	3	43%	5	71%	6	86%
East Side Total		256	83	32%	87	34%	125	49%	195	76%

(Note: High occupancy segments are highlighted in orange.)

Source: DESMAN

Table 8: On Street Parking Occupancy in St. Charles, IL West of Fox River

Street	Segment	Inventory	Wed, Aug 9, 2023, 10am - 12pm		Thu, Aug 10, 2023, 1pm - 3pm		Sat, Aug 12, 2023 1pm - 3pm		Sat, Aug 12, 2023, 6pm - 8 pm)	
			Count	%	Count	%	Count	%	Count	%
1st St	Cobblestone Dr to Prairie St	4	2	50%	2	50%	2	50%	2	50%
1st St	Indiana St to Cobblestone Dr	29	18	62%	19	66%	9	31%	18	62%
1st St	Illinois St to Indiana St	4	3	75%	3	75%	2	50%	4	100%
1st St	Illinois St to Walnut St	19	17	89%	16	84%	9	47%	18	95%
1st St	Walnut St to Main St	0	0	-	0	-	0	-	0	-
State St	3rd St to 2nd St*	3	0	0%	2	67%	0	0%	0	0%
3rd St	State St to Cedar St	18	3	17%	7	39%	4	22%	14	78%
3rd St	Cedar St to Main St	18	6	33%	14	78%	15	83%	17	94%
3rd St	Main St to Walnut St	9	4	44%	5	56%	5	56%	9	100%
3rd St	Walnut St to Illinois St	10	4	40%	2	20%	3	30%	7	70%
3rd St	Illinois St to Indiana St	8	3	38%	2	25%	1	13%	1	13%
4th St	Illinois St to Indiana St*	8	2	25%	3	38%	2	25%	3	38%
4th St	Walnut St to Illinois St*	4	0	0%	1	25%	1	25%	1	25%
4th St	Main St to Walnut St*	1	0	0%	0	0%	0	0%	0	0%
4th St	Cedar St to Main St	18	3	17%	7	39%	9	50%	18	100%
4th St	State St to Cedar St*	8	1	13%	1	13%	6	75%	5	63%
State St	5th St to 4th St*	6	0	0%	0	0%	0	0%	0	0%
5th St	Cedar St to Main St	10	7	70%	7	70%	5	50%	5	50%
5th St	Main St to Walnut St*	7	0	0%	3	43%	0	0%	0	0%
5th St	Walnut St to Illinois St*	6	2	33%	1	17%	3	50%	3	50%
Indiana St	4th St to 3rd St*	7	2	29%	2	29%	2	29%	2	29%
Indiana St	3rd St to 2nd St*	12	7	58%	5	42%	6	50%	6	50%
Illinois St	2nd St to 1st St	0	0	-	0	-	0	-	0	-
Illinois St	4th St to 3rd St*	9	0	0%	1	11%	0	0%	0	0%
Walnut St	5th St to 4th St*	16	1	6%	2	13%	2	13%	3	19%
Walnut St	4th St to 3rd St*	14	3	21%	1	7%	0	0%	1	7%
Walnut St	3rd St to 2nd St	16	9	56%	11	69%	2	13%	15	94%
Cedar St	3rd St to 2nd St	11	9	82%	9	82%	9	82%	11	100%
Cedar St	4th St to 3rd St	12	5	42%	4	33%	8	67%	11	92%
Cedar St	5th St to 4th St	15	8	53%	3	20%	6	40%	10	67%
State St	4th St to 3rd St*	9	2	22%	0	0%	0	0%	0	0%
Indiana St	1st St to Fox River	8	4	50%	2	25%	7	88%	9	113%
Cobblestone Dr	Limestone Dr to Brownstone Dr*	5	0	0%	0	0%	0	0%	0	0%
Limestone Dr	Indiana to Cobblestone Dr	2	1	50%	1	50%	2	100%	2	100%
Limestone Dr	Cobblestone Dr to Bluestone Dr*	14	3	21%	0	0%	1	7%	0	0%
Bluestone Dr	Limestone Dr to Brownstone Dr*	6	0	0%	0	0%	0	0%	1	17%
Brownstone Dr	Cobblestone Dr to Bluestone Dr	4	1	25%	0	0%	1	25%	0	0%
Brownstone Dr	Indiana St Cobblestone Dr	6	1	17%	2	33%	1	17%	0	0%
Main Street	5th Street to 4th Street	0	0	-	0	-	0	-	0	-
Illinois Street	1st Street to Fox River	0	0	-	0	-	0	-	0	-
Prairie Street	2nd Street to 1st Street	0	0	-	-	-	0	-	0	-
West Side Total Occupancy		356	131	37%	138	39%	123	35%	196	55%

(Note:

High occupancy segments are highlighted in orange.)

Source: DESMAN

On Street and Off-Street Parking Occupancy Summary

In summary, there are total of 2,071 public parking spaces, including on and off-street, in the downtown area and the highest parking occupancy is on Saturday evenings. On a peak Saturday evening, approximately 1,648 of the 2,071 total downtown parking spaces are occupied, or about 80% of the total parking spaces.

On a typical Saturday evening, the east side of the Fox River has an average off-street parking of 80% occupancy (88% in the worst-case scenarios), with a majority of the vacant parking spaces in Lot N. On-street parking on the east side is at 76% occupancy, with a majority of the vacant parking space between State Ave and the Great Western Trail. As depicted in Figure 2, parking occupancy is highest closer to Main Street however there is available parking in lots one or two blocks north of Main Street. The data presented here confirms the observations and comments of city staff, citizens, and the consulting team, namely, parking is most difficult on Saturday evenings on the east side of the Fox River. Parkers on the east side do not experience significant congestion during any of the other three time-intervals for weekday mornings, weekday afternoons, and Saturday afternoons.

The west side of the Fox River, 7 of the 15 off-street parking facilities reached above the practical capacity occupancy threshold at some point. It is important to note that the five-story parking garage never reached above the practical capacity. On-street parking occupancy reached a 55% occupancy at peak, with the highest occupancy on First Street, Cedar Street, and Third Street.

The data shows that even in the worst-case scenario, there is both on- and off-street parking available. Wherever and whenever there is a high-occupancy facility, there is always a lower-occupancy facility nearby. However, this second and third parking option is not always readily apparent to visitors or is inconvenient from a pedestrian standpoint if you have to cross a barrier such as Route 64.

Parking Rates

The City of St. Charles currently does not charge for parking at any of its public surface lots, garages, or on-street spaces. Visitors may park wherever they like so long as space is available.

Parking Equipment

The City of St. Charles currently does not use any equipment for parking purposes. Since parking is not charged, there is no need for meters, gates, mobile apps, or pay stations.

Time Restrictions

Of the 23 off-street parking facilities, 12 provide 24-hour parking. Others provide a mix of parking time limits, ranging from 30 minutes to eight hours. **Figure 3** below gives a snapshot of the off-street parking facilities, colored according to time restrictions. These time restrictions are listed in **Table 9** below. Time restrictions are also an element of on-street parking with time limits ranging from 15 minutes to eight hours. One major drawback is that there are too many categories of these parking time restrictions making it hard for downtown visitors to remember how long they can park and where.

Table 9: Parking Time Restrictions in Downtown St. Charles, IL

Color	Parking Time Limits
Maroon	24 hrs
Yellow	1,3, & 24 hrs
Other colors	30 min to 8 hrs

Source: DESMAN

Figure 3: Off Street Parking in Downtown St. Charles According to Time Restrictions



Source: DESMAN

Signage and Wayfinding

Both on-street and off-street parking and wayfinding signage exists in downtown St. Charles. However, both the quantity and quality of signage and wayfinding is not adequate to clearly direct downtown visitors to designated public parking. This was especially true in the five-story parking garage where drivers are more hesitant to park on the 4th and 5th floors due to the circular ramp and poor maneuverability on the first three levels. Wayfinding after vehicles have been parked is also difficult because the north-end elevator does not access the 2nd and 3rd floors.

Wayfinding and signage in the surface lots are also insufficient. Signs in a number of lots are not placed in easily visible locations, do not contain easy-to-understand information, and are hard to discern whether or not the lot is public or private. A sample of currently used signage and their potential drawbacks are below in **Figures 4 to 7**. Figure 4 is a wayfinding sign, but does not clearly indicate that public parking is available in the lot directly behind the sign. Figure 5 is also a wayfinding sign, but it is not specific enough. There are four public parking surface lots in the direct vicinity of the sign, and the public would be better served if the signs were positioned clearly in each of the lot's entrances. Figures 6 and 7 are examples of signage that is too difficult to see. The sign in Figure 6 is too small and far from the road, and the sign in Figure 7 is emblematic of signs in the parking garage that should be made more visible.

Figure 4: No Clear Indication of Public Parking at Lot Entrance



Source: DESMAN

Figure 5: Unclear Wayfinding Signage



Source: DESMAN

Figure 6: Small Sign Size, Suboptimal Location, and Unclear Meaning



Source: DESMAN

Figure 7: Difficult to Find Directional Signage in Parking Garage



Source: DESMAN

Enforcement

Parking ordinances are spelled out in the City of St. Charles Municipal Code Book, Title 10, “Vehicles and Traffic”, Section 10.40 – Stopping, Standing, and Parking. These ordinances apply to both the operator and owner of any vehicle in question. Parking enforcement falls under the responsibility of the St. Charles Police Department. Since parking is free of charge in St. Charles, there are no code violations regarding cost. However, code violations can occur due to time restrictions, prohibited parking locations, loading zones, snow conditions, and so on. Citizens, government, and police all agree that there is a lack of enforcement of parking violations.

Parking Facility Misuse

While technically not a violation, vehicles being stored in public parking lots has been noticed. This “warehousing” of vehicles over multiple days is a misuse of public parking lots and can cause problems during periods of high occupancy. **Figure 8** shows two business vehicles parked over multiple days in a public lot.

In addition, due to its high vacancy levels, the 1st St. parking garage has experienced numerous incidents of youth joyriding their vehicles on its top floor. While this is also technically not a parking violation, it defaces the parking garage, discourages parking on the top floor, and is a nuisance to the public. **Figure 9** shows skid marks on the top floor of the 1st St. parking garage.

Figure 8: Multi-Day Continuous Parking in Publicly Owned Lots



Source: DESMAN

Figure 9: Skid Marks Due to Joyriding on Top Floor in Parking Garage



Source: DESMAN

Online Parking Survey - Residents

An online survey was conducted during the study timeframe and over 390 responses were received. The overwhelming majority of respondents were from St. Charles and its western suburbs and most were above the age of 41. Consistent with expectation, visitors found parking during the weekend evenings to be most troublesome, with many finding parking availability and the distance to their final destination as the two biggest problems. Nearly 80% of respondents went downtown for eating or other entertainment and about 7 in 10 parked in an off-street public lot or garage. Finally, visitors responded that they would be very unwilling to pay for parking. Highlights of the survey are shown in **Table 11** below.

Table 11: Online Visitor Parking Survey Highlights

Question	Response Highlight
Where downtown visitors live...	93% were either from zip code 60175 or 60174
Visitor age...	80% were 41 years old or above
How often visitors go downtown...	97% visit downtown at least a few times a month
Days which visitors find parking most challenging...	91% find weekends to be most challenging for parking
Time of day visitors find parking most challenging...	83% find parking most challenging after 5 pm
How visitors go downtown...	91% go by car, 6% walk, and 2% use a bicycle
Reason visitors go downtown...	79% of visitors go downtown for eating or recreation
Where visitors park their cars...	71% park in an off-street public lot or garage, 13% park on-street alongside a curb
How easy visitors can find a parking space in downtown...	Visitors scored this only about 3.5 out of 10
How safe visitors feel parking downtown...	Visitors scored this about 5.7 out of 10
How willing visitors would be to pay a small fee for parking downtown...	Visitors scored this only about 1.5 out of 10
Problems visitors have when parking downtown...	72% of visitors find parking availability and distance to their destination as the biggest problems

Source: DESMAN

Online Parking Survey - Businesses

An online survey was also conducted for business owners in downtown St. Charles. Close to 30 businesses responded, and responses mirrored those of the residents. Highlights of the business survey are in **Table 12** below.

Table 12: Online Business Parking Survey Highlights

Question	Response Highlight
How easy it is for their customers to find a parking space...	Businesses scored this at about 5 out of 10
How easy it is for their employees to find a parking space...	Businesses scored this at about 6 out of 10
Biggest problem their patrons have with parking...	Many businesses wrote that patrons' biggest problems were inconvenient distances from destinations and the time needed to park
Days which patrons find parking most challenging...	89% of business owners selected weekends as the most challenging for their patrons...
Time of day patrons find parking most challenging...	93% responded that afternoons and evenings are most challenging for patrons

Source: DESMAN

STAKEHOLDER INTERVIEWS AND PUBLIC OPEN HOUSES

A series of stakeholder interviews on August 9 and 10, 2023 as well as two public open houses on August 14 and September 6, 2023 were conducted. The interviews as well as the open houses provided community input and first-hand experience of parking-related issues in downtown St. Charles. Open house visitors came from a broad cross section of St. Charles with a total of over 30 visitors at the August and September open houses. The following is a list of stakeholders and their respective organizations.

Stakeholders

- Laura Purdy – St. Charles Business Alliance
- Amy Curione – St. Charles Business Alliance
- Mike Kies – St. Charles Park District
- Sue McDowell – Arts Council
- Debbie Gurley – St. Charles Area Chamber of Commerce
- John Rabchuk – River Corridor Foundation of St. Charles
- Tom Anderson – Developer/Property Owner
- Amber Grove– Developer/Property Owner
- Nick Smith– Developer/Property Owner
- Megan Curren - The Graceful Ordinary (restaurant)
- Mike Carney – The Office/Whiskey Bend (restaurant)
- Dino Sisto – La Zaza’s (restaurant)
- Jayme Muenz – Ward 2 Alderperson
- Bryan Wirball – Ward 4 Alderperson
- Billy Metzger – The Diamondaire (business)
- Lance Ramella – Cedar Fox (business)
- Bob Gehm – Ward 3 Alderperson
- Ed Bessner – Ward 5 Alderperson
- David Pietryla – Ward 4 Alderperson

Among major employers, minor employers, developers, and public works, the stakeholders gave varying feedback on the public parking system. The following describes common issues brought about during the interviews.

General Comments

- *St. Charles has a lot of popular dining places so evenings are especially bad for parking.*
- *Weekend and event traffic is the problem, especially in the Lincoln Park neighborhood. I've found that people will accept festival-related traffic and parking, but not typical weekend traffic and parking.*
- *The lot alongside N 2nd St. between State St. and Cedar St. could fill a few garbage cans after a weekend night. Cleaning it more frequently should be considered.*
- *The city needs to provide numbers about the costs of solutions such as parking garages and enforcement.*
- *Parking decks are good, but if they are built north of Main St. on the east of the river, I wonder if people will be willing to cross to the south side of Main St. to access Arcada Theatre and other businesses. Main St. is not easy to cross for either pedestrians or cars.*
- *One issue is the problem of perception. Parking needs to be presented as an increase in spaces for the public, not as a revenue generator for the government.*
- *In the northeast quadrant of downtown, parking is challenging on the weeknights and weekends when the Arcada is in use.*
- *Recommendations should take into consideration the quality of life issues of current residents.*
- *Please! We are the "Pride of the Fox". Stop giving the parking lots the river view!*
- *I am amazed at how many people park at the old police station and city hall during evenings to come in town for dining, etc. It's actually very cool and we can capitalize on that space somehow.*
- *Maintain the current parking characteristics of the neighborhoods even if new developments go in.*
- *There should be free shuttles/trolleys on Fridays, Saturdays, and Sundays around town.*
- *Why do we have a parking issue when there is so much vacancy on 1st and Main?*
- *The city should be cognizant of river quality and runoff.*
- *Perceived safety is an issue.*
- *The SE quadrant is always full!*
- *A circulating shuttle would be better than valet service.*

Signage & Wayfinding

- *During events, if lots near my business are filled, customers don't know where to park even though I tell them beforehand where they can park. Signage is important.*
- *Wayfinding is a big issue. It's inconsistent throughout the downtown area, and perhaps a parking app would help.*
- *Parkers need real-time information about parking space availability.*
- *Downtown needs better signs and wayfinding.*

- *There definitely needs to be wayfinding that directs people from more crowded lots to less crowded lots.*
- *There needs to be signage in the deck that indicates how full each floor is.*
- *There needs to be electronic signage and an app that indicates the number of spaces available.*
- *There is a general lack of information about parking. People who visit downtown don't know who to ask or where to look to find information about parking.*
- *Better signage in parking deck!*
- *There should be electronic signage showing open parking spots in garages. Especially on 1st St, people should be encouraged to drive into where parking spots are available.*
- *Please add more and better signage to direct drivers to major parking sites!*
- *Top levels of decks are sometimes empty.*
- *Traffic on Main St. gets blocked by delivery trucks; better signage would help.*
- *Large, lighted parking signs are needed. Some lots are barely marked.*

Enforcement

- *I think enforcement is an issue. I see that 24-hour lots are being taken advantage of. I've seen some commercial trucks that park continuously in some lots.*
- *I also see that 24 hour lots are being taken advantage of. I've seen some vehicles left in these lots for over one month!*
- *Enforcement of time limits is low-hanging fruit – that's something that could be done pretty easily.*
- *I've heard of car break-ins in the parking garage. The police need to be involved.*
- *Hiring enforcement officers is better than spending \$10 to \$20 million on a parking deck.*
- *Because time restrictions need to be enforced, I wonder if parking tickets are a good way to enforce this.*
- *Nowadays, with delivery services less reliable, delivery trucks are blocking traffic. This needs to be managed better.*
- *People who park in our lots don't always patronize our businesses. I see some parking in our lot who use Pottawatomie Park trails, which go across the river.*
- *Please enforce current parking regulations and limit parking on residential streets.*
- *Parking enforcement does not need to be increased unless it becomes a serious issue. It's a waste of resources.*

Physical Parking Infrastructure Supply, Equipment

- *The city needs to install more speed bumps in the parking deck to prevent bad driving.*
- *Rideshare spots for Uber and Lyft are a waste of space – get rid of them!*
- *Combine the two parking lots between State St. and Cedar St. into one.*
- *There is not enough striping to indicate parking stalls.*
- *Parking in the Arcada area is underserved for parking patrons.*
- *Our customers use the lot alongside N 3rd St. between State St. and Cedar St. During our events it's filled to capacity and our employees and subcontractors have to park on the street sometimes blocks away from our venue.*

- *For aesthetic reasons, I am opposed to any parking garage being built riverside. I prefer something further away from the river.*
- *I don't think we need new parking garages, and if we do build them, I want them pushed to the outskirts. The city needs to think more about micro-mobility, trolleys, and the like.*
- *Arcada Theatre and breweries bring in younger crowds. This brings a lot of youth to the big parking garage, and there needs to be a gate system to regulate the flow of traffic in and out of the parking garage.*
- *There is room for putting a parking garage in a number of candidate locations. In particular, I think the lot west of Baker Memorial Church across 3rd Ave is a good location.*
- *I think there is more land to convert into parking than the city is willing consider.*
- *Bicycle parking is needed. Bicyclists shouldn't have to lock their bicycles to lampposts.*
- *It seems to make sense to utilize the parking lots between 2nd and 3rd Avenue better. And remove the old houses because they look awful!*
- *There needs to be handicap accessibility on 2nd Ave and in the Main area.*
- *I hate the thought of giving up the parking lot directly north of the government office for a multistory parking deck. Try to be more creative!*
- *The lot on N 3rd Ave between Cedar Ave and E Main St. could have underground parking.*
- *No tall parking garages! I do not like the 1st St. five-decker!*
- *Residential parking for homeowners (or renters) on streets near town is needed.*
- *I like the idea of the parking lot on N 3rd Ave between Cedar Ave and E Main St. becoming some kind of garage.*
- *A gate system in the parking garage is needed.*
- *Add an east side parking garage on 2nd Avenue.*
- *There should be more drop-off locations in downtown.*
- *Obtain more federal money to build EV stations.*
- *More multi-level, off-river parking is needed in the southeast quadrant of downtown.*
- *Parking is needed on the east side because of the Arcada and new restaurants.*
- *More parking is needed for the Baker Community Center. Some events fill its capacity and parking spills into the streets.*
- *Do not save the old police station!*
- *Bicycle trail parking is needed near the bridge to Pottawatomie Park.*
- *Expand the downtown northeast quadrant parking deck to incorporate the neighboring housing property!*
- *Parking on the Main St. bridge should be eliminated!*
- *QR codes can be used instead of or in addition to a parking app. This can be used to direct parkers to lots with vacancies.*
- *Another parking garage is possibly needed in the SE quadrant near Pollyanna Brewing.*

Parking Pricing, Time-Restrictions, Permits, Ordinances

- *On-street metered parking is needed. If we use this, we can push free parking into the garages. More parking turnover means more profit.*

- *Charging a parking fee is not a bad idea, but businesses and their employees will feel punished. Therefore, if parking in some places in downtown is charged, I would like to see different fees for employees and customers.*
- *I moved my business here from a neighboring city because the parking there was horrendous! Here parking isn't as bad, but my customers don't know where to park. Channeling them to available parking locations would help. Parkers spend about 45 minutes in my store, and Thursdays and weekends get busy. With some parking only available for only 30 minutes, it's hard to do anything.*
- *The city needs to create permit parking according to neighborhood.*
- *I think there will be resistance to paid parking because people aren't accustomed to it.*
- *There needs to be parking spaces dedicated to employees of businesses, so they don't need to walk far to get to work. Also, spaces with time restrictions are tough for employees because they may have to move their cars mid-shift.*
- *Customers of small stores should be able to park in front of the store using short-term parking.*
- *At our restaurant, we don't do lunch business because of 90-minute parking nearby. This is too short for lunch-goers and people don't want to park in the parking deck for lunch.*
- *Increase the cost of on-street parking to force cars into the city's parking garages.*
- *Change zoning so that all new buildings downtown accommodate all needed parking.*
- *No on-street parking facing the river!*
- *Maintain liberal green space between the municipal building and Pottawatomie Park.*
- *When the riverfront is closed for the art fair, businesses struggle.*
- *The 90-minute parking restriction is unnecessary.*
- *Pick-up and drop-off zones need to be established on the west side.*
- *Either all parking should be 24 hours or overnight parking should be allowed. Otherwise, people will try to drive while intoxicated.*

Shared Parking

- *Shared parking is low-hanging fruit and a great idea, but it's a cultural shift. I think it could work at some banks as well as the public library.*
- *Ultimately, lower cost options need to be explored first. Start with shared parking and enforcement before considering expensive parking decks.*
- *Shared parking at the library or at other businesses when they're not open is needed. 362*
- *Allow the public library as well as St. Mark's Church parking lots to be used by private valet services.*
- *Protect current library parking for patrons during library hours. Open it to be utilized after hours only.*
- *On Friday and Saturday evenings, use church parking and provide shuttle service.*
- *The city should try to arrange to have private parking lots used during their non-business hours.*
- *Support utilizing existing capacity during late hours (Ex: public library with shuttles). Oppose building a new parking structure.*

SHARED PARKING POTENTIAL

Shared parking can be one efficient solution to the parking problems currently faced by St. Charles. Shared parking is when parking spaces can be used to serve two or more individual land uses or purposes without conflict or encroachment. Shared parking can happen when there are variations in the peak accumulation of parked vehicles as the result of different activity patterns of adjacent or nearby land uses (by hour, by day, by season), or when there are relationships among land use activities that result in people visiting two or more land uses on a single auto trip to a given area or development. In the case of St. Charles, some candidate businesses would be banks, funeral homes, daytime shops, and public facilities. These businesses attract visitors at different hours than bars and restaurants. The physical infrastructure (lots) is already available, and there are a number of potential locations throughout the study area. **Table 13** and **Figure 10** below shows candidate shared parking locations in the downtown area of St. Charles. These locations would be used outside of conventional business hours (8 am to 5 pm) and would help to serve the abundance of visitors that frequent the restaurants and bars during the evenings and weekends. The location with the largest potential is the St. Charles Public Library. This is due to its large lot size (125 spaces) and its location near the southeast quadrant which is the area that is experiencing the most parking congestion. Other locations are scattered throughout the area and contain around 10 to 60 parking spaces. In order to utilize these spaces, contractual arrangements must be made with the property owners.

Table 13: Candidate Shared Parking Locations

West of Fox River			
	Business/Organization Name	Location	Estimated Parking Spaces
1	St. Patrick's Catholic Preschool	State St & N 4th St	58
2	St. Charles Bank & Trust	W Main St & S 5th S	45
3	Shelby School	Indiana St & S 5th St	38
4	Dick Pond Athletics St. Charles	State St & N 2nd St	54
5	Moss-Norris Funeral Home	Illinois St & S 3rd St	20
6	Doc Morgan Inc.	Walnut St & S 2nd St	30
7	Law Offices of Jotham S. Stein P.C.	Indiana St & S 3rd St	8
East of Fox River			
8	Directions in Clothing	State Ave & N 2nd Ave	20
9	Joseph M. Wiedemann & Sons Inc	E Main St & 3rd Ave	15
10	Yurs Funeral Homes Inc.	E Main St & 4th Ave	44
11	Public Library & St. Mark's Lutheran Church Shared Parking	E Main St & 5th Ave	125

Source: DESMAN

Figure 10: Candidate Shared Parking Locations



Source: DESMAN

FUTURE DEVELOPMENTS

A number of future developments are planned in St. Charles within the next five years, most of which will be the redevelopment of previously or currently used properties. St. Charles provided information on proposed developments in the downtown area. This included information about the development type, location, size, land use elements. Based on this information, projected parking need was estimated as shown in **Table 14**. Developments for which specific numerical information about size were provided, parking estimates were generated using industry standard calculation methodology. For other developments which specific numerical information was not available, parking ratios are provided in **Table 15** below as a general estimate of parking demand needs. These recommended ratios are based on industry standards. It should be noted that these are very general parking ratios to give an idea for demand however it will vary based on location and market conditions. For downtown environment, these demands are typical fully or partially absorbed by public parking facilities. Descriptions for each proposed project are below:

- Plaza Expansion project includes the permanent closure of 1st Street to vehicles from Walnut St. to Main St. to accommodate a contiguous public plaza which will essentially triple the existing plaza space. The project will feature a meandering walkway to allow for unobstructed pedestrian passage through the site. This project is scheduled to be completed in February of 2024. In

comparison to the other uses, public plazas do not generate high parking demand, but indirectly attract more traffic to the downtown or result in visitors staying longer.

- Whole Food Market has been approved and the developer is working with City staff to obtain building permits. Whole Foods is forecasted to need 132 spaces, there will be a total of 144 parking spaces dedicated to the grocery store. The methodology used to calculate the Whole Foods parking need is based on the methodology developed by the Urban Land Institute which calculates parking demand based on factors such as development square footage, seasonality, and captive customer ratios. Whole Foods peaks during the afternoon, and if there aren't any available dedicated parking spaces then customers can park in one of the surrounding public parking spaces. There will still be a total of 30 public parking spaces in Lot V and Lot X. Per the Whole Foods site plan, the developer will also be converting parallel parking on First Street to angled parking, which will result in a net gain of five public parking spaces. It is important to note that that parking occupancy is at its lowest during the day, below 50% occupancy. The five-story parking garage on the west side of the river is only 28% occupied during the afternoon timeframe.
- Former Police Department Site, spanning approximately two acres and owned by the City, has been the subject of development considerations in recent years. The City has yet to approve a project however proposals have included multi-family housing and hotels to restaurants, all incorporating a public space component. The absence of a specified development type makes it challenging to estimate parking demand accurately. In planning for the site's development, the City should consult Table 15, which outlines the recommended parking spaces needed per development type. This reference will be crucial in determining the appropriate parking infrastructure when a specific proposal takes shape. Additionally, the City can leverage this development opportunity to bolster downtown parking availability by strategically increasing the overall parking supply.
- The River East Lofts project is a planned mixed-use building at the southeast corner of Illinois & Riverside Ave and consists of a 4-story building, with retail space and parking on the first floor and 42 total residential units on the upper floor. This property is privately-owned and currently consists of one building and 48 parking spaces (11 public parking stalls). The completed development will include 51 parking spaces (2 public parking stalls). This property is included in both downtown SSAs, per City code the developer needs to replace the existing parking. This is a typical practice for downtowns as meeting the industry standards is difficult given the limited available land. In many cases, meeting the industry standards would result in fewer buildings, more surface lots, and thus a less vibrant urban environment. The developer is increasing the total parking supply of the property from 48 to 51, thereby meeting the City's requirement. This is a privately-owned lot; however, the current property owner allows it to be used by the general public. Once the River East Lofts is completed it will be perceived as a displacing public parking, even though it is privately owned.

- River 504 (Milestone Row 2) is a four-story building incorporates 3,330 square feet of commercial space fronting S. 1st St. and 41 internal parking spaces on the first floor, with up to 20 residential condominium units on floors 2-4, and a partial 5th-floor penthouse. The project is would also include the addition of 15 angled public parking spaces on First Street. The proposed number of parking spaces would exceed the estimated parking demand.
- Lot 4 is a city-owned vacant grass lot at the northeast corner of Illinois St. and IL Route 31 (2nd St.). The lot is approximately 0.13 acres and, in the past, has been considered for a mixed-use with first floor commercial and second and third floor office or residential. Ideally, this development would include internal parking however given the size of the property that may not be possible. As this property is in the downtown Special Services Areas it would not be required to provide parking. The adjacent five-story parking garage could accommodate a development here as the garage is not currently at practical capacity. If in the future, the garage parking occupancy exceeds the practical capacity threshold then the City could consider a development that generates less parking demand during peak parking times.
- The Baker Church is located four blocks east of the Fox River on Main Street. The Church owns two parking lots which are currently used for public parking except on Sunday mornings. The two lots are identified as Lots N and Lot K on Figure 1. Those lots have a parking inventory of 46 and 36, respectively. Lot N never reached an occupancy count above 30%, despite it being a 5-minute walk to the Arcada Theatre This is likely due to it being difficult to find and recognize, and is poorly lit. Additional wayfinding signage will help direct visitors to Lot N. Lot K is considered to be above practical capacity during peak hours during weekend nights. The Baker Church has indicated to the City that the two parking lots are available for sale and development. It has been suggested by the Church that either lot could accommodate a private mixed-use development and/or a public parking garage. In the event the lots are both developed without a public parking component it would result in a loss of 82 parking spaces. Both lots are partially included in the downtown SSAs, meaning any of the parking spaces in the SSA would need to be replaced in the event a development occurs. The replaced parking spaces would not be required to be public spaces.

Table 14: Planned Developments and Parking Need in St. Charles, IL

Development	Location	Development Type	Development Scale (sq ft, units)			Development Timeframe	Parking Demand	Parking Spaces Proposed
			Residential	Commercial	Other			
Plaza Project	Main St & South 1st St	public plaza			≈30,000 sqft	by 2028	0	0
Whole Foods Market	Indiana St & Geneva Rd	supermarket		35000 sqft		by 2025	132	144 ⁽¹⁾
Former PD Site	Riverside Ave & State St	TBD	TBD	TBD		after 2028	TBD	TBD
River East	Riverside Ave & South 2nd Ave	multifamily residential, commercial	42 units	6500 sqft		by 2028	68	50
River 504 (Milestone Row 2)	Limestond Dr & Prairie St	multifamily residential, commercial, garage parking	24 units	4000 sqft		by 2028	40	provided internally
Lot 4	Illinois St & South 2nd St	potentially commercial, residential, office		3500 sqft	7000 sqft ⁽²⁾	by 2028	40	TBD
Baker Church Properties	North 3rd Ave b/t East Main St & State Ave	potentially commercial, residential	TBD	TBD		TBD	TBD	TBD
Total:							280	

Notes: (1) Includes 12 employee spaces. (2) Assumed to be office space.

Source: DESMAN

Table 15: General Parking Ratios

Development Type	Recommended Parking Spaces Needed
public plaza	0.13/1000 sq ft
supermarket	4.75/1000 sq ft
multi-family development (one bedroom units)	1.05/unit
multi-family development (two bedroom units)	1.8/unit
hotel (50-175 rooms)	1.15/room
conference center	5.5/1000 sq ft
restaurant	17.4/1000 sq ft
retail	4/1000 sq ft
park	5.5/acre
concert bandshell	0.4/seat
office	3.93/1000 sq ft
bar/nightclub	19/1000 sq ft

Source: DESMAN

FINDINGS AND RECOMMENDATIONS

The following recommendations were developed by DESMAN, in consultation with the City of St. Charles, to address the issues identified throughout the course of this study. Recommended changes to the supply, management, operations, and technology of the parking system are intended to address both current and anticipated needs of the downtown area. No recommendation alone will alleviate all existing or future

parking issues. However, incremental improvements that delay or eliminate the need for additional physical parking structures will be cost-effective, improve the user experience, and address concerns raised by the stakeholders and citizens alike. City staff should consider conducting annual parking counts using the same methodology as this study. The annual counts would be beneficial in determining the actual impacts of both future developments and the parking solutions that are implemented. The scope of the parking counts can be expanded to include more on-street parking areas in the southwest quadrant of the study area. To maximize reliability of future counts, they should be conducted based on the following criteria:

- Multiple weekend nights
- Stretch from hours of 5pm to 8:30pm
- Favorable weather
- Non-special event days
- Nights with high and low attendance shows at the Arcada Theatre
- Wedding events at Baker Hotel, Cedar Fox, or other venues should be noted

While the impacts of the recommendations are predictable to an extent, parking system changes have the potential to impact parking in unknown ways. Due to this uncertainty, the implementation of parking system changes should have leeway for the impact to take effect before additional changes follow. Based on experience, this approach is successful in avoiding unintended consequences in a piecemeal way. This will allow a methodical approach that conserves resources for St. Charles. Simple, low-cost solutions can be implemented in the immediate/short-term. Complex, expensive solutions are assumed to be implemented over the course of several years.

Cost estimates that are provided below are for high-level planning purposes only. Actual costs can vary significantly depending on the circumstances. Despite this, it is hoped that these cost estimates will provide guidance for decision-making into the future.

Peak Period Off-Street Parking Availability

The study has shown that, despite perception, there is parking available in the downtown area even during times of heavy usage. Of the 394 available off-street spaces east of the Fox River and the 748 spaces west of the Fox River, an average of 80% are occupied on both sides during the peak weekend time period. This gives a total of 289 unoccupied spaces during peak parking space usage – 209 on the west side and 80 on the east side. On the east side, Lot P, near city hall, and Lot N, near Baker Church, have 25 and 28 available spaces during the peak period, respectively. On the west side, Lot C, Q, R, and I have a total of 160 parking spaces available during the peak. The city would be well served by making better use of existing parking facilities. How to do this is discussed subsequently.

Wayfinding and Signage Improvements

A lack of large, clear, and understandable signage was a concern for many citizens. Citizens and business-owners alike expressed concern about knowing where to park and what to do if their first parking choice was unavailable. New wayfinding and parking facility ID signage should be created for all City-owned parking facilities. Wayfinding signage is needed to direct drivers to off-street parking facilities in St.

Charles. Signs could be as simple as the universal “P” symbol with an arrow pointing toward the route to a parking facility, or include the name of the facility on it too. New signage should also be unique in design or color as to not blend in with the other downtown signage. In most cases, these directional signs can be located on existing light poles to minimize costs. In addition to external signage, informational and instructional signage posted inside St. Charles parking facilities should conform to an easily recognizable design scheme, the messaging should be clear and direct, and sign placement should be in an optimal location. Signs within the facility should only include vital information and be legible for drivers. The style should be consistent across all city facilities. In the event that parkers cannot find space in an off-street lot, wayfinding signage that directs parkers to nearby lots should exist.

<i>Estimated Cost to Implement:</i>	<i>\$7,000-\$15,000 per lot location</i>
<i>Estimated Timeframe</i>	<i>6 months</i>
<i>Action Steps:</i>	<i>Evaluate existing signage, identify locations for additional or improved signage, create design for new signage that is consistent with the city’s existing signage, solicit bid proposals from service providers, execute contract.</i>

Parking Space Availability Signs in Parking Garages

St. Charles currently has three multi-story parking garages, none of which have digital signs showing real-time parking availability. While the five-story parking garage is under capacity during its peak parking period on Saturday evenings, the remaining two parking garages are both near capacity during the same peak parking period. We recommend St. Charles install digital parking signs showing real-time parking availability at the entrance of each multi-story garage. Since these digital signs give information about parking availability on each floor, this would significantly reduce the time drivers waste looking for parking on floors where it doesn’t exist. At the five-story garage in particular, parkers can waste a lot of time ascending and descending the ramps as well as driving around each floor looking for vacant spaces. Out of frustration, parkers may exit the garage midway through their search and look for parking and entertainment opportunities elsewhere. Installing these digital signs can greatly reduce driver frustration as well as wasted time, especially in the five-story garage. These digital signs can either be those that indicate the number of spaces vacant on each floor of the garage, or those that simply show the words “full” or “available” on each floor. A similar system can also be installed in surface lots where a sensor detects the number of cars in the lot and provides that information to a parking app used by downtown visitors. An example of a digital sign that indicates the number of vacancies is shown below.



<i>Estimated Cost to Implement:</i>	<i>\$80,000 - \$120,000 (five story garage)</i>
<i>Estimated Timeframe:</i>	<i>3 months (five story garage)</i>
<i>Action Steps:</i>	<i>Develop and approve scope and program for services, solicit bid proposals from service providers, execute contract.</i>

Parking Time Restriction Improvements

As mentioned in a previous section of this report, St. Charles currently has a wide range of parking time restrictions for both their on- and off-street facilities. Some of these time restrictions are: 30 minutes, one hour, three hours, eight hours, and 24 hours. These time restrictions are too numerous and difficult to follow. To provide more clarity to downtown visitors, these time restrictions can be reduced to three different categories based on location. For locations where high turnover is needed, one-hour time limits are appropriate. For visitors staying for longer periods of time, i.e., events, shopping, employment, etc., three-hour or 12-hour time restrictions are more appropriate. The City may consider keeping 24-hour time restrictions in areas that are heavily utilized by residents in the surrounding neighborhoods.

<i>Estimated Cost to Implement:</i>	<i>\$50 per sign</i>
<i>Estimated Timeframe:</i>	<i>1 month</i>
<i>Action Steps:</i>	<i>Remove, reallocate, and/or replace existing parking time limit signs. Utilize standard design templates.</i>

Establish Pick-up/Drop-off Locations in Core Restaurant/Shop Areas

Downtown restaurant owners voiced concerns that some of their older and physically challenged customers had difficulty visiting their restaurants due to the challenge of walking from their parked vehicle to the restaurant. Official pickup/drop-off zones in downtown core locations should be established to ensure safety for the elderly and physically challenged. These zones should also be accessible to transportation network companies (TNCs) such as Uber and Lyft. The pickup/drop-off zone should be clearly identifiable and protected from on-going traffic. The signage should also notify drivers of the maximum duration of stay to prevent excessive vehicle “standing”. When the Plaza Project is complete, locations alongside South 1st St. and the west side of the plaza with easy access to the restaurants and shops would be very advantageous. A number of curbside parking spots along Riverside Ave. and Main St. can also be re-designated as pick-up/drop-off locations.



Estimated Cost to Implement:

\$100/sign

Estimated Timeframe:

6 – 8 weeks

Action Steps:

Establish location, signage, and striping necessary for pick up/drop off areas, solicit bid proposals from service providers for sign design and manufacture, execute contract.

Enforcement of Existing Parking Code Violations

St. Charles does not strictly enforce parking violations. Parkers that overstay their time in a parking spot are not ticketed, giving little to no incentive to follow the city code. Since continuous multi-day parking in public lots has also been spotted, it is imperative that the city enforce its code for parking violations. Parking violations that can be issued to a vehicle for failure to comply with city legal requirements should be clearly stipulated through city code, administered through the finance department, and enforced through the traffic section of the police department. In order to enforce time restrictions, one possibility is for St. Charles to implement Automatic License Plate Recognition (ALPR) technology, which is widely used today. Communities that have transitioned from manual enforcement to ALPR enforcement have significantly increased the productivity and efficiency of their parking systems. It is recommended that if on-street parking meters are introduced, at least one city vehicle be outfitted with LPR hardware and software for use by the City’s parking enforcement officers. In lieu of installing ALPR technology, the City deploy staff from the Police Department to enforce parking violations manually, however this is often less effective and more time consuming.



<i>Estimated Cost to Implement:</i>	<i>Mobile Unit: \$40,000 to \$60,000 (excluding the lease or purchase cost of a vehicle) Handheld Unit: \$5,000 per unit plus system software platform</i>
<i>Estimated Timeframe:</i>	<i>Program should be implemented if and when a pay-to-park on-street program is enacted.</i>
<i>Action Items:</i>	<i>Create a specific document to be bid on by potential vendors ensuring that the enforcement system works in conjunction with the on- and off-street revenue collection equipment, solicit bids and choose preferred technology.</i>

Metered Parking on Major Streets

Saturdays have the greatest number of street segments that exceed practical capacity (85%), with the majority of these being east of the Fox River. All of these street segments are located alongside major activity sites such as restaurants, bars, and the Arcada Theatre. Parking on Saturday evenings even exceeds capacity (over 100%) on some of these segments. On-street parking during times of congestion can be a safety issue and it also interrupts traffic flow. To discourage parking over capacity and encourage parking in off-street lots and garages, metering is the best method. Metering also creates more turnover which is better for businesses, and encourages longer-term parkers such as employees to park in off-street facilities. A number of street segments are candidates for parking meters. Some of these include Main St. from the west end of the bridge to 5th Ave. as well as the streets east of the Fox River running north-south between Cedar Ave. and Walnut Ave. There are over 100 parking spaces in this area that could be metered.

St. Charles can accomplish this by installing credit-card payment enabled single-space meters and/or multi-space pay stations at selected on-street parking spaces. It is also possible to establish a pay by cell phone app that would also allow visitors to know about on-street parking vacancies in real time. In total, downtown St. Charles has over 600 on-street parking spaces, none of which are metered and hence they receive no income. By installing single-space meters, multi-space pay stations, and/or a pay-by-cell app for the highest demand areas, the city could generate parking revenue and reroute longer term parkers to off-street facilities thereby optimizing use of the city's parking assets.

<i>Estimated Cost to Implement:</i>	<i>\$550 per single space meter, \$6,500 per multi-space kiosk</i>
<i>Estimated Timeframe:</i>	<i>3-6 months</i>
<i>Action Steps:</i>	<i>Develop and approve scope and program for services, solicit bid proposals from service providers, execute contract, implement a public relations campaign, adapt internal operations and management practices and policies as warranted.</i>

Electric Vehicle Charging Stations

Electric vehicles are growing substantially in popularity throughout the country and will continue to do so for years to come. This growth in popularity has led to many cities in the U.S. adding more electric vehicle charging stations within their parking facilities, and St. Charles has the opportunity to be one of them. The benefits of electric vehicles and charging stations include reduced CO₂ emissions, new revenue and branding opportunities, and reduced fuel costs. With that in mind, some drawbacks include maintenance and installation costs, longer fueling times, often times higher costs to purchase, and displaces non-electric charging vehicle spaces. However, the benefits outweigh the drawbacks in that the environmental impact benefits everyone and the additional revenue opportunities can be a source of funding for the city.

Electric vehicle charging stations normally consist of payment mechanisms, monitors, and charging power cords. Having charging stations that are connected to the same network, allow owners to track payments and utilization, and are easy to navigate for users are essential to their success. They can be placed on streets, in parking lots, and in garages. We recommend that St. Charles place charging stations in lots and



garages rather than on streets because when they are placed on streets, they are more vulnerable to damage and can be more expensive to maintain. When choosing the locations of these stations there are important factors to consider. These include proximity to power sources and building entrances, lighting and security, visibility and signage, and accessibility. The City did install an electric charger station on the fourth-level of the parking garage on First Street a few years ago. The City purchased the equipment, funded the installation, and eats the cost of the usage. The equipment has also been damaged in the past and required repairs. The City should continue to pursue additional electric vehicle charging stations based on these recommendations and experience of the one station previously installed.

In addition to investing in this initiative with their own funds, we recommend that the city also investigate funding opportunities at both the state and federal levels. For example, the Illinois Environmental Protection Agency (IEPA) offers grants to public agencies to install and maintain publicly available Level 2 and direct current fast charging (DCFC) stations. Funding may cover up to 80% of the project costs.

<i>Estimated Cost to Implement:</i>	<i>\$11,795 per station (charges two vehicles)</i>
<i>Estimated Timeframe:</i>	<i>3 – 6 months</i>
<i>Action Steps:</i>	<i>Develop and approve scope and program for services, solicit bid proposals from service providers, execute contract, adapt internal operations and management practices and policies as warranted.</i>

1st Street Parking Garage Access

The five-story parking garage at the intersection of 1st St. and Illinois St., is the city’s major parking facility with over 400 spaces, and is centrally located near many shops, restaurants, and bars. However, walking

access to restaurants after parking is an issue. The parking deck has elevators on both its north and south sides, but the elevator on the north side does not access Floors 2 and 3 and the south side elevator is a further walk from shops and restaurants. This makes it somewhat confusing and difficult, especially for the elderly and physically challenged as well as out-of-towners that may have to walk longer distances as well as up and down stairwells to access their destination. We recommend that the parking garage north side elevator be improved to provide access to all floors. For Floor 2, a door can be provided for access to the corridor to the elevator. Providing Floor 3 access to the elevator would cause more disruption, and would be significantly more expensive, because a corridor would need to be built. Negotiations with the owners of the 2nd and 3rd floor offices would have to be conducted prior to this operation.

<i>Estimated Cost to Implement:</i>	<i>\$40,000 for each Floor</i>
<i>Estimated Timeframe:</i>	<i>3 – 6 months</i>
<i>Action Steps:</i>	<i>Develop and approve scope and program for services, solicit bid proposals from service providers, execute contract, adapt internal operations and management practices and policies as warranted.</i>

Shared Parking Potential

Shared parking is one fast, cost-effective solution to the parking problems currently faced by St. Charles. The existing conditions section found that there are potentially 11 locations in the downtown area at which shared parking is possible. Shared parking is possible only if parking spaces can be used to serve multiple land uses without conflict. The candidate parking lots (for the most part) operate during normal business hours and would not conflict with bar and restaurant visitors on the weekends and in the evenings. The 11 potential locations have a combined total of approximately 457 parking spaces which is more spaces than the five-story parking garage (429 spaces). The location with the largest potential is the St. Charles Public Library. This is due to its large lot size (125 spaces) and its location near the southeast quadrant which is the area that is experiencing the most parking congestion. For this to happen, St. Charles would have to enter into shared parking agreements with property owners that explicitly state conditions for using the parking space. These would include: designated parking area, approved usage, maintenance of the facility including snow, garbage, and debris removal, utility costs, taxes, signage, and parking enforcement.

<i>Estimated Cost to Implement:</i>	<i>Minimal – will depend on individual contracts</i>
<i>Estimated Timeframe:</i>	<i>Minimal</i>
<i>Action Steps:</i>	<i>Contact property owner, develop proposal for property use, create and execute contractual agreement, adopt operations to be implemented and monitored.</i>

Improve Alternative Transportation Options

The City should promote alternative transportation modes such as biking and walking. This can be achieved through measures such as installing additional bike racks, enhancing pedestrian infrastructure, improving overall accessibility, and promoting these options to the public. Addressing sidewalk gaps and expanding bike lanes, especially in the downtown area, should be prioritized to create a more pedestrian and bike-friendly environment.

The City has taken significant steps in this direction by finalizing a comprehensive Pedestrian/Bike plan and adopting a Complete Street Policy in 2023. The plan and policy outline potential infrastructure projects aimed at encouraging biking and walking to and in the downtown area. By successfully encouraging more alternative transportation modes the City would reduce the total number of parked cars and improve the downtown parking



experience. Additionally, the proposed improvements would facilitate safer pedestrian crossings and could encourage people to park further away from their final destinations. These improves should be considered and addressed as the Public Works Department implements the annual road improvement plan or as funding is made available during the budgeting process or grants.

Estimated Cost to Implement:

Estimated Timeframe:

Action Steps:

Minimal to Expensive – depending on particular project

Dependent of individual projects

Follow the recommendations of the Bike/Pedestrian Plan. The City can tackle low hanging fruit projects first such as adding more bike racks to the downtown or restriping streets to include bike lanes. Others projects will take years to design, engineer, and potentially give IDOT approval.

Downtown Trolley Service

A downtown trolley could serve as a strategic solution during peak parking demand hours, encouraging individuals to park in peripheral downtown areas with available parking. This approach effectively expands the effective parking supply by encouraging visitors to park in underutilized lots. For instance, the St. Charles Library parking lot is an approximately 15-minute walk from downtown, including a crossing at Route 25 that may dissuade some visitors. By offering a faster and safer alternative, the trolley not only addresses safety concerns but also enhances accessibility. Additionally, the trolley becomes an attractive feature in itself, potentially drawing more attention and visitors to the downtown area.

<i>Estimated Cost to Implement:</i>	<i>\$2,000 - \$2,500 for 3-hours per night – including advertising of service</i>
<i>Estimated Timeframe:</i>	<i>Minimal</i>
<i>Action Steps:</i>	<i>The City could simply test the trolley service for a matter of one summer month and determine if usage of the service is worth the costs.</i>

Increase Parking Supply – considerations for reference only and not a recommendation

The study has shown that there is parking available in the downtown area even during times of heavy usage. Implementing the recommendations outlined in this study could substantially enhance the current parking experience. In the event that future demand rises to the point where practical capacity is reached and other suggested measures are applied, and the City contemplates the construction of an additional parking structure, the following factors should be taken into account:

- **Location of garage** - If a multistory parking garage is considered, a key location would be in the direct vicinity of the St. Charles City Hall building. This parking lot is nearby popular destinations which include The Arcada Theater and other popular restaurants which attract significant nighttime traffic on the weekends. The east side of the river also has 773 fewer parking public parking spaces than the west side river. When determining locations, consideration should be given to walking distance tolerances, with typical ranges of 200 to 300 feet for shoppers, visitors, and restaurant patrons, 500 to 800 feet for downtown employees, and 1,500 to 2,000 feet for special event patrons from parking to their primary destination.
- **Typical Site Requirements** - Optimal parking structures are characterized by large, rectangular sites. While flat terrains are usually more cost-effective for development, sloped areas present design possibilities, such as multi-level access without the need for ramps. Considering the downtown St. Charles topography and the scarcity of available land parcels, constructing a multi-level access garage appears to be the most practical choice for the city.
- **Capacity and dimensions of garage** – The size of a proposed parking garage is largely dependent on available land. At a minimum, a garage should be three stories with about 50 spaces per level, giving a total of 150 spaces. Although parking garages can be custom designed to fit most sites of adequate size, in general, the minimum footprint dimensions for an “efficient parking garage” is approximately 125 ft x 300 ft. Given that there are often available land constraints in downtowns, parking garages can still be designed smaller however are typically at least 90 ft x 160 ft. The approximate dimensions of the existing parking garages are below for comparison:
 - Five-Story Parking Garage on South First Street (Lot I) – 122 ft x 400 ft - 429 parking spaces
 - Three-Story Parking Garage on South Second Ave (Lot S) – 85 ft x 185 ft - 78 parking spaces
 - Two-Story Parking Garage on First Street and Illinois Street (Lot Z) – 60 ft x 280 ft – 106 parking spaces)

- Garage costs – The cost to build a parking garage can vary widely depending on various factors such as location, size, design, construction materials, and current labor costs. A rough estimate for a parking garage is about \$25,000 to \$35,000 per parking stall. However, this is a general range, and costs can be higher or lower based on specific project details. When evaluating the need and type of parking garage, the City should also consider the annual maintenance costs. Generally, maintenance costs can range from \$1,500 to \$3,000 per parking space per year depending on factors such as the size of the garage, its age, design complexity, location, and the level of wear and tear. This estimate includes routine maintenance tasks such as cleaning, lighting, signage, security, and repairs to structural or mechanical components.

Q1 What is the most interesting thing you learned from the Parking Study?

Answered: 52 Skipped: 24

#	RESPONSES	DATE
1	I found it interesting that according to industry standards, there is adequate parking downtown since on weekends and evenings it doesn't always feel like that is the case.	3/14/2024 6:34 PM
2	The most interesting thing I learned from the study was just how much parking downtown St. Charles has. I never realized we had 2071 spaces. Using Kane County's definition of a parking space being 9x18', that adds up to about 7.7 acres. Though that is a just for the spaces themselves and does not include all the other square footage in a parking lot or garage.	2/9/2024 10:22 PM
3	You all haven't got a clue	2/5/2024 12:50 PM
4	Interesting that they indicate the Whole Foods parking will be sufficient. Yet that lot is always full on weekend evenings.	2/5/2024 11:48 AM
5	I didn't agree with the number they gave concerning available spots. Maybe it was a slow weekend because of a Geneva festival or something else.	2/5/2024 11:23 AM
6	That the five-story parking garage has capacity at peak times but is underutilized - maybe because of lack of ease in use.	2/3/2024 8:13 AM
7	That there is more than enough parking for everyone, including during busiest times	2/1/2024 5:29 AM
8	That the City has adequate parking. It does not feel that way during busy times.	1/31/2024 4:25 PM
9	Angle parking on Main Street will be awful. I don't frequent down town Geneva because of it and I'll not use it on Main Street in St. Charles either. I never heard the word "wayfinding" not in my dictionary either.	1/31/2024 2:24 PM
10	Capacity numbrs for parking lots	1/29/2024 9:49 AM
11	Too much	1/25/2024 11:50 AM
12	That a trolley is a viable option.	1/25/2024 11:11 AM
13	The parking garage was uncapacity	1/25/2024 11:08 AM
14	That the parking garages are under capacity.	1/25/2024 10:47 AM
15	That there is current capacity. I especially wonder if the study included weekends when there was a popular show at the Arcada.	1/24/2024 3:07 PM
16	The number of unused spaces and the need for unified and updated signage	1/23/2024 12:02 PM
17	That we really do not have a major parking problem. Never thought we did.	1/23/2024 11:18 AM
18	More spots available than I thought	1/23/2024 11:15 AM
19	It's good to know that parking is typically readily available. Happy to see more businesses are coming to downtown. I would be very unhappy to see metering anywhere in town - this would deter us from using st. charles.	1/23/2024 10:56 AM
20	What I learned is that the image of a double deck parking structure on South First street south of Route 64 is an abomination! Screening storefronts and eliminating open space (even though it is the "street" is criminal and obliterates all the progress that has been made on this project. Someone should be fired for posting this image or even suggesting this as a viable option.	1/23/2024 8:27 AM
21	The breakdown of the cost of each project.	1/22/2024 1:49 PM
22	Locations of public spots I didn't know existed. Handicapped parking is limited.m	1/21/2024 2:28 PM
23	The conflicting points of view & recommendations from stakeholders. And, east & west the distance included from the river.	1/19/2024 1:30 PM

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24	the percentages regarding the use of the city parking spaces	1/18/2024 9:14 PM
25	That the study found signs were not sufficient	1/18/2024 11:48 AM
26	There is more public parking available than I realized	1/18/2024 10:15 AM
27	That even during times of capacity there are still parking spaces available.	1/18/2024 8:39 AM
28	Nothing new. Everyone knows there is not enough parking downtown.	1/18/2024 6:36 AM
29	That visitors will not patronize businesses if the distance to the destination is too far. We need to keep all of our centralized on-street parking to continue to support businesses.	1/17/2024 10:26 PM
30	I'm in disbelief that there are so many unused parking spots during the weekends.	1/17/2024 3:56 PM
31	Current parking spaces adequate! I disagree, especially on weekends.	1/17/2024 2:21 PM
32	How many parking spaces and where are actually available during peak times.	1/17/2024 11:13 AM
33	That parking times are not being enforced, and especially that commercial vehicles are using 24 hour lots as "free parking". If the city wants to make some money, convert a city lot into paid permit parking for commercial vehicle storage and at least consolidate it into one place.	1/17/2024 10:53 AM
34	No surprises.	1/17/2024 9:43 AM
35	That Signage and having the 1st st parking garage show how many spaces left would be huge.	1/17/2024 9:27 AM
36	That parking has only been considered for one kind of transportation, namely, cars. Congestion will not be decreased as long as cars are the sole focus of solving access to downtown businesses. Data is clear, increased access with patrons on bikes--which our city is perfectly located on the Fox River Trail--means higher levels of time spent in the city spending their dollars than patrons in cars. Businesses are better benefited by patrons who use bicycles than cars. The bicycle and pedestrian task force was told that this parking issue for the whole city would include provisions for bikes. It has not. the congestion of bicycles around the around Pollyanna, for example, and other popular attractions in this area is problematic; patrons end up spilling out onto the street with bikes hooked up to signage and on sidewalks because even what little parking is available to them is poorly located. Patrons along the Fox River Trail are looking to stop and spend their dollars but they have no sufficient place to park their bikes. This has got to be part of the city's overall plan for improving access and decreasing car congestion. Pay attention to these trends. To ignore them is to turn away much needed money for the downtown businesses. We can do better. In addition--employees who don't have cars--and there are many who work in our restaurants--who don't have cars and use bikes have no place to park. Safe bikelanes are not sufficient to the degree we have had several deaths this past year from service workers on bikes killed while trying to get home after a late shift. This is more than just a recreational use issue. This negatively impacts our residents and our city's work force. My husband rides to work everyday throughout the year even though we have a car. Studies show others would prefer to ride to work if that were an option. Less cars needed; less congestion. Every little bit helps. There will never be enough car parking. But you can mitigate the problem by reducing the need for cars for employees, residents and the thousands of potential patrons biking recreationally on the Fox River Trail.	1/17/2024 9:11 AM
37	There is only a brief mention of improving bike and pedestrian access to downtown.	1/17/2024 7:50 AM
38	That lack of parking is a perception - there is almost always something available.	1/16/2024 9:06 PM
39	As a resident since '79, we have to park further away for the east side of town local business visits. Has anyone considered seating in each establishment vs vehicles parking. Occupancy of each business on the east side with 2 people in a vehicle maybe four, way exceeds east side parking spaces peak hours. As a resident we just stayed out of our downtown area over the years at peak days and times. Great for the businesses doing well along with the city.	1/16/2024 7:37 PM
40	There is not enough info/signage around to point people to secondary parking locations. I agree with this statement	1/16/2024 6:15 PM
41	"St. Charles has adequate parking supply for current demand". I don't agree with this statement. Parking is inadequate when there are events at Arcada.	1/16/2024 4:39 PM
42	I was surprised to learn how many parking spaces there are downtown.	1/16/2024 4:31 PM
43	That there was even a study happening & that a previous survey was available to make	1/16/2024 4:04 PM

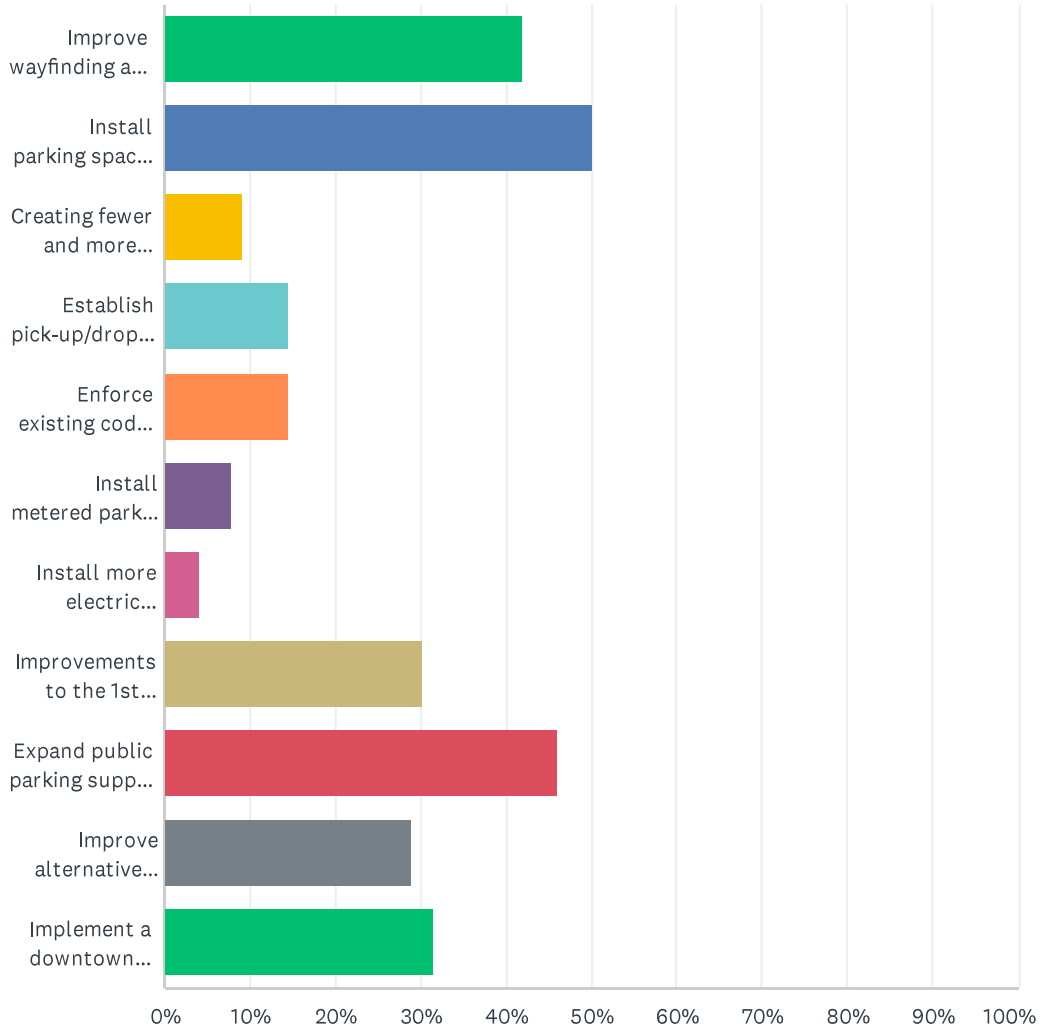
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comments.

44	There are many available options for parking.	1/16/2024 3:49 PM
45	That parking volume is generally adequate, but that signage and access may be insufficient during peak hours.	1/16/2024 1:43 PM
46	East side of the river has significantly less parking.	1/16/2024 1:35 PM
47	Future needs are not met	1/16/2024 12:58 PM
48	I didn't actually read it	1/16/2024 11:27 AM
49	There are several parking lots in St. Charles I was not even aware of.	1/15/2024 4:14 PM
50	nothing	1/15/2024 1:05 PM
51	The city has not 1, but 3 parking garages. Additionally, the lack of parking enforcement and signage/wayfinding available to the public.	1/15/2024 12:04 PM
52	dfg	1/10/2024 2:20 PM

Q2 Which of the study recommendations do you feel would be most effective to improve the downtown parking experience? Pick three.

Answered: 76 Skipped: 0



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ANSWER CHOICES	RESPONSES	
Improve wayfinding and signage for public parking	42.11%	32
Install parking space availability signs in parking garages - making parking vacancy data available in real time	50.00%	38
Creating fewer and more consistent parking time restrictions	9.21%	7
Establish pick-up/drop-off locations	14.47%	11
Enforce existing code violations more strictly	14.47%	11
Install metered parking on major streets	7.89%	6
Install more electric vehicle charging stations	3.95%	3
Improvements to the 1st Street parking garage - Creating access to northern elevators from 2nd and 3rd levels	30.26%	23
Expand public parking supply by partnering with privately-owned existing lots to create shared lots	46.05%	35
Improve alternative transportation options - More sidewalks and bike paths	28.95%	22
Implement a downtown trolley service	31.58%	24
Total Respondents: 76		

Q3 Is there a particular recommendation that you think would best improve the downtown parking experience? Please explain.

Answered: 58 Skipped: 18

#	RESPONSES	DATE
1	Signage would be very beneficial. I forgot what lot it is, but I always have trouble locating the additional floors for the one parking garage where you have to leave the structure and then come back in to get to the other floors.	3/14/2024 6:34 PM
2	It's not broke, so don't fix it. Any paid or metered parking will ruin downtown and I personally will be motivated to patronize other places like Geneva.	3/9/2024 4:17 PM
3	Signage for public lots.	2/21/2024 10:10 PM
4	Improve deck access with elevators.	2/18/2024 9:51 PM
5	Reopen North 1st Street to Rt 64.	2/13/2024 9:35 AM
6	Implement variable pricing for all city controlled parking spots, starting with the highest demand streets and lots. By using modern digital parking meters or even an app, the price of parking can change throughout the day, getting higher in the peak times and lower or even free in off peak times. The price should be set so that any lot or street is about 85% full. This way there is always a spot for someone, as long as they are willing to pay. This incentivizes people to make efficient use of parking. Someone carpooling with 5 people in a car can split the fee 5 ways, making even the most prime spot cheap, where as someone driving alone would have pay the fee all by themselves, incentivizing them to park in a less used lot. Anyone making parking policy should read Donald Shoup's "The High Cost of Free Parking". It is considered the definitive book on parking policy, and even just reading its preface (which only has 22 pages) can give great insight to anyone making parking policy.	2/9/2024 10:22 PM
7	better way finding signage, if I circle thru a lot and find it's full I should see a sign at the exit of that lot to show me what way I should go to find somewhere else to park. I've had trouble with this near Pollyanna mostly but everywhere else during Scarecrow Fest. I live here and can never find an open lot during large events downtown, I can't imagine how difficult it is for tourists.	2/7/2024 7:16 PM
8	I did not see any mention of the absurd flow (or rather, lack of) on most floors of the 1st St parking garage – are there any plans to reconfigure, improve, and optimize this?	2/6/2024 11:36 PM
9	The barrier on Main Street and first can be much more appealing as the project is completed. Continue with curb parking on Main and encourage private lots to allow parking in off hours.	2/6/2024 12:07 PM
10	No paid parking. This is what makes our downtown special!	2/6/2024 7:13 AM
11	Remove parking on Main. I never use it. Twice over the past 50 years I have been sideswiped by traffic.	2/5/2024 3:10 PM
12	You need to enforce the parking laws that you have on the books instead of looking for more!! Especially in the residential areas.	2/5/2024 12:50 PM
13	Access to the North side of the 1st street parking garage is very problematic. This could temporarily be resolved by removing the card reader on the stairwell immediately behind Corocco coffee. Why can't you get back upstairs at this door?	2/5/2024 11:48 AM
14	Many of these solutions don't provide for additional parking (meter, electrical vehicle charging, access to levels, etc.) Partnering with private entity would increase physical spots. A trolley could run from the old junior high and current middle school. People could drive/walk there and trolley to town.	2/5/2024 11:23 AM
15	I would put all the budget dollars in upgrading the 1st Street 5-story garage. Out-of-town visitors will begin to use it as their go-to location for parking if it always has spaces and is easier to use. It doesn't have to be free.	2/3/2024 8:13 AM

Downtown Parking Study Review

16	Make downtown more walkable so people feel safe and have a nice experience when they walk to their car (or even to their home)	2/1/2024 5:29 AM
17	Personally creating better elevator access in the 1st street garage would be helpful, and make sure it is working. I have parked on the top floor only to find the elevator out of service. Having mobility issues, this was frustrating.	1/31/2024 4:25 PM
18	While there are spaces available, patrons must walk far from certain lots. The southeast side is particularly void of adequate parking, and expanded parking options should be explored in that quadrant.	1/29/2024 9:49 AM
19	I believe the downtown parking experience should be very confined within different parts of the city, in alternative to small parking spaces spread throughout town. Metering street side parking spaces would cut down on the amount of traffic in that area, and make more room for pedestrians. There should be more parking opportunities for bikers, as well as bike lanes replacing parallel parking.	1/25/2024 9:59 PM
20	more biking and walking paths	1/25/2024 11:50 AM
21	A redesigned main street that makes it easier for pedestrian and bikes to use. Currently it is very difficult to get to and travel around downtown without owning a car due to the narrow sidewalks and high speeds. I think a median among other things are a good way to reduce speeds on 64 and open it up to more multimodal transportation.	1/25/2024 11:11 AM
22	I like trolleys 🚃	1/25/2024 11:08 AM
23	A trolley service, and bike lanes. Any sort of public transportation and alternatives to cars would be extremely beneficial to downtown.	1/25/2024 10:47 AM
24	Real time information for the parking garages would be helpful, especially if it was accessible via cell phone so we'd know which lot was available before arriving	1/24/2024 3:07 PM
25	I believe the combination of updated signage and increased wayfinding with improved non vehicular access to the downtown area would deliver the sense of increased parking with a low overhead/cost	1/23/2024 12:02 PM
26	I do not see any major issues with the parking situation downtown.	1/23/2024 11:18 AM
27	Better walkways, signage, and ensuring there are some sort of limits to help keep cars rotating through. Parking is available most of the time. Finding them can be the only challenge - and sometimes we're required to walk without any cover in bad weather or it's icy in winter.	1/23/2024 10:56 AM
28	Enforcing the parking code violations would provide for increased parking for the local businesses downtown. Too often the 24 hour parking is overly abused w/o serious consequences to the repeat offenders.	1/22/2024 1:49 PM
29	More handicapped spots necessary.	1/21/2024 2:28 PM
30	An agreement for shared parking in private lots is a no/low cost option that will immediately add spaces in high demanded locations. I also favor adding a parking deck with 200-300 car capacity on the East side	1/19/2024 1:30 PM
31	Partnering with privately-owned existing lots will create additional parking without additional expenses. It would also not create a burden for homeowners who live close to downtown.	1/18/2024 9:14 PM
32	Yes, encouraging residents to walk, bike, or have free/low cost public transportation is the best route. There are so many great places to have drinks and we should be encouraging our residents to consume alcohol responsibly by providing great alternatives to driving.	1/18/2024 11:48 AM
33	The 1st Street garage is incredibly poorly planned - particularly the confusing elevator access. Fix that immediately.	1/18/2024 10:15 AM
34	Better direction and signage for available spaces.	1/18/2024 8:39 AM
35	Install parking availability signage so people don't waste time looking for spots in a garage that doesn't have any would improve time finding the available spots. Couple this with improved wayfinding signage would be good first step before constructing any new.	1/18/2024 7:38 AM
36	Build more parking decks	1/18/2024 6:36 AM
37	Keep the on street parking and stop closing down streets making it more difficult to park near	1/17/2024 10:26 PM

Downtown Parking Study Review

businesses. Seniors and ADA people can not walk long distances.

38	The trolley from the library to downtown is a wonderful idea and can be decorated for the holidays like the CTA holiday train! A way to draw in folks to the city.	1/17/2024 3:56 PM
39	No metered parking	1/17/2024 1:53 PM
40	Install bike racks closest to buildings and promote biking to downtown and especially during busy events. If 93% of survey responders are from St. Charles, think how many people could be coming downtown on a bike at least 6 months of the year. Gradually install designated bike lanes on many streets and promote the heck out of it! If a bike rack is next to my destination, but I need to park a few blocks away, many will chose to bike once they realize that. Especially as our region becomes younger. Biking, Biking, Biking is the most effective solution.	1/17/2024 11:13 AM
41	Updated (often) parking options perhaps on the City and Business Alliance apps.	1/17/2024 9:43 AM
42	I can't stress Enough what a Horrible Missed opportunity using the Land that is now going to the River East Lofts project is !! Anyone that frequents downtown regularly knows how useful that lot is now! And putting a parking garage there would of been Ideal !! Now because of the River East Lofts project we are going to lose at least 48 PRIME SPACES !!!	1/17/2024 9:27 AM
43	improve and create new pathways for pedestrians in our own area for our own residents to be able to walk and ride their bikes to the downtown centers. Currently, there is no easy way without walking into traffic or risking harm with the current piecemeal sidewalks and paths available. Increasing pedestrian and biking access will significantly decrease the need for cars to park. Data is clear, people want to be on foot when the weather is beautiful, and this frankly is not just three months out of the year. Saint Charles needs to think about more than just people coming from outside the town. We need to also be thinking about what makes living here a quality experience. Consider the impact that other cities who have created more walkable downtown have experienced. Cities in Europe cities and in the United States that have shut down whole areas to become pedestrian only have seen a significant boom in business growth, and in overall ratings for visitor and residential experience. Driving around in your car, Looking for unsightly places to park and having no way to get from one store to another or one area to another without getting back in your car and driving to another location is unpleasant. Car-exclusive mindsets are simply short sighted.	1/17/2024 9:11 AM
44	Off street pedestrian and bike crossing of route 64. If families don't feel safe crossing the street, they won't park across the street.	1/17/2024 7:50 AM
45	Better signs and a trolley	1/16/2024 9:06 PM
46	More convenient parking areas for the concentrated areas.	1/16/2024 7:37 PM
47	more signage for secondary parking locations	1/16/2024 6:15 PM
48	emphasis on parking away from rt 64 would be better especially with traffic. Make those parking spots big enough to accommodate all vehicle types up to the size of a Ford F150 at least.	1/16/2024 5:48 PM
49	Parking on east side is very difficult, especially near Pollyannas, making driving through the area extremely difficult and dangerous. Reduce allowed street parking in this area.	1/16/2024 4:39 PM
50	Parking near the Arcada Theater for performances can be difficult. I recommend finding ways to increase parking availability on the east side of the river.	1/16/2024 4:31 PM
51	The patrons of Club Pilates on 1st street should be using the 2 garage parking lots located nearby the studio & the 1st street parking spaces should be set up for handicap parking only. There are only 2 handicap parking spots on 1st street in this section. Not enough with a breakfast restaurant located in the area! In addition, food delivery drivers should NOT be parking in handicap spots to pick up orders from restaurants. Tickets should be given.	1/16/2024 4:04 PM
52	I think that continuing to focus on creating a walkable downtown that is fun for people to visit provides the city's best opportunity for continued growth. Some of the proposed measures could also mitigate the issue with intoxicated drivers on busy evenings.	1/16/2024 1:43 PM
53	Build a garage on the East side of the river. No one is going to park on the west side and walk to the east. Also, no one will park in the STC library lots to visit downtown.	1/16/2024 1:35 PM
54	Using existing lots and implement a downtown trolley services (free) Wednesday-Saturday	1/16/2024 12:58 PM

Downtown Parking Study Review

evening would be good. New developments should have to include underground parking or low level parking garages.

55	A trolley service could be very nice, but you really just need more parking spots.	1/16/2024 11:27 AM
56	In addition to parking space availability signs showing real time parking vacancy data, it would be very helpful to access that information online.	1/15/2024 4:14 PM
57	finding a way to accommodate restaurant and business stocking and load in. there is a variety of times where parking is blocked or limited due to semi's being parked on the street or obstructing entrance to parking lots/garages.	1/15/2024 1:05 PM
58	Improving signage for parking, i.e. making signs more clear and directing traffic to some of the lesser used lots.	1/15/2024 12:04 PM

Q4 Is there a particular recommendation that you think the City should NOT implement? Please explain.

Answered: 58 Skipped: 18

#	RESPONSES	DATE
1	Meters or paid parking. I think one of the draws of downtown is that parking is free so people want to visit and spend a lot of time downtown.	3/14/2024 6:34 PM
2	NO paid meters	3/9/2024 4:31 PM
3	Do not install meters.	3/9/2024 4:17 PM
4	Metered parking.	2/21/2024 10:10 PM
5	A trolley.8	2/18/2024 9:51 PM
6	Please do not add more parking, particularly free parking. Parking is a limited resource, and subject to supply and demand just like any other good or service. Setting its price to \$0 is a surefire way to guarantee a shortage. All of these parking lots sit on some of the most prime real estate in St. Charles. If people wish to store their cars on this valuable real estate, they should pay for it, because parking is really just another name for short term self storage.	2/9/2024 10:22 PM
7	I am highly opposed to increasing enforcement on parking downtown. Parking is stressful enough without having to worry I'll be ticketed or towed because I parked in the wrong spot or left my vehicle overnight.	2/7/2024 7:16 PM
8	One of the older master plans indicated no public parking within a specified distance from the river. We have already encroached on that valuable space and should not add more.	2/6/2024 12:07 PM
9	Electric chargers. Sales of these cars is tanking as more people learn of the costs of operating EVs.	2/5/2024 3:10 PM
10	Before you create a congested shopping area, you should make considerations for parking ahead of time.	2/5/2024 12:50 PM
11	Electric vehicle charging	2/5/2024 11:23 AM
12	I wouldn't do parking meters on the streets at this time. I think signage, lighting, wayfinding, and lot enforcement will alleviate a lot of parking problems.	2/3/2024 8:13 AM
13	I don't think we need fewer parking restrictions, on the contrary.	2/1/2024 5:29 AM
14	Install more electric vehicle charging stations. I don't think this should be a priority and would only take away from general parking spots.	1/31/2024 4:25 PM
15	I'm against another tall parking garage.	1/31/2024 2:24 PM
16	No metered parking. That will discourage customers. Also, biking and walking are good, but only for certain people and certain times of the year.	1/29/2024 9:49 AM
17	We should not expand exponentially on parking. The available area in the downtown parking garage should be advertised, with public transport connection from there around the city.	1/25/2024 9:59 PM
18	i don't know	1/25/2024 11:50 AM
19	I do not think that adding more parking would help, as with more parking more people would come until eventually all of downtown is parking. Instead, the city should look at more efficient forms of transport like biking, walking, and public transportation.	1/25/2024 11:11 AM
20	Expanding surface parking as it takes away space from places where the downtown could be improved	1/25/2024 10:47 AM
21	Do not install charging stations downtown. It would encourage longer stays in the limited spaces.	1/24/2024 3:07 PM

Downtown Parking Study Review

22	Do not build more parking - there is entry of parking, and the study proves that to the case	1/23/2024 12:02 PM
23	I can see perhaps having metered parking on Main Street and First Street to deter people from parking there all night. But I do not think it is needed elsewhere.	1/23/2024 11:18 AM
24	Metered parking	1/23/2024 11:15 AM
25	DO NOT use metering. The only time we have had any extreme difficulty finding a spot is during a parade or fourth of july. There are always places to park in St. Charles if you know where to look.	1/23/2024 10:56 AM
26	Installing more electric charging stations. I have ZERO objection to electric vehicles but these stations are often occupied by one vehicle that remains in the spot beyond the period of time needed to recharge...therefore denying charging opportunities to other EV's.	1/23/2024 8:27 AM
27	No more lots on the river. Save for open space or commercial use.	1/21/2024 2:28 PM
28	Pick up & drop off locations are unnecessary. If I use Lyft or Uber, for safety & convenience i the car should come to the location of the user, not have the user meet it somewhere.	1/19/2024 1:30 PM
29	Please do not install meter parking on major streets. I prefer free parking for people visiting our city.	1/18/2024 9:14 PM
30	Parking should not be metered!! Free parking is so wonderful. I would consider going to Geneva instead of st Charles if parking did not remain free.	1/18/2024 11:48 AM
31	Metered parking - doesn't seem necessary	1/18/2024 10:15 AM
32	Meters!	1/18/2024 8:39 AM
33	Trolley system would be expensive on annual basis	1/18/2024 7:38 AM
34	We don't need more electric charging stations-useless in the winter. Trolleys are a waste of money nobody will use them to ride a couple blocks. More parking restrictions are an unnecessary burden on visitors, residents and customers downtown.	1/18/2024 6:36 AM
35	No parking meters	1/17/2024 10:26 PM
36	No meters. That completely changes the feel of our community.	1/17/2024 9:35 PM
37	I refuse to pay for public metering downtown. I already pay a lot in taxes and as a teacher have a tight budget. I want to enjoy my downtown restaurants and meters will be a deterrent.	1/17/2024 3:56 PM
38	No parking meters....ever.	1/17/2024 2:21 PM
39	No metered or paid parking	1/17/2024 1:53 PM
40	More EV chargers. Why? A vast majority of people coming to downtown are coming from their home where they presumably have their own charging station. Installing EV chargers would encourage more cars, that may park longer depending on the type of chargers. The goal should be to bring more people not cars downtown.	1/17/2024 11:13 AM
41	Paid parking.	1/17/2024 9:43 AM
42	We dont need the electric stations Downtown area! it will only takeaway from the beauty of downtown.	1/17/2024 9:27 AM
43	No more ugly parking garages	1/17/2024 7:50 AM
44	Meters and ticketing	1/16/2024 9:06 PM
45	A trolley!, vehicle, maintenance and labor costs.	1/16/2024 7:37 PM
46	metered parking	1/16/2024 6:15 PM
47	Nothing that requires payment, metered parking is an insult.	1/16/2024 5:48 PM
48	Do not build more parking structures.	1/16/2024 4:39 PM
49	I don't believe a trolley service would be used enough to make it financially viable.	1/16/2024 4:31 PM
50	Paying for parking is ridiculous. Our taxes are high enough already to have to pay for parking when going downtown to spend \$ at local restaurants, entertainment venues, etc.	1/16/2024 4:04 PM

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51	Parking meters	1/16/2024 3:49 PM
52	Urban planning studies have suggested that metered parking it has the potential to decrease spending at local businesses in downtown areas because parkers feel pressured to complete their business within the paid meter span,	1/16/2024 1:43 PM
53	Use of the STC Library lots. Bad idea. No one will use it. Too far.	1/16/2024 1:35 PM
54	NO paid parking. This would be unfair to those that work in downtown and have customers that come in on a regular basis.	1/16/2024 12:58 PM
55	Do NOT make parking metered, that won't solve anything, it'll just fleece more money from visitors and residents. And until MANY more people get EVs, don't waste valuable space with those.	1/16/2024 11:27 AM
56	Do not add more parking lots, please.	1/15/2024 4:14 PM
57	Realtime time parking counters - too expensive unless implementation of paid parking is to accompany the counters.	1/15/2024 1:05 PM
58	Improvements to the 1st Street parking garage - Creating access to northern elevators from 2nd and 3rd levels. The parking garage seems to be in good condition as-is and I do not believe it would greatly improve from the proposed recommendation, nor would the overall parking situation benefit from this recommendation.	1/15/2024 12:04 PM

Q5 Is there a potential parking solution that the study did not discuss that you feel should have been?

Answered: 46 Skipped: 30

#	RESPONSES	DATE
1	No	3/14/2024 6:34 PM
2	Yes, do nothing (other than passive things like improving signs). People find a way, and the study shows very few time-dependent issues actually exist, such as Saturday nights near Arcada. Every government action has unintended consequences, so don't ruin a good thing. By trying to make downtown perfect, he will create other issues that have not been foreseen. Hippocratic oath do no harm.	3/9/2024 4:31 PM
3	Charging for parking in the deck, building a second or third deck, add bicycle/moped parking in the deck.	2/18/2024 9:51 PM
4	Anything that would relieve congestion on north 1st Street.	2/13/2024 9:35 AM
5	The city should look into removing all minimum parking requirements. Parking requirements artificially increase the supply of parking spaces, which encourages more driving to downtown than would otherwise be, contributing to traffic and crowding. Private businesses and landowners should be free to provide as many or little spaces as they think they need. Parking minimums also result in higher costs for everything, because businesses must devote less of their limited land to the operations of their business, and more land to parking which is a land use low in productivity. The City should ask itself, if parking is so in demand, why must private businesses and developers be forced by law to provide it?	2/9/2024 10:22 PM
6	I don't know how feasible it is but I saw very little information on underground parking as an alternative to constructing new above ground decks. The decks we have are unsightly and terribly constructed.	2/7/2024 7:16 PM
7	The designation of handicap parking spaces should be more available with easy access to a variety of shops and restaurants.	2/6/2024 12:07 PM
8	No paid parking. This is what makes our downtown special!	2/6/2024 7:13 AM
9	no	2/5/2024 3:10 PM
10	Before creating a congested shopping area, consider they are available parking spaces!.	2/5/2024 12:50 PM
11	Access to the North side of the 1st street parking garage is very problematic. This could temporarily be resolved by removing the card reader on the stairwell immediately behind Corocco coffee. Why can't you get back upstairs at this door? This is not a secure area. The card reader should be removed immediately.	2/5/2024 11:48 AM
12	I like the bike path idea because I would ride my bike if the train track path were completed. However, not at night.	2/5/2024 11:23 AM
13	I think that many of the smaller lots throughout downtown may be ripe for sale/redevelopment and a larger lot could be created through purchase on the East side of the river near B, S or K. Based on the study, this might not be a need for today, but It could be needed within the next ten years.	2/3/2024 8:13 AM
14	Free parking should not exist, studies have showed that it only creates more traffic. People should pay for their parking so all taxpayers don't subsidize drivers.	2/1/2024 5:29 AM
15	See above. Add parking on SE quadrant area.	1/29/2024 9:49 AM
16	i don't know	1/25/2024 11:50 AM
17	N/A	1/25/2024 11:11 AM
18	More detail about transit.	1/25/2024 10:47 AM

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19	Discontinue Pollyana's use of the city parking lot. Discontinue the Arcada's takeover of the river lot for paid valet parking.	1/24/2024 3:07 PM
20	Closure of side streets on a permanent basis to create pedestrian areas year round. This would increase the incentives to leave the car behind and enjoy our shared spaces.	1/23/2024 12:02 PM
21	What will parking look like now that the Fourth of July fireworks have been moved to Mount St. Mary's.	1/23/2024 11:18 AM
22	Multilevel lot near McNally's & Zaza's is difficult to maneuver. The circular two way ramp is dangerous. The dead end turnaround at the end of each upper floor is also difficult to maneuver. I have seen cars parked there, thus forcing me to back up to the ramp. The elevator is ridiculous. Access to each floor is not available!!	1/21/2024 2:28 PM
23	1. When assessing the usage of parking on public streets , the residents of the neighborhoods should be considered. While there are many public spaces on our streets, visitors should be directed to nearby available public parking without infringing on neighborhood residential streets. 2. Improve crossing Main Street at key intersections. Especially east of the river.	1/19/2024 1:30 PM
24	N/A	1/18/2024 9:14 PM
25	Remove the building at the NE corner of Rt 31 and Main. Widen the intersection with a turning lane going North from Main onto 31 and a turning lane going East from 31 onto Main. This will open up traffic and make the intersection safer for pedestrians. Use the remaining space as a small lot for short-term parking for Baker Hotel. Install a right turn entrance from Main into the lot (directly next to the hotel) and have the valet located there rather than on Main St. I realize this is unlikely to happen but that intersection is so dangerous and the Baker such a crown jewel that I get a bit onto my soapbox here.	1/18/2024 10:15 AM
26	I think the study was very thorough therefore no.	1/18/2024 8:39 AM
27	More aggressively point out that more parking spaces would solve most of the problems identified. Build more parking decks.	1/18/2024 6:36 AM
28	Address the ongoing drifting/noise issues on the 5th floor parking deck. What measures are being recommended besides police enforcement?	1/17/2024 10:26 PM
29	Tear down old police station. Build rec center to lease canoe, tubes, kayak's,etc. build 5 story parking garage to support Active River project and current restaurants south of Rt 64.	1/17/2024 2:21 PM
30	How many people live within 5-10 min bike ride from a downtown? Biking Biking Biking should have been discussed a lot more.	1/17/2024 11:13 AM
31	It was in the comments but there was no discussion in the study about parking along main street, and especially on the bridge. Covert that parking into protected bike lane & wider pedestrian access would be a great option.	1/17/2024 10:53 AM
32	Think harder on a deck for Arcada parking - private or public or combination.	1/17/2024 9:43 AM
33	I think they really don't take into account that People don't want to walk far after parking. The prime Spots for Parking are Near Back of Arcada and Flagship/ Pollyanna area. I also think the City should purchase the CIBC bank next to Szechwan and behind the Parking garage. This would free up so much space for Parking and overall Congestion issues. and that building is not a Historic Building anyway, it would not be missed!	1/17/2024 9:27 AM
34	Add bicycle parking to the parking garages like the one at 1st street--employees who work in our city often ride bikes and they spill out all over the first floor of the garage blocking pedestrian stair access because what little provision is made is on an elevated pad. Requiring bike users to lift bikes to hoist them into a platform is ridiculous. Create a desgnated biking garage section.	1/17/2024 9:11 AM
35	Better bike infrastructure	1/17/2024 7:50 AM
36	No	1/16/2024 9:06 PM
37	Above statement	1/16/2024 7:37 PM
38	Parking garages such as those in Naperville actually work. Build upwards!!	1/16/2024 5:48 PM
39	n/a	1/16/2024 4:39 PM

Downtown Parking Study Review

40	No.	1/16/2024 4:31 PM
41	Diagonal parking like in downtown Geneva is dangerous and should NOT be implemented in St. Charles.	1/16/2024 4:04 PM
42	While it is likely cost prohibitive, it would be interesting to explore subterranean parking.	1/16/2024 1:43 PM
43	The Arcada should have to unload tour buses, semis and then park them off site (out of downtown), they block so much of public parking, city streets with RVs and such.	1/16/2024 12:58 PM
44	Build more garages! The Blue Goose lot could become a small garage.	1/16/2024 11:27 AM
45	remote parking in under-utilized lots like the mall and schools during peak evening and weekend hours. Implement a ride share from parking locations to downtown.	1/15/2024 1:05 PM
46	The trolley service seems like a novel idea, but I would have liked to see the idea expanded on a bit more in regards to potentially extending service to Geneva and creating an intercity service.	1/15/2024 12:04 PM

Q6 Is there anything else that you want the City to know about the downtown parking experience?

Answered: 45 Skipped: 31

#	RESPONSES	DATE
1	No	3/14/2024 6:34 PM
2	It's actually very good and one of the best in Chicagoland	3/9/2024 4:31 PM
3	Please just be sure downtown residents still have ample parking as several buildings on 1st St. do only have street parking as an option. Even if that means parking by permit only.	2/21/2024 10:10 PM
4	We have plenty of parking, too much of it is private. Parking is valuable and doesn't need to be free, City should charge to create a revenue stream and fund more improvements.	2/18/2024 9:51 PM
5	North 1st Street congestion and parking is chaotic.	2/13/2024 9:35 AM
6	The less cars coming into downtown, the better the parking experience will be. Anyone looking to park downtown would benefit from the City investing money into other means of transportation into downtown, such as walking and biking. Every person not driving into downtown is one less person who needs to park their car. And frankly, the more parking in downtown the less attractive it becomes. Who wants to visit a parking lot?	2/9/2024 10:22 PM
7	the number one thing I avoid at all costs when deciding where to park downtown is never having to cross Rt. 64 on foot. if the city made crossing rt. 64 feel safer it would dramatically alter my parking habits.	2/7/2024 7:16 PM
8	Closing off first street completely to provide a walking and dining area without vehicle traffic makes sense in towns like Wheaton so why not here.	2/6/2024 12:07 PM
9	No paid parking. This is what makes our downtown special!	2/6/2024 7:13 AM
10	no	2/5/2024 3:10 PM
11	I was meeting an out of town guest at Gia Mia and they had the worst time in the parking garage because they parked on level 2. She only lives in West Chicago but said she'll never come back again and frankly I don't blame her.	2/5/2024 11:48 AM
12	Eliminate parking on the Main Street bridge.	2/5/2024 11:26 AM
13	Id rather you build a parking lot than apartments on Illinois.	2/5/2024 11:23 AM
14	I walk downtown and love it. One thing to consider is that Whole Foods shopper will need their cars nearby because of the carrying of groceries. Using the parking garage is too far.	2/3/2024 8:13 AM
15	Main Street is too wide and too hard to cross to have a safe downtown. It is a much bigger issue than parking	2/1/2024 5:29 AM
16	City should enforce time limits more actively. This reduces spaces for short term visits.	1/29/2024 9:49 AM
17	no	1/25/2024 11:50 AM
18	N/A	1/25/2024 11:11 AM
19	A trolley in tandem with bike lanes is a fantastic choice that I am interested in as a resident.	1/25/2024 10:47 AM
20	I want to thank the city for taking the time to study this issue in a thorough and public manner	1/23/2024 12:02 PM
21	I am hopeful this survey was not just a way to find a reason to charge us to park in the garages and streets of St. Charles.	1/23/2024 11:18 AM
22	I have lived in St. Charles for my entire life, I have never considered parking an issue especially with the additional parking garages. The only time parking stops us from doing things in St. Charles is because it might not be close to where we are actually going in town.	1/23/2024 10:56 AM

Downtown Parking Study Review

23	I would like to see all vehicle parking removed from Main S..especially between 7th St. and 5th Ave. The volume and speed in which traffic travels is dangerous and there isn't anywhere for people or vehicles to go except into traffic.	1/22/2024 1:49 PM
24	Enforcement of parking limits would help.	1/21/2024 2:28 PM
25	St Charles is a downtown, river front destination. Especially from April - November. People want to spend time here. Decisions to modify and improve parking must be forward thinking. The perceived or real traffic congestion & parking challenges are thematic deterrents interfering with meaningful development of the downtown. Decisions today must be made with the vision for the next 5-10 years and beyond.	1/19/2024 1:30 PM
26	I have not had any issues parking downtown, but I also visit downtown during times that are less busy. Thank you for requesting input.	1/18/2024 9:14 PM
27	no	1/18/2024 10:15 AM
28	No parking structures or lots directly adjacent to river - keep that for walking trails/open space	1/18/2024 7:38 AM
29	It's frustrating being unable to find parking when going downtown. Sometimes it causes us to skip going to a restaurant or shop in STC and go elsewhere - like Geneva or Naperville.	1/18/2024 6:36 AM
30	What about implementing a parking app?	1/17/2024 10:26 PM
31	Could also build multi deck on West side on top of current parking lot north of 64. To accommodate bikers, river enthusiasts and runners. Connect LeRoy Oaks path to rt 31. Awesome!!	1/17/2024 2:21 PM
32	Did I say biking is the main solution?! :)	1/17/2024 11:13 AM
33	We need better signage, not more. Protect the neighborhood parking for residents and their guests.	1/17/2024 9:43 AM
34	Listen to Residents like myself that live the downtown Experience everyday !	1/17/2024 9:27 AM
35	Do more for people.... Not cars.	1/17/2024 7:50 AM
36	its difficult to tell if a lot is available for parking use by the public. It is also difficult to tell where else to park if your first lot choice is full	1/16/2024 6:15 PM
37	Spaces can be tight in a pickup truck, and the parking is almost unsafe it being in the middle of route 64.	1/16/2024 5:48 PM
38	I'm disappointed to see that residential streets are being considered as available parking for the dense downtown area. These streets are "residential" and parking should be for residents, not for businesses who are blocks away.	1/16/2024 4:39 PM
39	Improved signage and wayfinding should be a "must do". I wasn't aware of some of the areas identified until I read the report.	1/16/2024 4:31 PM
40	Stop blocking main street for parades at various time of the year. These parades can take place on side streets. Semi's being redirected to side city streets is dangerous when main street is closed.	1/16/2024 4:04 PM
41	I would love for the city to partner with local businesses to think about how to equalize parking load over the week by incentivizing people to visit downtown at times that are currently underutilized	1/16/2024 1:43 PM
42	Must improve East side parking especially with the new development on the horizon. Do not wait...be PROACTIVE!	1/16/2024 1:35 PM
43	It is ROUGH.	1/16/2024 11:27 AM
44	I typically don't have a problem finding parking within a short walk of where I am headed.	1/15/2024 1:05 PM
45	Overall, parking seems ok even in peak hours, but the main problem appears to be the difficulty of locating some of the parking lots which remain unused due to their markings/signage.	1/15/2024 12:04 PM

**Feedback on Draft Parking Study from
Third and Fourth Open House Public Meeting**

- **Wayfinding and Signage Improvements**
 - The current signage is confusing
 - Needed. I didn't even know about some of these lots until I read the study.
 - Very effective use of \$ spent to result – also new technology solutions
 - Excellent upgrade!
 - Yes! Better signage
 - Agree

- **Parking Space Availability Signs in Parking Garages**
 - Great Idea!
 - This would be great!
 - Good idea – Let's Go!
 - Do this! But start w/just the 5- story lot
 - Yes!
 - Yes (signs) this is a great idea – also tie into an app

- **Parking Time Restriction Improvements**
 - No Comments

- **Establish Pick-up/Drop-off Locations in Core Restaurant/Shop Areas**
 - My parents would definitely use this
 - All for more valet parking
 - I like this idea
 - Good idea. Always consider ADA
 - Good ideas! Valet parking is good too!
 - Good idea when couples with trolley

- **Enforcement of Existing Parking Code Violations**
 - I don't want tickets. Be visitor friendly.
 - This is off brand. We want people to come downtown. Enjoy a meal, walk along the river, then have an ice cream. Take several hours. Not worry about a parking meter or time.
 - Some enforcement is needed to prevent people from abusing the free parking. This will give more people the opportunity to park instead of a select few.
 - Would be impactful during evening peak hours, otherwise limited benefit.
 - I think lax enforcement is ok as long as its even-handed and maybe tougher on holidays and festivals
 - Good enforcement is needed. Parking, like other prime downtown real estate, is limited. Why should only a few get access? Lack of enforcement leads to abuse to abuse of parking.
 - Visitor friendly is most important part of this. Consider requiring resident permits for street parking to free up space.
 - I don't want tickets. Be visitor friendly.
 - Would be impactful during evening peak hours, otherwise limited benefit.
 - Why have parking limits if they aren't enforced.

- **Metered Parking on Major Streets**

- No!
- I don't think this is a good idea
- There's no faster way to guarantee a shortage than to give it away for free. Paid parking that goes up or down in price to ensure 85% capacity ensures some spaces will --?--, be open while discovering --?-- missing prime parking spots. For more info read Donald Shoup "The High Cost of Free Parking"
- I like it. Meter on-street but keep the lots free. Meters are a small fee for convenience
- Approach this meter parking with caution. Could be more negative than positive perception.
- It like it. Meter on-street but keep the lots free. Meters are small fee for convenience.
- This could be difficult for businesses
- Not a good idea at all!!

- **Electric Vehicle Charging Stations**

- This makes sense for the future
- This makes sense. E-Vehicles are here to stay!
- Good! Add more EV Spots to decks
- I don't think the city "needs" to provide this. Only if the charging station owners pay for all of it.
- Bike rental around town
- Partner with car manufacturers & have them pay for stations
- PAID...these could be good revenue drivers for the city

- **1st Street Parking Garage Access**

- Too expensive
- Women do not feel safe alone in this garage. Improvements are needed
- I like this a lot! Would be worth the investment
- Not sure this provides value!
- Good use of resources to improve usage
- It's a good idea to improve access for pedestrians, but to restrict vehicle access to discourage loitering.


- **Shared Parking Potential**

- Great idea if possible
- Makes sense... why have existing spaces vacant during "off hours"!
- Low hanging fruit. Good idea
- Shared parking is a great idea – could be a win-win for both the city and the businesses
- Library should share parking

- **Improve Alternative Transportation Options**
 - This will make it easier for pedestrians
 - Would be great
 - Improved methods to cross Hwy 64 would help the utilization of open parking spaces

- **Downtown Trolley Service**
 - Give it a try for a few weekends. Have it cycle between all outlying parking areas
 - I don't think that this would be used. People would just go elsewhere
 - Nice idea but won't help much
 - I prefer other options
 - Can be effective for valet companies
 - This distance seems as a non-starter
 - With some public service announcements & education, this could work. Keep it cheap or free
 - People will not park at the library
 - Good idea

- **Comment & Suggestion Board**
 - Striped parking on busy side streets
 - If I know the deck had available spaces I would park there more
 - Given the current development plans and timelines, when will the city parking load hit the 85% level?
 - Relocate historic home from Cedar & 3rd Ave to allow redevelopment/additional public parking on block along Main St.
 - Link on Arcada & other venue websites directing patrons parking options
 - I think it would be interesting to know what the east side load calculation is. I think the east side might be over the 85% already.

 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4d
	Title:	Recommendation to Approve a Resolution Authorizing the Execution of a Shared Parking Agreement with St. Charles Public Library	
	Presenter:	Derek Conley, Economic Development Director	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost:	Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>	
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>In 2023-24, the City conducted a parking needs and operations study for downtown on-street and off-street parking. The study focuses on inventory, occupancy, adequacy, operations, technology, wayfinding, enforcement, and made recommendations to improve the downtown parking experience. One recommendation included in the study was to expand the St. Charles parking supply by entering into shared parking agreements with property owners that control downtown parking lots. The shared parking agreements would convert the privately-owned lots into public parking during times there would not be interference with the private entity's hours of operation.</p> <p>In an effort to create a better parking experience for the downtown, City staff has been working with the Library staff craft a shared parking agreement. The key points of the share parking agreement with the St. Charles Public Library is below:</p> <ul style="list-style-type: none"> • The portion of the Library's parking lot, identified as Exhibit "B" of the agreement would be converted into public parking limited to the days and hours of Fridays between the hours 8pm to 2am and Saturdays between the hours 5pm to 2am. • On an annual basis, the City would reimburse the Library for 7% for maintenance costs related to snow removal, pavement patching, pavement sealing and marking to define stalls, limited to the Public Parking Easement Area. This annual reimbursement shall not exceed \$10,000 in a single fiscal year/calendar year, however, the total amount is expected to be much less the maximum amount. City Staff would not be responsible for coordinating any snow removal or maintenance work. • This would be a three-year agreement, however, each entity would have the right to terminate with 90-day notice. • The City shall be responsible for installation and maintenance of public parking signs and other necessary wayfinding signage <p>City staff would with Library staff to create the proposed shared parking agreement. The proposal has not been reviewed or approved by the Library board. If this agreement is approved by the Planning and Development Committee it would be approved by the Library Board before coming back to City Council for final approval.</p>			
Attachments (please list):			
DRAFT - Shared Parking Agreement with St. Charles Public Library			

Recommendation/Suggested Action (briefly explain):

Recommendation to Approve a Resolution Authorizing the Execution of a Shared Parking Agreement with St. Charles Public Library

Prepared by and Mailed to:

City of St. Charles
2 East Main Street
St. Charles, Illinois 60174

For Recorder's Use Only

SHARED PARKING AGREEMENT

This SHARED PARKING AGREEMENT ("Agreement") made and entered into this _____ day of May, between the CITY OF ST. CHARLES, Kane And DuPage, Illinois, an Illinois municipal corporation, hereinafter referred to as the "City," and the St. Charles Public Library, an Illinois public library district, hereinafter referred to as the "Library."

WITNESSETH

WHEREAS, the CITY deems it necessary to provide additional public parking spaces for the Central Business District; and

WHEREAS, the LIBRARY is desirous of providing additional public parking which would be available for public use on property it owns which is legally described as in EXHIBIT "A" ("Property").

NOW, THEREFORE, in consideration of the premises and the mutual agreements of the parties hereto, it is hereby agreed by and between the CITY and LIBRARY as follows:

SECTION 1. Public Parking Easement over Property. For the term of this Agreement, the Library hereby grants, gives, and conveys to the City a non-exclusive easement on, over and across a portion of the Property for use by the general public for the parking of motor vehicles in the parking spaces designated thereon and ingress and egress to and from said parking spaces, as depicted and described on EXHIBIT "B", attached hereto and made a part hereof ("Public Parking Easement Area"). No barrier, curb or other improvements shall be erected in, on or above the Property or otherwise which would prohibit or prevent ingress or egress to and from said Public Parking Easement Area by motor vehicles or pedestrians or the exercise of any easement rights granted to the City herein on the Property. Said Public Parking Easement Area shall be subject to the additional terms and conditions set forth herein. Any additional rights or easements granted by the Library over the Public Parking Easement Area and the Property shall not interfere with the City's use of said Public Parking Easement Area, as may be provided for under this Agreement.

SECTION 2. Public Parking Permitted Time. Public parking time for the Public Parking Easement Area is limited to the days and hours of Fridays between the hours 8pm to 2am and Saturdays between the hours 5pm to 2am ("Public Parking Permitted Time").

SECTION 3. Special Event Closure. The Library reserves the right to adjust the Public Permitted Parking Time for a given weekend upon one-month prior notice to the City for the purpose of any event in which the Public Parking Easement Area is necessary to accommodate for any Library special events.

SECTION 4. Public Parking Signage. The City shall be responsible for installation and maintenance of Public Parking Signs and other necessary wayfinding signage, as shown on EXHIBIT B. Signage shall be reviewed and approved by Library prior to installation.

SECTION 5. Maintenance of the General Parking Area. The City shall, on an annual basis, reimburse the Library for 7% for maintenance costs related to snow removal, pavement patching, pavement sealing and marking to define stalls, limited to the Public Parking Easement Area. This annual reimbursement shall not exceed \$10,000 in a single fiscal year/calendar year.

SECTION 6. Term of the Agreement. This Agreement shall be effective as of the date set forth above and shall continue through December 31, 2025. Upon mutual agreement of the Parties, this Agreement may be extended for successive three (3) year periods (each a "Renewal Term") such mutual agreement to be evidenced by an extension agreement executed by both Parties and recorded with the Office of the Recorder for Kane County, Illinois. In order to give effect to this provision, no less than 90 days before expiration of the Initial Term or any Renewal Term, each party shall send notice to the other as to such party's intent to interest in extending the Term. Within ten (10) business days of the first of such notices to be sent, the parties shall meet and confer to determine whether such mutual agreement can be reached.

Termination by Either Party: Either party may terminate this Agreement by providing written notice to the other party at least ninety (90) days prior to the intended termination date. Upon receipt of such notice, both parties shall make reasonable efforts to fulfill any outstanding obligations under this Agreement prior to the termination date.

SECTION 7. Indemnification. For injuries or property damage occurring during the Term of the Agreement and except for the Library's negligence or willful misconduct, the City will indemnify and hold the Library harmless from any liabilities, losses, damages, expenses, suites, judgments, reasonable counsel fees and all reasonable costs of defense whatsoever for personal injuries or property damage arising during the course of this agreement arising out of the use, maintenance, ad operation of the Public Parking Easement Area that is the subject of this Agreement. The city agrees to obtain and maintain commercial general liability insurance for the use of the Public Parking Easement Area as created by this Agreement, naming the Library as an additional insured and produce evidence annually of such insurance. Such insurance shall include an "each occurrence" limit of not less than One Million Dollars (\$1,000,000.00) and a general aggregate limit of not less than Two Million Dollars (\$2,000,000.00). Notwithstanding the foregoing, the City reserves the right to self-insure for the benefit of the Library, to the extent stated above.

SECTION 8. Covenants Running with the Land; Recording. All provisions of this Agreement, including the benefits and burdens set forth herein, shall run with the land and are binding upon and shall inure to the benefit of the successors and assigns of the parties hereto. A fully executed copy of this Agreement shall be recorded with the Office of the Record, Kane County, Illinois.

SECTION 9. Interpretation. The rule of strict construction does not apply to the grants herein. The grants herein shall be given a reasonable construction to carry out the intention of the parties hereto.

SECTION 10. Notices. All notices given pursuant to this Agreement shall be in writing and shall be given by (a) personal delivery, (b) electronic communications, between 9:00 a.m. and 5:00 p.m. CST Monday through Friday, (c) overnight courier, (d) registered or certified first-class mail, post prepaid, return receipt requested, or (e) priority mail with delivery confirmation. The parties expressly agree that notices given by attorneys on behalf of their client(s) in the manner provided in this subsection are effective and recognized notice pursuant to this Agreement. All notices shall be sent to the person and address set forth below:

If to the Library: _____

Email: _____

If to the City: City of St. Charles
2 East Main Street
St. Charles, Illinois 60174
Attn: Administrator
Email: hmcguire@stcharlesil.gov

or such other address as either party may from time to time designate upon thirty (30) days' prior written notice to the other. Any notice given under this Agreement shall be in writing and deemed received when personally delivered, transmission of e-mail or other electronic transmission, or received by overnight mail.

SECTION 11. Miscellaneous.

a. This Agreement shall be governed by and construed in accordance with the laws of the State of Illinois.

b. The headings of the articles, sections, paragraphs, subparagraphs, subdivisions, and subsections of this Agreement are for the convenience of reference only, are not to be considered a part hereof and do not limit or otherwise affect any of the terms hereof.

c. Wherever possible, each provision of this Agreement shall be interpreted in such manner as to be effective and valid under applicable law, but if any provision of this Agreement shall be prohibited by or invalid under such law, such provision is ineffective to the extent of such prohibition or invalidity, without invalidating the remainder of such provision or the remaining provisions of this Agreement.

d. Whenever the singular or plural number, or the masculine, feminine, or neutral gender is used herein, it legally includes the other.

e. Neither this Agreement nor any provision hereof may be changed, waived, discharged, modified, or terminated orally, but only by an instrument in writing signed by all of the parties.

f. This Agreement does not create an association, partnership, joint venture or a principal and agency relationship between the parties.

g. This Agreement may be executed simultaneously in one or more counterparts, each of which shall be deemed to be an original, and all of which together shall constitute one and the same instrument.

SECTION 12. Exhibits. The following exhibits are attached hereto and made a part hereof:

Exhibit "A"	Library Legal Description
Exhibit "B"	Public Parking Easement Area

IN WITNESS WHEREOF, the parties hereby have executed this Shared Parking Agreement as of the date first above written.

CITY OF ST. CHARLES, an Illinois municipal corporation

By: _____
Mayor Lora A. Vitek

Attest: _____
Nancy Garrison, City Clerk

ST. CHARLES PUBLIC LIBRARY DISTRICT, an Illinois public library district

By: _____
Name: _____
Title: _____

Attest: _____
Name: _____
Title: _____

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I, a Notary Public, do hereby certify that Lora A. Vitek, the Mayor of the City of St. Charles, and Nancy Garrison, City Clerk of the City of St. Charles, each personally known to me to be the persons whose names are subscribed in the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as such Mayor and Clerk of said City, as their free and voluntary act, and as the free and voluntary act and deed of said City, for the purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____, 2024.

My commission expires:

Notary Public

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I, a Notary Public, do hereby certify that _____, the _____ of the St. Charles Public Library District, and _____, _____ of the St. Charles Public Library District, each personally known to me to be the persons whose names are subscribed in the foregoing instrument, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as such _____ and _____ of said Library District, as their free and voluntary act, and as the free and voluntary act and deed of said Library District, for the purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____, 2024.

My commission expires:

Notary Public

EXHIBIT "A"


LEGAL DESCRIPTION

St. Charles Public Library Property:

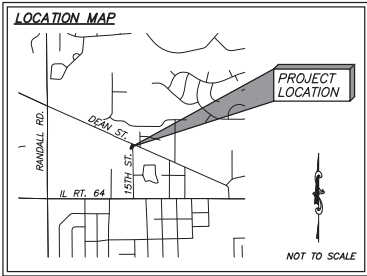
PARCEL ONE: LOTS 1, 2, 3, 4, 5, 6, 7 AND 8 IN BLOCK 9 OF THE ORIGINAL TOWN OF ST. CHARLES (EXCEPT THAT PART OF SAID LOTS 4 AND 5 LYING WESTERLY OF THE EAST LINE OF A TRACT OF LAND CONVEYED BY DOCUMENT 1723758 AND ALSO EXCEPT THAT PART OF SAID LOT 4 LYING WESTERLY OF THE EAST LINE OF A TRACT OF LAND CONVEYED BY DOCUMENT 96K038592); THE NORTH HALF OF VACATED WALNUT AVENUE LYING BETWEEN FIFTH AVENUE SOUTH AND SIXTH AVENUE SOUTH (EXCEPT THE WESTERLY 3.0 FEET THEREOF); VACATED SIXTH AVENUE SOUTH LYING SOUTHERLY OF THE NORTHERLY LINE EXTENDED EASTERLY OF BLOCK 9 IN SAID ORIGINAL TOWN OF ST. CHARLES AND NORTHERLY OF THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 9, AND ALSO; LOTS 1, 2, 3, 4, 5, 6, 7, 8 AND 9 IN BLOCK 15 OF MINARD, FERSON AND HUNT'S ADDITION TO ST. CHARLES (EXCEPT THAT PART OF LOT 1 LYING NORTHEASTERLY OF THE SOUTHWESTERLY LINE OF A TRACT OF LAND CONVEYED BY DOCUMENT 96K042195), ALL IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL TWO: LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 AND 12 IN BLOCK 16 OF MINARD, FERSON AND HUNT'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PIN: _____

 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4e
	Title:	Recommendation to approve a Plat of Vacation of a portion of N. 15th Street in regards to the City-owned Dean Street Parcel Identified for Donation to Habitat for Humanity of Northern Fox Valley	
	Presenter:	Ellen Johnson, Planner	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost: N/A		Budgeted Amount: N/A	Not Budgeted: <input type="checkbox"/>
TIF District: None			
Executive Summary <i>(if not budgeted please explain):</i>			
<p>In September 2023, the Housing Commission approved funding in the amount of \$115,000 to Habitat for Humanity of Northern Fox Valley for construction of an affordable home in St. Charles, with a recommendation that City Council donate a City-owned parcel at the SW corner of Dean and 15th Streets for the project. Kane County also awarded \$115,000 to the project.</p> <p>At the October meeting, P&D Committee recommended donation of the parcel to Habitat. At the time, it was identified that the parcel was over 5,000 square feet in size based on GIS parcel data. A lot area of at least 5,000 sf is required for a parcel to be buildable in the subject zoning district.</p> <p>At the February P&D Committee meeting, staff reported that a Plat of Survey for the property found the parcel to be only 4,604 sf in area, and therefore would not be considered buildable. The Committee recommended moving forward with vacating adjacent 15th Street City right-of-way to provide additional land to make the lot buildable.</p> <p>A Plat of Vacation has been prepared which vacates 721 sf of 15th Street ROW, between the east parcel line to 0.5' from the public sidewalk. The sidewalk and 12' wide parkway will continue to be City ROW. The ROW is clipped at the northeast corner to allow an existing storm sewer to remain in City ROW.</p> <p>With the proposed ROW vacation, the resulting parcel for donation to Habitat is 5,325 sf and will therefore be a buildable lot.</p> <p>Upon approval of the Plat of Vacation, staff will proceed with executing a Real Estate Contract between the City and Habitat to initiate the property transfer.</p>			
Attachments (please list): Plat of Vacation; Plat of Survey			
Recommendation/Suggested Action (briefly explain): Recommendation to approve a Plat of Vacation of a portion of N. 15 th Street in regards to the City-owned Dean Street Parcel Identified for Donation to Habitat for Humanity of Northern Fox Valley			

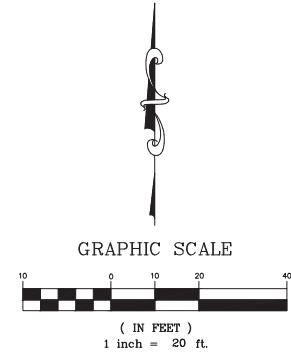
PLAT OF VACATION



LEGAL DESCRIPTION OF RIGHT-OF-WAY HEREBY VACATED

THAT PART OF THE NORTH 15TH STREET RIGHT-OF-WAY, PER DEDICATION RECORDED APRIL 6TH, 1983 AS DOCUMENT 1634667, IN KANE COUNTY, ILLINOIS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF LOT 2 IN WILLIAM BALIS SUBDIVISION ACCORDING TO THE PLAT THEREOF, RECORDED SEPTEMBER 5TH, 1911 IN BOOK 20 OF PLATS, PAGE 21; THENCE SOUTH 66 DEGREES 05 MINUTES 41 SECONDS EAST, ALONG THE NORTHERLY LINE OF SAID LOT 2, 69.10 FEET TO THE EXISTING WESTERLY RIGHT-OF-WAY LINE OF NORTH 15TH STREET, PER SAID DEDICATION FOR A POINT OF BEGINNING; THENCE SOUTH 07 DEGREES 09 MINUTES 23 SECONDS WEST, 20.15 FEET; THENCE SOUTHERLY 65.00 FEET, ALONG A NON-TANGENTIAL CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 417.00 FEET, A CHORD THAT BEARS SOUTH 15 DEGREES 43 MINUTES 18 SECONDS WEST AND A CHORD OF 64.93 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 2, SAID POINT BEING 71.00 FEET WESTERLY OF THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH 15TH STREET, AS MEASURED ALONG SAID SOUTHERLY LINE; THENCE NORTH 89 DEGREES 54 MINUTES 58 SECONDS WEST, ALONG SAID SOUTHERLY LINE, 16.45 FEET TO SAID EXISTING WESTERLY RIGHT-OF-WAY LINE; THENCE NORTH 23 DEGREES 54 MINUTES 19 SECONDS EAST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 90.21 FEET TO SAID POINT OF BEGINNING.



THIS PLAT PRESENTED BY/RETURN TO:

NAME: _____

ADDRESS: _____

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) S.S.
 CITY OF ST. CHARLES)
 APPROVED AND ACCEPTED THIS _____ DAY OF _____, 20____
 CITY COUNCIL OF CITY OF ST. CHARLES, ILLINOIS

MAYOR _____
 ATTEST: _____
 CITY CLERK

COUNTY CLERK CERTIFICATE

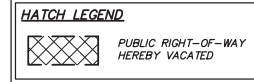
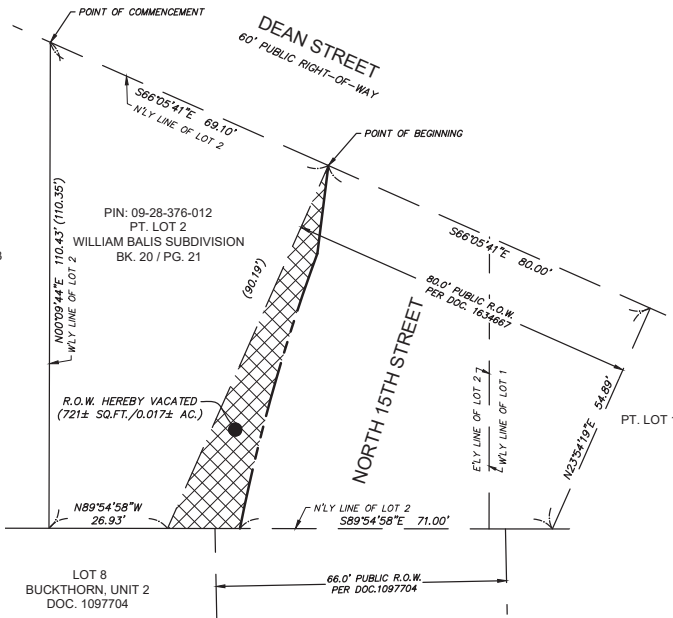
STATE OF ILLINOIS)
) S.S.
 COUNTY OF KANE)
 I, _____ COUNTY CLERK OF KANE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN ANNEXED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY HAND AND SEAL AT GENEVA, ILLINOIS, ILLINOIS,

THIS _____ DAY OF _____, A.D., 200____

COUNTY CLERK _____



SURVEYOR'S CERTIFICATION

STATE OF ILLINOIS)
) S.S.
 COUNTY OF KANE)

I, BERNARD J. BAUER, ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 3799, DO HEREBY CERTIFY THAT THE PLAT OF VACATION HEREON DRAWN WAS PREPARED USING PREVIOUS SURVEY INFORMATION AND MAPS, PLATS AND OTHER INSTRUMENTS OF RECORD FOR THE USES AND PURPOSES HEREIN SET FORTH.

DATED AT AURORA, KANE COUNTY, ILLINOIS _____, A.D. 2024.

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbauer@hrgreen.com)
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3799
 LICENSE EXPIRATION DATE: 11/30/2024

BOUNDARY NOTE

BOUNDARY LINES SHOWN HEREON BASED UPON THE PLAT OF SURVEY PREPARED BY HR GREEN, DATED DECEMBER 7, 2023.

- NOTES:
- * This map was created for use as Plat of Vacation.
 - * This map is not to be used for any construction or staking purposes without consent from a proper agent of HR Green, Inc.
 - * This IS NOT a Plat of Survey. No assumptions or agreements as to ownership, use, or possession can be conveyed from this document.
 - * No underground improvements have been located unless shown and noted.
 - * No distance should be assumed by scaling.
 - * This map is void without seal and signature affixed.

NO.	DATE	BY	REVISION DESCRIPTION
1	05/07/24	BJB	CORNER CIP


Illinois Professional Design Firm # 184-001322
 2363 Sequoia Drive, Suite 101
 Aurora, Illinois 60506
 t. 630.553.7560 f. 630.553.7646
 www.hrgreen.com



PLAT OF VACATION
 OF A PORTION OF
 15TH STREET
 CITY OF ST. CHARLES
 KANE COUNTY, ILLINOIS

BAR IS ONE INCH ON OFFICIAL DRAWINGS
 0 1"
 IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
 APPROVED: MD
 JOB DATE: 04/03/2024
 JOB NO: 2303828.01

 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4f
	Title:	Plan Commission recommendation to approve a Final Plat of Subdivision for Cityview Resubdivision.	
	Presenter:	Ellen Johnson, Planner	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost: \$		Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>Cityview Subdivision, located at the NW corner of Geneva Rd/Rt 31 and Mosedale Street, is a four-lot single-family subdivision approved in 2018. A home has been constructed on Lot 1 Lots 2-4 remain available for development.</p> <p>Stonewood Properties & Development LLC has requested approval of a Plat of Resubdivision to modify the lot lines of Lot 2, Lot 3, and the outlot. Proposed is to reduce the size of the outlot by shifting the lot lines of Lots 2 and 3 to the east, gaining additional square footage for the rear yards of those lots. Required easements have been provided over portions of the stormwater facility that encroach onto the lots.</p> <p>Plan Commission Review The Plan Commission reviewed the Plat on 5/7/24 and unanimously recommended approval.</p> <p>There are no outstanding staff comments.</p>			
Attachments (please list):			
Plan Commission Resolution, Staff Report, Application, Plat			
Recommendation/Suggested Action (briefly explain):			
Recommendation to approve a Final Plat of Subdivision for Cityview Resubdivision.			

City of St. Charles, Illinois
Plan Commission Resolution No. 7-2024

**A Resolution Recommending Approval of a Final Plat of Subdivision (Minor
Subdivision) for Cityview Resubdivision
(Stonewood Properties and Development LLC)**

Passed by Plan Commission on May 7, 2024

WHEREAS, it is the responsibility of the St. Charles Plan Commission to review requests for Final Plat of Subdivision; and

WHEREAS, the Plan Commission has reviewed the Final Plat of Subdivision (Minor Subdivision) for Cityview Resubdivision (Stonewood Properties and Development LLC); and

WHEREAS, the Plan Commission finds the Final Plat of Subdivision to be in conformance with the requirements of Title 16 of the City Code entitled, "Subdivisions and Land Improvement" and Title 17, Chapter 17.12-Residential Districts.

NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to the City Council approval of the Final Plat of Subdivision (Minor Subdivision) for Cityview Resubdivision (Stonewood Properties and Development LLC); contingent upon the resolution of all staff comments prior to City Council action.

Roll Call Vote:

Ayes: Moad, Wiese, Ewoldt, Rosenberg, Gruber, Fitzgerald, Vargulich

Nays: None

Absent: Funke, Lawson

Motion carried: 7-0

PASSED, this 7th day of May 2024.

Chairman
St. Charles Plan Commission



Applicant:	Stonewood Properties & Development LLC
Property Owners:	Stonewood Properties & Development LLC; David & Wendy Park
Location:	NW corner of Geneva Road & Mosedale Street
Purpose:	Modify lot lines and easements
Application:	Final Plat of Subdivision (Minor Subdivision)
Public Hearing:	N/A
Zoning:	RT-2 (Traditional Single Family)
Current Land Use:	Single-Family
Comprehensive Plan:	Single Family Detached Residential

Cityview Resubdivison



Subject Property

Summary of Proposal: Stonewood Properties, developer of the Cityview Subdivision, is requesting approval of a Plat of Resubdivision to modify the lot lines of Lot 2, Lot 3 and Outlot A. Proposed is to reduce Outlot A in size, allowing for Lots 2 and 3 to gain additional square footage by shifting the northeast lot lines further east. Lots 2, 3, and 4 are intended for future development of single-family homes.

Info / Procedure on Application: Final Plat (Minor Subdivision)

- Final Plat is the actual plat document that will be recorded with the County to formally create new lots, dedicate streets, and provide easements, etc.
- Recommendation is based on compliance with all other code requirements (including Zoning & Subdivision Codes). Staff has provided an analysis in the Staff Report.
- A public hearing is not required for this type of application.
- No findings of fact are applicable to this application.

Suggested Action: Review the Final Plat of Subdivision.

Staff has found the application materials to be complete and the Final Plat to be in compliance with the Zoning and Subdivision Codes.

Staff recommends approval of the Final Plat of Subdivision.

Staff Contact: Ellen Johnson, Planner

I. PROPERTY INFORMATION

A. History / Context

Cityview Subdivision is located at the northwest corner of Geneva Road/Rt 31 and Mosedale Street. Cityview contains four buildable single-family lots fronting on Mosedale Street, with an outlot intended for stormwater management at the northeast corner. A home has been constructed on Lot 1. Lots 2-4 remain available for development.

Cityview Subdivision was approved under Ord. 2018-Z-4. Subsequent to Final Plat and Final Engineering approval in 2019, City staff approved revised engineering plans which reduced the area needed to accommodate the required stormwater management basin. This was due to a change in the Stormwater Ordinance which allowed for a less intensive stormwater management approach for the subdivision.

B. Zoning

The subject property is zoned RT-2 Traditional Single Family Residential. The same zoning designation exists adjacent to the property on all sides. The surrounding properties all contain single-family homes.

	Zoning	Land Use
Subject Property	RT-2 Traditional Single Family Residential	SF home/buildable lots
North	RT-1 Traditional Single Family Residential	SF homes
East	RM-3 General Residential	The View Apartments
South	RT-1 Traditional Single Family Residential	SF homes
West	RT-2 Traditional Single Family Residential	SF homes



II. PROPOSAL

Stonewood Properties & Development LLC, developer of the Cityview Subdivision, is requesting approval of a Plat of Resubdivision to modify the lot lines of Lot 2, Lot 3 and Outlot A. Outlot A will be reduced in size by shifting the western lot line east by 11 feet. Lots 2 and 3 will each gain additional square footage by shifting the northeast lot lines further east, providing larger back yards for these lots. The width of the lots will remain unchanged along Mosedale St.

Lots 2 and 3 are intended for development of single-family homes. Outlot A will continue to be reserved for stormwater management. Engineering plans that incorporate the changes to the lot lines have been submitted. The lot areas are proposed to change as follows:

	Existing	Proposed	Change in Lot Area
Lot 1	8,708 sf	No change	N/A
Lot 2	9,141 sf	9,847 sf	+ 706 sf
Lot 3	9,256 sf	9,390 sf	+ 134 sf
Lot 4	12,839	No change	N/A
Outlot A	5,993 sf	5,152 sf	- 841 sf

III. ANALYSIS

A. Bulk Standards

The table below compares the bulk requirements of the RT-2 District with the two impacted buildable lots: Lots 2 and Lot 3. All bulk standards are met. These standards are not applicable for Outlot A as it is not a buildable lot.

	RT-2 District	Lot 2	Lot 3
Min. Lot Area	6,600 sf	9,847 sf	9,390 sf
Min. Lot Width	50 ft.	60 ft. (no change)	60 ft. (no change)
Max. Building Coverage	30% for structures 1 ½ stories or less 25% for structures over 1 ½ stories	26%	23%
Max. Building Height	Lesser of 34 ft. or 2 stories	TBD	TBD
Min. Front Yard	25 ft.	25 ft	30 ft
Min. Side Yard	Greater of 6 ft or 10% of lot width for 1 ½ stories or less Greater of 8ft or 10% of lot width for over 1 ½ stories	8 ft	10 ft
Min. Rear Yard	30 ft.	74 ft	43 ft

B. Plat Review

Planning and Engineering staff has reviewed the Plat of Resubdivision and corresponding engineering plans for conformance with the requirements of Title 16 of the City Code, “Subdivisions & Land Improvement”.

Generally, good subdivision design requires all stormwater management facilities to be wholly contained within an out lot, without encumbering adjacent developable lots with portions of storm water facilities. The proposed plat for the Cityview Resubdivision does not allow for all of the storm water facility to be wholly contained within the out lot, but rather allows portions of the storm water facility to encroach onto Lots 3 and 4. The proposed design allows Lot 4 to continue to be a buildable lot, as previously approved. The portions of Lots 3 and 4 that are affected are outside of the native vegetation planting area that surrounds the stormwater facility, and are expected to remain dry most of the time.

City staff has required clear easement language be included on the plat to help ensure that future owners of these lots are aware of this situation, and aware of the resulting obligations and limitations on the use of their property. One resulting obligation is that future owners of Lots 3 and 4 will be required to maintain the affected portions of their property with turf-grass, as required by the storm water management plan. Limitations on future property owners include a prohibition against any buildings, structures, impervious surfaces, mulch, gravel, fencing, trees, and shrubs within the affected portions of their Lot. Enforcement of these provisions will fall on the Homeowners’ Association and—if/when permits are ever requested for improvements such as fences—on the City.

An Amendment to the Cityview Homeowners’ Association Declaration has been prepared to reference the Plat of Resubdivision and an exhibit for the Revised Stormwater Management Plan previously approved for the subdivision.

Staff Comments:

- ✓ The Amendment to the HOA Declaration shall be recorded alongside the Plat of Resubdivision.

IV. SUGGESTED ACTION

Staff recommends approval of the Final Plat- Minor Subdivision Application. There are no outstanding staff comments.

V. ATTACHMENTS

- Application for Minor Subdivision – Final Plat; received 11/7/23
- Plat of Resubdivision

4. Required Attachments:

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

Submit 1 copy of each required item, unless otherwise noted.

APPLICATION FEE: \$300

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 subject property:

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

FEE FOR INSTALLATION OF CITY BENCHMARKS: Payment for installation of City benchmarks in accordance with Appendix F of the Subdivision Code (City Code Title 16). Required payment is based on the size of the subdivision:

N/A

Subdivision Acreage	Number of Benchmarks	Fee at \$2500 per Benchmark
20+	2	\$5000
10 to 20	1	\$2500
5 to 10	0.5	\$1250
1 to 5	0.25	\$625
Less than 1	0.10	\$250

PROOF OF OWNERSHIP: a) A current title policy report; or
b) A deed and a current title search

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.

OWNERSHIP DISCLOSURE: Use the appropriate disclosure form (attached), if the owner or applicant is a Partnership, Corporation, Trust, or LLC.

LETTER OF AUTHORIZATION: If the property owner is not the applicant, an original letter of authorization from the property owner permitting the applicant to file the zoning application with the City of St. Charles for the subject property.

PARK AND SCHOOL LAND/CASH WORKSHEETS: *For residential developments only.* Use the attached worksheet to calculate the estimated population and student yields and resulting land/cash contributions in accordance with Title 16 of the St. Charles Municipal Code.

INCLUSIONARY HOUSING WORKSHEET: *For residential developments only.* Use the attached worksheet to calculate the affordable unit requirement and indicate how the development will comply with Title 19 of the St. Charles Municipal Code.

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

Copies: Ten (10) full size copies, one (1) 11" by 17", and PDF electronic file emailed to: cd@stcharlesil.gov

FINAL PLAT OF SUBDIVISION / DRAWING REQUIREMENTS CHECKLIST: A Final Plat of Subdivision that includes the information listed on the Subdivision Plat Drawing Requirements Checklist. Also submit a completed Checklist (attached).

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

Lot 2 John H. Colyer Manager

Lot 3 SEE LETTER

OUTLOT A John H. Colyer HOA President Nov. 6, 2023

Record Owner

Date

John H. Colyer Manager

Applicant or Authorized Agent

Nov. 6, 2023

Date

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

STATE OF ILLINOIS)
) SS.
KANE COUNTY)

I, John H. Cebrzynski, being first duly sworn on oath depose and say that I am
Manager of Stonewood Properties and Dev. 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.:

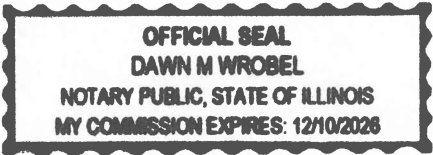
Patricia M. Cebrzynski Sole Owner

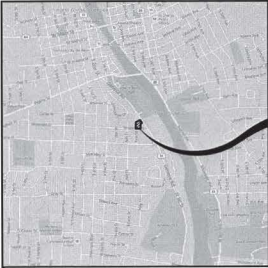
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

By: John H. Cebrzynski, Manager

Subscribed and Sworn before me this 6th day of
November, 20 23.

Dawn M. Wrobel
Notary Public





VICINITY MAP

SITE LOCATION

FINAL PLAT OF SUBDIVISION FOR CITYVIEW'S FIRST RESUBDIVISION

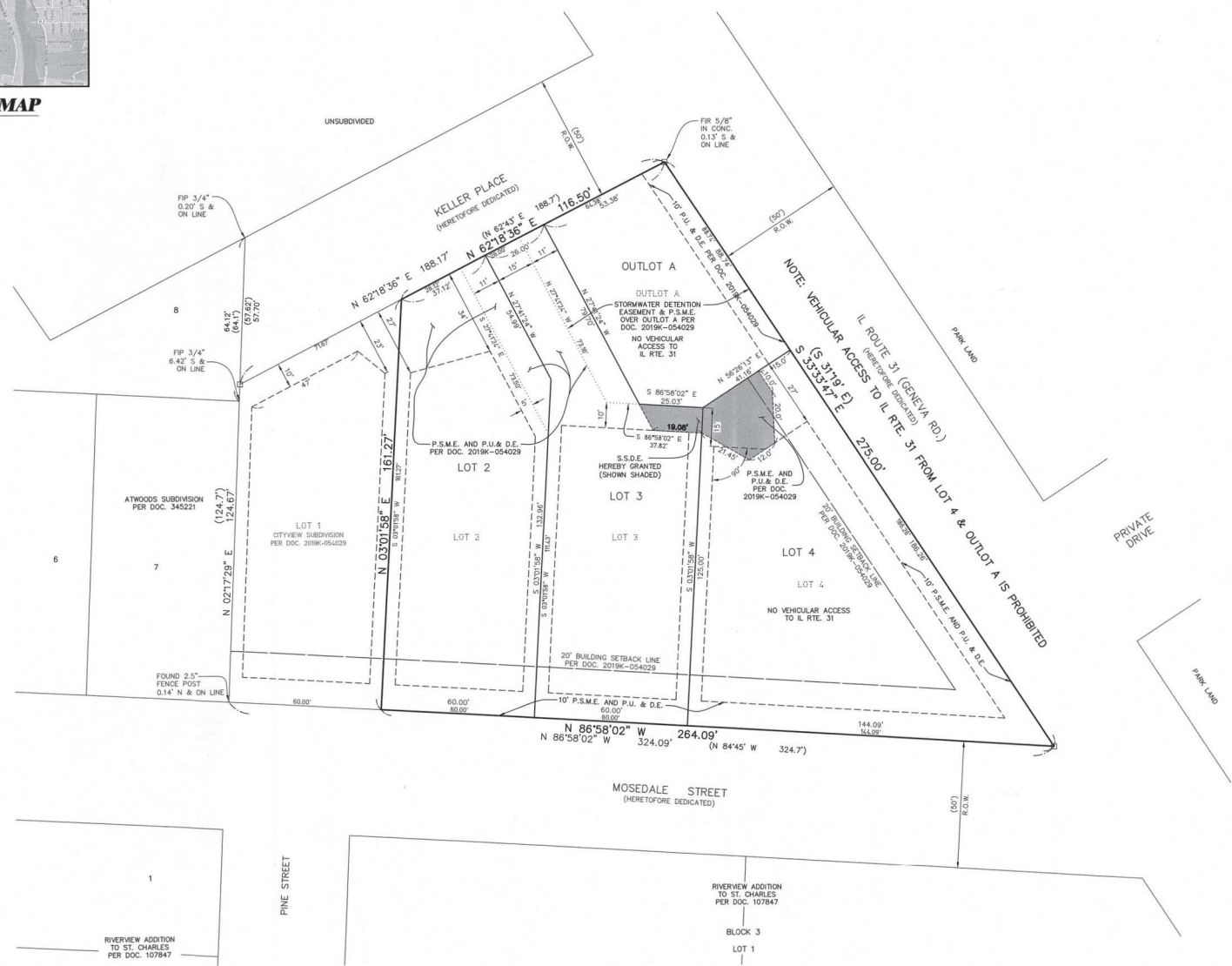
BEING A RESUBDIVISION OF LOTS 2, 3, 4 AND OUTLOT A, IN CITYVIEW, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 8, 2019 AS DOCUMENT NUMBER 2019K-054029 IN KANE COUNTY, ILLINOIS.

THIS PLAT WAS SUBMITTED TO THE COUNTY RECORDER FOR THE PURPOSES OF RECORDING BY:
CITY OF ST. CHARLES
2 E. MAIN STREET
ST. CHARLES, IL 60174
NOTICE TO RECORDER:
PLEASE RETURN RECORDED MYLAR TO THE SAME.

SHEET 1 OF 2

LINE LEGEND

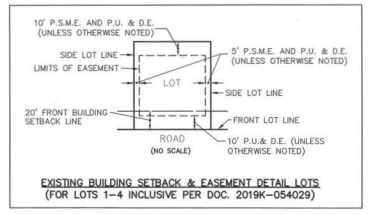
- SUBDIVISION BOUNDARY LINE (Heavy Solid Line)
- LOT LINE/PROPERTY LINE (Solid Line)
- ADJACENT LOT LINE/PROPERTY LINE (Light Solid Line)
- UNDERLYING LOT LINE (Light Solid Line)
- BUILDING SETBACK LINE (Long Dashed Lines)
- EASEMENT LINE (Short Dashed Lines)
- FOUND CONCRETE MONUMENT (Previously Set) (Square with X)
- SUPPLEMENTAL STORMWATER DETENTION EASEMENT (S.S.D.E.) PERTAINING EXCLUSIVELY TO LOTS 3 & 4 PLATTED HEREOF. (Shaded Area)



TOTAL AREA OF SUBDIVISION
0.855 ACRES
(MORE OR LESS)

LOT AREA SUMMARY TABLE

LOT NO.	SQ. FT.	ACRES
2	9,847	0.226
3	9,360	0.216
4	12,839	0.295
OUTLOT A	5,152	0.118
TOTAL	37,228	0.855



NOTES

3/4 INCH IRON PIPE SET AT ALL LOT CORNERS AND POINTS OF CURVATURE UNLESS OTHERWISE NOTED.
ALL MEASUREMENTS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
DIMENSIONS ENCLOSED WITH () ARE RECORD DATA. ALL OTHER DIMENSIONS ARE MEASURED.
UNLESS NOTED OTHERWISE ALL EASEMENTS SHOWN HEREON HERETOFORE GRANTED BY DOC. NO. 2019K-054029.
P.U. & D.E. - INDICATES PUBLIC UTILITY AND DRAINAGE EASEMENT.
P.S.M.E. - INDICATES PRIVATE STORMWATER DETENTION EASEMENT
S.S.D.E. - SUPPLEMENTAL STORMWATER DETENTION EASEMENT
THE MEASURED BEARINGS SHOWN ARE BASED UPON THE EAST LINE OF THE SUBDIVISION BEING S 33°33'47" E (ASSUMED).
FIP = FOUND IRON PIPE (# AS SHOWN)
FIR = FOUND IRON ROD (# AS SHOWN)
PROPERTY ZONED RT-2 TRADITIONAL SINGLE FAMILY DISTRICT OF CITY OF ST. CHARLES.
DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS FOR CITYVIEW HOMEOWNERS ASSOCIATION RECORDED APRIL 14, 2023 AS DOCUMENT NO. 2023K011668. AN AMENDED DECLARATION TO BE RECORDED CONTEMPORANEOUSLY WITH THIS PLAT.

PREPARED FOR:
STONEWOOD PROPERTIES AND DEVELOPMENT LLC
926 SUNSET ROAD
GENEVA, IL 60134
(630) 262-3844

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100 Aurora, Illinois
60502-9675 PH: 630.862.2100 FAX: 630.862.2199
E-Mail: coss@cemcon.com Website: www.cemcon.com
DISC NO.: 504015 FILE NAME: 1ST RESUB
DRAWN BY: SMR/DDD FLD. BK. / PG. NO.: 053/57-60
COMPLETION DATE: 11-01-2023 JOB NO.: 504.015-411
PROJECT REFERENCE: 826.005
REVISED: 11-15-23 ADDED OWNER & NOTARY CERT.
REVISED: 2-22-24/SMR PER CITY REVIEW 12-21-23
REVISED: 4-9-24/SMR REVISE S.S.D.E. PROVISIONS
REVISED: 4-26-24/PER CITY REVIEW 4-25-24

OWNER'S & SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF PART OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

ALSO, THIS IS TO CERTIFY THAT PROPERTY BEING, SUBDIVIDED AFORESAID, AND TO THE BEST OF THE OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF: ST. CHARLES COMMUNITY UNIT SCHOOL DISTRICT 303
BY: DAVE C. PARK & WENDY M. PARK
ADDRESS: 20 MOSEDALE STREET, ST. CHARLES, IL 60174
DATED THIS ____ DAY OF _____ A.D. 20__

(SIGNATURE)
OWNERS
(TITLE)

NOTARY CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN PERSONALLY KNOW TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

(SIGNATURE)

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF DU PAGE)
THIS IS TO CERTIFY THAT I, LARRY C. PODASK, ILLINOIS LAND SURVEYOR NO. 3246, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:
LOTS 2, 3, 4 AND OUTLOT A IN CITYVIEW, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 54, TOWNSHIP 40 NORTH, RANGE 18 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 8, 2019 AS DOCUMENT NUMBER 2019-054029 IN KANE COUNTY, ILLINOIS.

FURTHER, THIS PLAT HAS BEEN PREPARED BY AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND THAT THE PLAT HERON DRAIN IS A REPRESENTATION OF SAID SURVEY AND SUBDIVISION.

IT IS FURTHER CERTIFIED THAT THE PROPERTY SHOWN HERON LIES WITHIN THE CORPORATE LIMITS OF THE CITY OF ST. CHARLES, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

IT IS FURTHER CERTIFIED THAT, TO THE BEST OF OUR KNOWLEDGE, ALL REGULATIONS ENACTED BY THE CITY COUNCIL OF THE CITY OF ST. CHARLES RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.

SPECIAL FLOOD HAZARD AREA CERTIFICATE

THIS IS TO CERTIFY THAT THE PROPERTY HERON DESCRIBED IN THE RECORD OF DEED FALLS WITHIN ZONE X IDENTIFIED FOR THE CITY OF ST. CHARLES, ILLINOIS BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON THE FLOOD INSURANCE RATE MAP, PANEL NO. 17089C0289H DATED AUGUST 3, 2009.

GIVEN UNDER MY HAND AND SEAL AT AURORA, ILLINOIS,
THIS ____ DAY OF _____ A.D. 2023.

LARRY C. PODASK
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3246
MY REGISTRATION EXPIRES ON NOVEMBER 30, 2024
PROFESSIONAL DESIGN FIRM LICENSE NUMBER 184-002937
EXPIRES APRIL 30, 2025

OWNER'S & SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF PART OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

ALSO, THIS IS TO CERTIFY THAT PROPERTY BEING, SUBDIVIDED AFORESAID, AND TO THE BEST OF THE OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF: ST. CHARLES COMMUNITY UNIT SCHOOL DISTRICT 303
BY: DAVE C. PARK & WENDY M. PARK
ADDRESS: 20 MOSEDALE STREET, ST. CHARLES, IL 60174
DATED THIS ____ DAY OF _____ A.D. 20__

(SIGNATURE)
OWNERS
(TITLE)

NOTARY CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN PERSONALLY KNOW TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

(SIGNATURE)

OWNER'S & SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF PART OF THE PROPERTY DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

ALSO, THIS IS TO CERTIFY THAT PROPERTY BEING, SUBDIVIDED AFORESAID, AND TO THE BEST OF THE OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF: ST. CHARLES COMMUNITY UNIT SCHOOL DISTRICT 303
BY: CITY VIEW HOME OWNERS ASSOCIATION
ADDRESS: 926 SUNSET ROAD, GENEVA, IL 60134
DATED THIS ____ DAY OF _____ A.D. 20__

(SIGNATURE)
PRESIDENT
(TITLE)

NOTARY CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN PERSONALLY KNOW TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

(SIGNATURE)

DIRECTOR OF COMMUNITY DEVELOPMENT CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
I, _____ DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED, OR THE REQUIRED GUARANTEE BOND HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED LAND IMPROVEMENTS.

DIRECTOR OF COMMUNITY & ECONOMIC DEVELOPMENT, CITY OF ST. CHARLES
DATED AT _____, ILLINOIS,
THIS ____ DAY OF _____, A.D. 20__

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)

I DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE NOT BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.

COLLECTOR OF SPECIAL ASSESSMENTS
DATED AT _____, ILLINOIS,
THIS ____ DAY OF _____, A.D. 20__

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)

APPROVED THIS ____ DAY OF _____ A.D. 20__

CITY OF ST. CHARLES PLAN COMMISSION
CHAIRMAN

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)

APPROVED AND ACCEPTED THIS ____ DAY OF _____ A.D. 20__

CITY COUNCIL OF CITY OF ST. CHARLES, ILLINOIS
MAYOR

ATTEST:
CITY CLERK

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)

I, _____ COUNTY CLERK OF KANE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.
GIVEN UNDER MY HAND AND SEAL AT _____, ILLINOIS,
THIS ____ DAY OF _____, A.D. 20__

COUNTY CLERK

SUPPLEMENTAL STORMWATER DETENTION EASEMENT (S.S.D.E.) PERTAINING EXCLUSIVELY TO LOT 3 AND LOT 4 AS PLATTED HERON

A PERMANENT NON-EXCLUSIVE SUPPLEMENTAL STORMWATER DETENTION EASEMENT PERTAINING EXCLUSIVELY TO LOT 3 AND LOT 4 AS PLATTED HERON IS HEREBY GRANTED BY THE OWNERS OF LOT 3 AND LOT 4 TO THE CITY OF ST. CHARLES AND TO THEIR SUCCESSORS AND ASSIGNS, IN UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "SUPPLEMENTAL STORMWATER DETENTION EASEMENT (P.S.M.E.) ON THE PLAT OF SUBDIVISION HERON DRAIN FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, REPAIRING, ALTERING, ENLARGING, REPAIRING, CLEANING, AND MAINTAINING STORM SEWERS, DRAINAGE WAYS, STORM WATER DETENTION AND RETENTION FACILITIES AND ANY AND ALL MANHOLES, PIPES, CONNECTIONS, CATCH BASINS, AND WITHOUT LIMITATION, SUCH OTHER IMPROVEMENTS AS MAY BE REQUIRED TO FURNISH STORMWATER MANAGEMENT INCLUDING THE RIGHT OF ACCESS ACROSS SAID LOT 3 AND SAID LOT 4 AS PLATTED HERON FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO CONDUCT ANY OR ALL OF THE ABOVE WORK, NO BUILDING, STRUCTURES, OR OTHER IMPROVEMENTS SHALL BE PLACED ON SAID EASEMENT PREMISES WITHOUT PRIOR WRITTEN CONSENT FROM THE CITY OF ST. CHARLES. NO PERSON SHALL DESTROY OR MODIFY SLOPES OR OTHERWISE AFFECT THE DETENTION VOLUME WITHIN SAID EASEMENT WITHOUT HAVING FIRST RECEIVED WRITTEN APPROVAL FROM THE CITY OF ST. CHARLES. THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO RESTORE ANY DETENTION VOLUME LOST THROUGH UNAUTHORIZED ACTIVITIES.

EASEMENT PROVISIONS FOR EASEMENT GRANTED BY DOC. 2019K-054029 PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF ST. CHARLES AND TO ALL PUBLIC UTILITY COMPANIES OF ANY KIND OPERATING UNDER FRANCHISE GRANTING THEM EASEMENT RIGHTS FROM SAID CITY OF ST. CHARLES, INCLUDING BUT NOT LIMITED TO, AMETECH AND NICEOR, AND TO THEIR SUCCESSORS AND ASSIGNS (HEREIN COLLECTIVELY REFERRED TO AS "GRANTEES"), IN UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "PUBLIC UTILITY AND DRAINAGE EASEMENT (P.U.D.E.) ON THE PLAT OF SUBDIVISION HERON DRAIN FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, REPAIRING, ALTERING, ENLARGING, REPAIRING, CLEANING, AND MAINTAINING ABOVE AND UNDERGROUND ELECTRICAL SYSTEMS, CABLE TELEVISION, COMMUNICATION, GAS, TELEPHONE OR OTHER UTILITY LINES OR APPURTENANCES, SANITARY AND STORM SEWERS, DRAINAGE WAYS, STORM WATER DETENTION AND RETENTION, WATER MAINS AND ANY AND ALL MANHOLES, HYDRANTS, PIPES, CONNECTIONS, CATCH BASINS, BUFFALO BOXES AND WITHOUT LIMITATION, SUCH OTHER INSTALLATIONS AS MAY BE REQUIRED TO FURNISH PUBLIC UTILITY SERVICE TO ADJACENT AREAS TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE REAL ESTATE PLATTED HERON FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO MAKE ANY OR ALL OF THE ABOVE WORK, THE PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF ST. CHARLES AND THE RESPECTIVE SUCCESSORS AND ASSIGNS THEREOF. THE CITY OF ST. CHARLES, THROUGH THE CITY ENGINEER, IS HEREBY GRANTED THE RIGHT OF SURFACE TO ENTER, CROSS, OVER, UNDER, AND THROUGH THE AREAS DESIGNATED ON THIS PLAT AS DRAINAGE EASEMENT, THE RIGHT IS HEREBY GRANTED TO SAID GRANTEEES TO CUT, DOWN, TRIM, OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS THAT INTERFERE WITH THE DRAINAGE WAYS AND OPERATION OF OR ACCESS TO SAID UTILITY INSTALLATIONS, WITHOUT LIMITATION, IN, ON, UPON OR ACROSS, UNDER, OR THROUGH SAID EASEMENTS.

NO PERMANENT BUILDINGS, TREES, GARDENS, SHRUBS, OR BERMS SHALL BE PLACED ON OR IN SAID EASEMENTS, BUT THE EASEMENT AREAS MAY BE USED FOR PAVING, FURNISHING, AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE AFORESAID USES AND RIGHTS, WHERE AN EASEMENT IS USED FOR STORM OR SANITARY SEWERS, OTHER UTILITY INSTALLATIONS, OTHER THAN THOSE APPROVED BY SAID CITY OF ST. CHARLES SO AS NOT TO INTERFERE WITH THE GRAVITY FLOW IN SAID SEWER OR SEWER UTILITY INSTALLATIONS. OTHER THAN THOSE MANAGED BY THE CITY OF ST. CHARLES, SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF ST. CHARLES AS TO DESIGN AND LOCATION, AND ALL OTHER INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE CITY OF ST. CHARLES.

FOLLOWING ANY WORK TO BE PERFORMED BY THE GRANTEEES IN THE EXERCISE OF ITS EASEMENT RIGHTS GRANTED HERON, THE GRANTEEES SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION INCLUDING, BUT NOT LIMITED TO, THE RESTORATION, REPAIR, OR RECONSTRUCTION OF ANY LANDSCAPING PROVIDED; HOWEVER, THE GRANTEEES SHALL BE OBLIGATED FOLLOWING ANY SUCH WORK, TO BACKFILL AND MAINTAIN SO AS TO RETAIN SATISFACTORY DRAINAGE, REMOVE DEBRIS, AND LEAVE THE AREA IN GENERALLY CLEAN AND WORKMANLIKE CONDITION.


EASEMENT PROVISIONS FOR EASEMENT GRANTED BY DOC. 2019K-054029 STORMWATER DETENTION EASEMENT PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF ST. CHARLES AND TO THEIR SUCCESSORS AND ASSIGNS, IN UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "STORMWATER DETENTION EASEMENT ON THE PLAT OF SUBDIVISION HERON DRAIN FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, REPAIRING, ALTERING, ENLARGING, REPAIRING, CLEANING, AND MAINTAINING STORM SEWERS, DRAINAGE WAYS, STORM WATER DETENTION AND RETENTION AND ANY AND ALL MANHOLES, PIPES, CONNECTIONS, CATCH BASINS, AND WITHOUT LIMITATION, SUCH OTHER INSTALLATIONS AS MAY BE REQUIRED TO FURNISH STORMWATER DETENTION, THE RIGHT OF ACCESS ACROSS SAID LOT 3 AND SAID LOT 4 AS PLATTED HERON FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO CONDUCT ANY OR ALL OF THE ABOVE WORK, NO BUILDING SHALL BE PLACED ON SAID EASEMENT PREMISES WITHOUT PRIOR WRITTEN CONSENT FROM THE CITY OF ST. CHARLES. THE RESPONSIBILITY OF MAINTAINING THE DETENTION AREA EASEMENT SHALL BE BORING ON THE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS AND ASSIGNS OF THE LANDOWNERS, NO PERSON SHALL DESTROY OR MODIFY SLOPES OR OTHERWISE AFFECT THE DETENTION VOLUME WITHOUT HAVING FIRST RECEIVED WRITTEN APPROVAL FROM THE CITY OF ST. CHARLES. THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO RESTORE ANY DETENTION VOLUME LOST THROUGH UNAUTHORIZED ACTIVITIES.

EASEMENT PROVISIONS FOR EASEMENT GRANTED BY DOC. 2019K-054029 PRIVATE STORMWATER MANAGEMENT EASEMENT (P.S.M.E.) PROVISIONS FOR CITYVIEW SUBDIVISION I.L.O.A.

A STORMWATER COLLECTION, CONVEYANCE, AND MANAGEMENT EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITYVIEW SUBDIVISION HOMEOWNERS ASSOCIATION (P.S.M.E.) ON THE PLAT OF SUBDIVISION HERON DRAIN I.L.O.A. AND ALL AREAS DESIGNATED AS P.S.M.E. ON THE PLAT OF SUBDIVISION HERON DRAIN FOR THE PURPOSE OF FULFILLING THE MAINTENANCE OBLIGATIONS OF THE LOCAL SEWER DISTRICT IN THE CITY OF ST. CHARLES, ILLINOIS. THE CITY OF ST. CHARLES, THROUGH THE CITY ENGINEER, IS HEREBY GRANTED THE RIGHT OF SURFACE TO ENTER, CROSS, OVER, UNDER, AND THROUGH THE AREAS DESIGNATED ON THIS PLAT AS P.S.M.E. TO CONDUCT ANY OR ALL OF THE ABOVE WORK, NO BUILDING SHALL BE PLACED ON SAID EASEMENT PREMISES WITHOUT PRIOR WRITTEN CONSENT FROM THE CITY OF ST. CHARLES. THE RESPONSIBILITY OF MAINTAINING THE DETENTION AREA EASEMENT SHALL BE BORING ON THE HEIRS, EXECUTORS, ADMINISTRATORS, SUCCESSORS AND ASSIGNS OF THE LANDOWNERS, NO PERSON SHALL DESTROY OR MODIFY SLOPES OR OTHERWISE AFFECT THE DETENTION VOLUME WITHOUT HAVING FIRST RECEIVED WRITTEN APPROVAL FROM THE CITY OF ST. CHARLES. THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO RESTORE ANY DETENTION VOLUME LOST THROUGH UNAUTHORIZED ACTIVITIES.

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100 Aurora, Illinois
630.862.2100 FAX: 630.862.2199
E-Mail: cadd@cemcon.com Website: www.cemcon.com
Disc No.: 504015 FILE NAME: 1ST REBUS
DRAWN BY: SMR/PDD FLD. BK. / PG. NO.: D53/57-60
COMPLETION DATE: 11-01-2023 JOB NO.: 504.015-411
PROJECT REFERENCE: 826.005
REVISED: 11-15-23 ADDED OWNER & NOTARY CERT.
REVISED: 2-22-24/SMR PER CITY REVIEW 12-21-23
REVISED: 4-9-24/SMR REVISE S.S.D.E. PROVISIONS
REVISED: 4-26-24/PER CITY REVIEW 4-25-24

 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4g
	Title:	Consideration to Approve a Resolution Authorizing Business Improvement Grant Agreement with Maple Leaf Roasters	
	Presenter:	Derek Conley, Economic Development Director	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost:		Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>Maple Leaf Roasters is a new café/restaurant which open at the former Kava Diem location at 1 West Illinois St. Upon taking control of the space, the new ownership wanted to reinvest and enhance the outdoor deck which was failing. Maple Leaf Roasters applied for the City’s Business Improvement Grant program and was awarded \$10,000 to be disbursed once the work was completed.</p> <p>The Business Improvement Grant offers financial assistance to businesses looking to invest in the property and enhance their operations. The grant reimburses applicants for 50% of eligible costs up to a maximum of \$10,000. This grant is administrated and approved by the Economic Development Director. The grant program outlines eligibility for an additional \$15,000 in grant funds if the project meets certain criteria and is approved by City Council.</p> <p>Upon construction of the outdoor deck, Maple Leaf Roasters ran into a few issues with the foundation and the ground under the deck which resulted in additional work. Due to the property also being in a floodplain, the work also triggered a review from IDNR. The issues during construction resulted in a lengthier construction process and increased in eligible costs from \$47,600 to \$62,200, which has been confirmed with the contractor.</p> <p>With the unforeseen increase in costs to the project, Maple Leaf Roasters is requesting the City increase the total grant amount to \$25,000. Maple Leaf Roasters meets the special criteria for this request as the business is located in the Downtown Retail Overlay District. Regardless of the City Council decision on the request, Maple Leaf Roasters would still receive the \$10,000 grant.</p> <p>Per the grant guidelines, the work is not supposed to commence before grant approval. In this case, the applicant was approved for the \$10,000 grant prior to work started however the work was completed before the additional \$15,000 has been approved by the City Council. Additionally, it is important to note, that the City has already approved three \$10,000 grants this fiscal year. In order to fund the additional grant request, City staff will need to do a budget add of \$30,000. The City will also not have any other funds available for future grant requests in this fiscal year even if the additional requests are denied.</p>			
Attachments (please list):			
Business Improvement Grant Agreement with Maple Leaf Roasters			
Recommendation/Suggested Action (briefly explain):			
Consideration to Approve a Resolution Authorizing Business Improvement Grant Agreement with Maple Leaf Roasters			

City of St. Charles
BUSINESS IMPROVEMENT GRANT
Award Agreement

1 West Illinois St, St. Charles, IL 60174
(Maple Leaf Roasters – Alex Behrens)

THIS AGREEMENT, entered into this ____ day of _____ 2024, between the City of St. Charles, Illinois (hereinafter referred to as "CITY") and the following designated APPLICANT, to wit:

APPLICANT Name: **Alex Behrens**

Address of Property to be Improved: **1 West Illinois St, St. Charles, IL 60174**

PIN Number(s): **09-34-129-001-000**

Property Owner's Name: **FOX ISLAND LIMITED PARTNERSHIP**

WITNESSETH:

WHEREAS, the CITY has established a **BUSINESS IMPROVEMENT GRANT** program to provide matching grants for permanent Building Improvements for eligible businesses as defined in the Program Guidelines; and

WHEREAS, APPLICANT(S), desires to install related Building Improvements to the above-described property that are eligible for reimbursement under the Business Improvement Grant Award; and

WHEREAS, said Business Improvement Grant Program is administered by the CITY and is funded from the general fund for the purposes of improving the commercial building stock along the major commercial corridor and downtown area of the CITY and preventing blight and deterioration; and

WHEREAS, the above-described property for which the APPLICANT seeks a grant is located within the area eligible for participation in the Business Improvement Grant Award

Program.

NOW, THEREFORE, in consideration of the mutual covenants and agreements obtained herein, the CITY and the APPLICANT do hereby agree as follows:

SECTION 1: The APPLICANT understands and agrees that only the cost of eligible Building Improvements located on the parcels with the following PIN(s) **09-34-129-001-000**, shall be considered reimbursable as described in Exhibit I. The CITY will reimburse the APPLICANT up to 50% of the cost of labor, materials and equipment necessary to install Building Improvements in accordance with the approved plans, specifications and cost estimates attached hereto as Exhibit “I” (the “Eligible Building Improvements Cost Estimate”), but in no event more than the maximum amounts as defined below:

Total improvement costs: \$62,980
Eligible Building Improvements cost: \$62,600
City’s Share @ 50% up to a maximum of \$25,000

Labor by the APPLICANT (“sweat equity”) is not a reimbursable expense. All Building Improvements shall be installed in accordance with approved building permit plans, subject to minor revisions as may be approved by a representative of the CITY due to field conditions not known at the time of design, and similar circumstances beyond the APPLICANT’s control.

SECTION 2: The Director of Community & Economic Development, or designee, shall inspect the Building Improvements installed pursuant to this Agreement and shall include any required permit inspections by the CITY. All work that is not in conformance with the approved plans and specifications shall be remedied by the APPLICANT and deficient or improper work shall be replaced and made to comply with the approved plans and specifications and the terms of this Agreement.

SECTION 3: Upon completion of the Building Improvements and upon their final inspection and approval by the Director of Community & Economic Development, or designee, the APPLICANT shall submit to the CITY a properly executed and notarized contractor statement

showing the full cost of the Building Improvements as well as each separate component amount due to the contractor and each and every subcontractor involved in furnishing labor, materials or equipment in the work. In addition, the APPLICANT shall submit to the CITY proof of payment of the contract cost pursuant to the contractor's statement and final lien waivers from all contractors and subcontractors. The CITY shall, within thirty (30) days of receipt of the contractor's statement, proof of payment and lien waivers, and "before" and "after" pictures of the property, reimburse the APPLICANT for the 50% of the actual construction and materials cost or the maximum amount specified in this Agreement, whichever is less.

At its sole discretion, CITY may reimburse APPLICANT in two payments. The first reimbursement may be made only

1) Upon completion of Building Improvements representing 40% or more of the maximum reimbursement specified in Section 1 hereof and,

2) Upon receipt by CITY of the all invoices, contractor's statements, proof of payment and notarized final lien waivers for the completed Building Improvements and,

3) Upon a determination by the Director of Community & Economic Development, or designee, that the remainder of the Building Improvements are expected to be delayed for thirty days or more following completion of the initial work due to weather, availability of materials, or other circumstances beyond the control of the APPLICANT. The second, final reimbursement payment shall be made by CITY only upon submittal of all necessary documents as described herein.

SECTION 4: All Building Improvements must be completed within 270 days after the approval of this Agreement. Extensions may be approved by the Director of Community & Economic Development, prior to the expiration of the said 270 days. Projects which have not received an extension and have not been completed within 270 days will not receive funding.

SECTION 5: If the APPLICANT or his contractor fails to complete the Building Improvements provided for herein in conformity with the approved plans and specifications and the terms of this Agreement, then upon written notice being given by the Director of Community & Economic Development to the APPLICANT, by certified mail to the address listed above, this

Agreement shall terminate and the financial obligation on the part of the CITY shall cease and become null and void.

SECTION 6: Upon completion of the Building Improvements pursuant to this Agreement and for a period of five (5) years thereafter, the APPLICANT shall be responsible for properly maintaining such Building Improvements in finished form and without change or alteration thereto, as provided in this Agreement, and for the said period of five (5) years following completion of the construction thereof, the APPLICANT shall not enter into any Agreement or contract or take any other steps to alter, change or remove such Building Improvements, or the approved design thereof, nor shall APPLICANT undertake any other changes, by contract or otherwise, to the Building Improvements provided for in this Agreement unless such changes are first approved by the Director of Community & Economic Development, Designee, or City Council, whichever the case may be. Such approval shall not be unreasonably withheld if the proposed changes do not substantially alter the original design concept of the Building Improvements as specified in the plans, design drawings and specifications approved pursuant to this Agreement.

In the event that any of the Building Improvements are removed during the term of this agreement the APPLICANT and/or the Owner shall repay the CITY all grant funds received pursuant to this Agreement and shall pay any costs and fees including reasonable attorney's fees incurred by the CITY to collect said grant funds. The amount of repayment required to be paid by the APPLICANT and the OWNER shall be reduced by 20% for every full year that this Agreement has been in effect at the time of the required repayment.

If within the 5-year maintenance period improvement is damaged by automobiles, wildlife, acts of nature, or stolen or any other cause, the APPLICANT shall install and pay for replacements.

In the event of inadequate maintenance, the CITY shall give the owner reasonable notice of conditions to be corrected. In the event that substandard maintenance still exists after thirty (30) days, OWNER shall repay the CITY all grant funds received pursuant to this Agreement and pay all costs and fees, including attorney fees, of any legal action taken to enforce the maintenance of the Building Improvements.

SECTION 7: The APPLICANT covenants and agrees to indemnify and hold harmless the

CITY and its officials, officers, employees and agents from and against, any and all losses, claims, damages, liabilities or expenses, of every conceivable kind, character and nature whatsoever arising out of, resulting from or in any way connected with directly or indirectly with the Business Improvement Grant Award(s) which are the subject of this Agreement. The APPLICANT further covenants and agrees to pay for or reimburse the CITY and its officials, officers, employees and agents for any and all costs, reasonable attorneys' fees, liabilities or expenses incurred in connection with investigating, defending against or otherwise in connection with any such losses, claims, damages, liabilities, or causes of action. The CITY shall have the right to select legal counsel and to approve any settlement in connection with such losses, claims, damages, liabilities, or causes of action. The provisions of this section shall survive the completion of said building improvement(s).

SECTION 8: Nothing herein is intended to limit, restrict or prohibit the APPLICANT from undertaking any other work in or about the subject premises, which is unrelated to the Building Improvements provided for in this Agreement.

SECTION 9: This Agreement shall be binding upon the CITY and upon the APPLICANT and its successors and assigns with respect to the property on which the Building Improvements are installed, for a period of five (5) years from and after the date of completion and approval of the building improvement provided for herein. It shall be the responsibility of the APPLICANT to inform subsequent owners and lessees of the provisions of this Agreement.

IN WITNESS THEREOF, the parties hereto have executed this Agreement on the date first appearing above.

APPLICANT

PROPERTY OWNER
(if different from APPLICANT)

CITY OF ST. CHARLES: _____

Mayor or Director of Economic Development

ATTEST: _____

City Clerk

Applicant contact information:

Phone: _____

Fax: _____

Email: _____

Property Owner's information, if different than applicant:

Phone: _____

Fax: _____

Email: _____

Exhibit I

Eligible Expenses Cost Estimate

PROPOSAL

J&W Construction

A Name You Can Trust
 110 Rolling Knolls Ave.
 Elgin, IL 60120
 630-965-7325

PROPOSAL SUBMITTED TO <i>MAPLE LEAF ROASTERS</i>		PHONE
STREET <i>1 W ILLINOIS</i>		JOB NAME
CITY, STATE and ZIP CODE <i>ST CHARLES</i>		JOB LOCATION
ARCHITECT	DATE OF PLANS	JOB PHONE

We hereby submit specifications and estimate for:

*to take up decking + railing + Haul away.
 New Decking will be TimberTech Coconut Husk
 as main Field and DARK ROAST and Border. Railing
 will be Impression rail IN BRONZE
 TOTAL For material + Labor \$147,600*

*to tear out existing Framing and reframe
 deck to original design. \$ 14,600*

*Permit Fees + Architect Fees \$780
 TOTAL = \$162,980
 Paid 20,000 FEB 23rd
 Paid 10,000 MAY 1*

We propose hereby to furnish material and labor - complete in accordance with above specifications, for the sum of: 32,980 dollars (\$ 32,980)

Payment to be made as follows: Paid in Full at end of Job

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance _____

Authorized Signature *Just Kelly*

Note: This proposal may be withdrawn by us if not accepted within 2 days

Signature _____

Signature _____

Exhibit II

Checklist for Eligible Improvements & Reimbursements

Improvement Item	Estimated Cost	Work Completed (Yes/No)	Money Spent per Final submittal	Amount Reimbursed
Remove existing deck and replace with new deck	\$62,980.00	Yes		
<u>Total of all eligible improvements</u>	\$62,200.00			
<u>Amount of anticipated grant @ 50% of eligible cost of improvements</u>	\$25,000.00			

Exhibit III – Design and Site Plan



BUSINESS IMPROVEMENT GRANT
Application Packet
Updated July 2021

AWARD APPLICATION FORM

1. APPLICANT INFORMATION:

Name: Alex Behrens
Home Address: 9 E. Elm Ave., Roselle IL 60172
Phone/email: 630-677-7536 / contact@kavadiem.com
Name of Business: Maple Leaf Roasters Cafe Inc. dba Kava Diem
Business Address: 1 W. Illinois St., St Charles IL 60174
Federal Tax ID Number: 93-3278643

(All awards are subject to Federal and State taxes, and are reported to the Internal Revenue Service on Form 1099 (W-9). You are required to provide your taxpayer ID number or social security number as part of the Business Improvement Grant. Property owners and tenants should consult their tax advisor for tax liability information.)

2. PROPERTY INFORMATION:

Address: 1 W. Illinois St.
Property Identification Number: 09-34-129-001.000

3. ARCHITECT/DESIGN PROFESSIONAL:

Name: _____
Address: _____
Phone/email: _____

4. CONTRACTOR(S):

Name: James Kelly / TWIN-INSTALLATIONS
Address: 110 Rolling Knolls Ave Elgin IL 60120
Phone/email: 630-965-7325 / jandwinc@comcast.net



CITY OF
ST. CHARLES
ILLINOIS • 1834

BUSINESS IMPROVEMENT GRANT

Application Packet

Updated July 2021

5. SCOPE OF PROJECT (INCLUDE THE FOLLOWING WITH YOUR SUBMITTAL):

- A. Building Plans accurately drawn to scale, showing proposed improvements.
- B. Cost estimates for materials and labor. (There should be two cost estimates submitted, one for the estimated costs of all improvements to the building and one that highlights only the costs for eligible improvements).

4. STATEMENT OF UNDERSTANDING:

- A. I agree to comply with the guidelines and procedures of the St. Charles Business Improvement Grant.
- C. I understand that I must submit detailed cost documentation, copies of bids, contracts, invoices, receipts and contractors' final waivers of lien upon completion of the approved improvements before any reimbursement payment will be authorized. "Before" and "After" pictures of the project must be submitted before funds will be released.
- D. I understand that work done before a Business Improvement Grant Agreement is approved by staff or the City Council is not eligible for an award.
- E. I understand that Business Improvement Grant reimbursement awards are subject to taxation and that the City is required to report the amount and the recipient of said awards to the Internal Revenue Service.

Signature of Applicant:

Ally Behm

If the applicant is someone other than the owner of the property, the owner(s) must complete the following certificate:

I/We certify that I/we own the property identified on this application and that I/we hereby authorize the applicant to apply for a reimbursement award under the City of St. Charles Business Improvement Grant and undertake the approved improvements.

Signature of Owner(s):

[Signature] (as agent)

Date:

12-29-2013

President - SHADEEN Group, LLC

For Island Humano Partnership

Exhibit IV – Design and Siteplan



Create a custom railing design with Impression Rail Express®. Featuring three attractive top rail designs and three infill options, Impression Rail Express offers lots of design versatility. Plus, with its pre-assembled, panelized design, this railing is simple and straightforward to install if you're considering a DIY job.

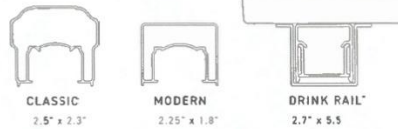
IMPRESSION RAIL EXPRESS®

COLOR OPTIONS



WHITE BLACK DARK BRONZE

TOP RAIL OPTIONS



CLASSIC
2.5" x 2.3"

MODERN
2.25" x 1.8"

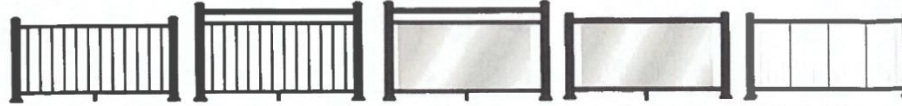
DRINK RAIL®
2.7" x 5.5"

POST CAP



3" x 3" CAP

INFILL OPTIONS



ALUMINUM BALUSTERS
RECTANGULAR ONLY

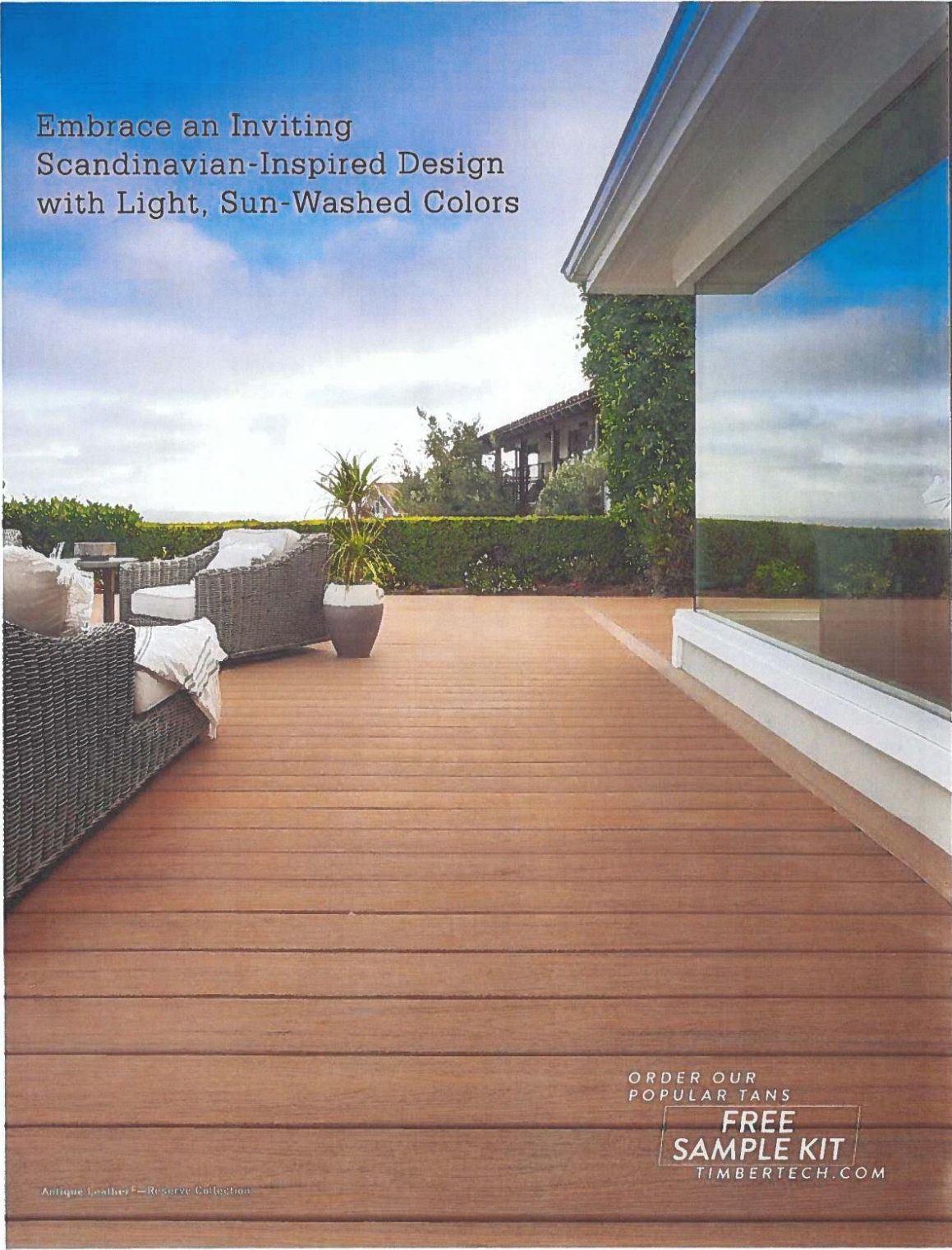
ALUMINUM BALUSTERS
WITH OPEN MID-RAIL

GLASS CHANNEL KIT
WITH OPEN MID-RAIL
Glass not included

GLASS CHANNEL KIT
Glass not included

VERTICAL CABLE RAIL

*Select from any full-profile, square-shoulder deck boards. Not compatible with grooved or scalloped boards. Not compatible with Glass Channel Rail.



Embrace an Inviting
Scandinavian-Inspired Design
with Light, Sun-Washed Colors

ORDER OUR
POPULAR TANS

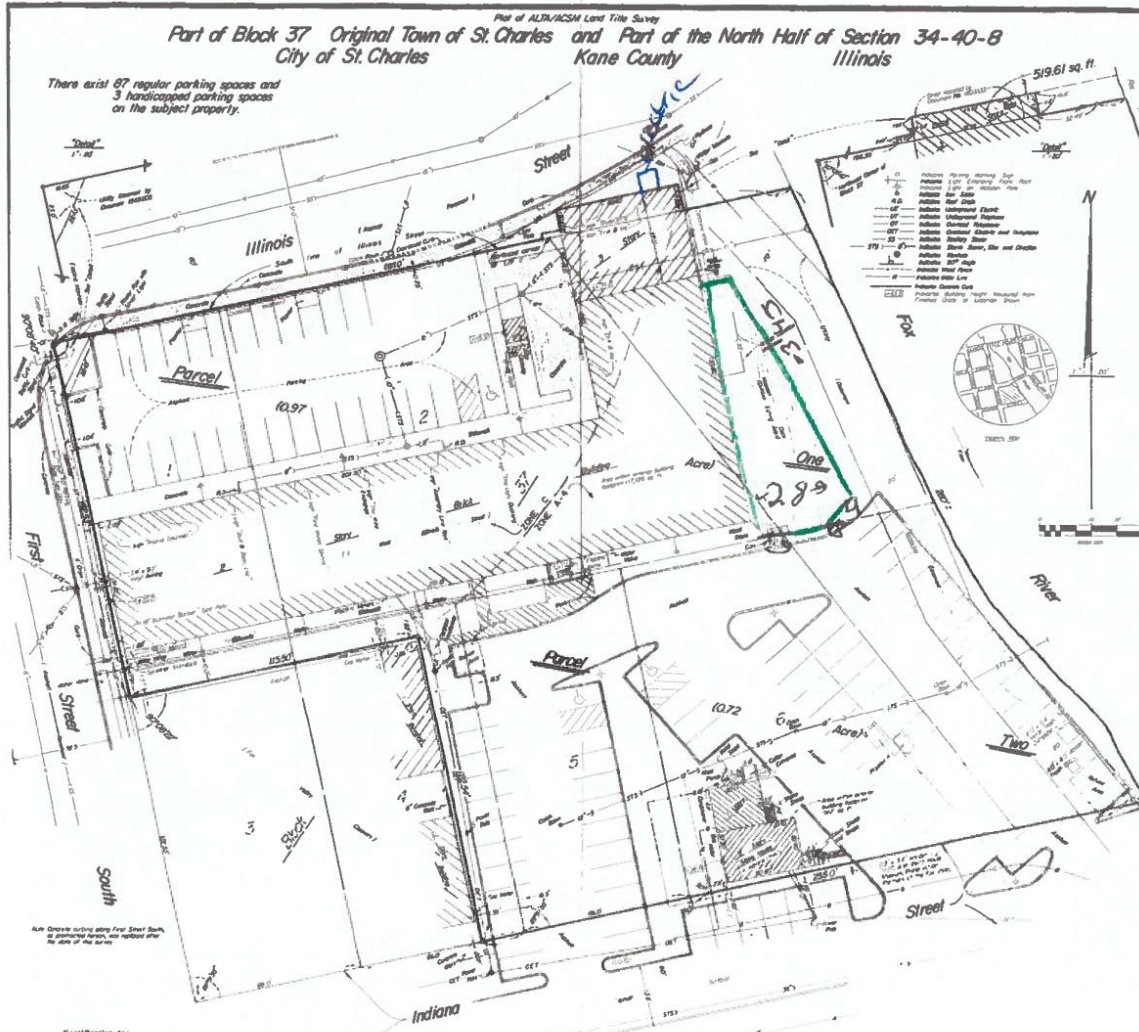
**FREE
SAMPLE KIT**

TIMBERTECH.COM

Antique Leather® — Reserve Collection

Part of Block 37 Original Town of St. Charles and Part of the North Half of Section 34-40-8
City of St. Charles Kane County Illinois

There exist 87 regular parking spaces and 3 handicapped parking spaces on the subject property.



Certification to:

Chicago Title Insurance Company;
Morgan Guaranty Trust Company of New York and its successors and assigns; and
Harris Bank St. Charles, as trustee of Trust Number 17-219

State of Illinois

This is to certify to the above named entities, that I, John A. Thornhill, Jr., an Illinois Professional Land Surveyor of Donahue and Thornhill, Inc., have surveyed and located the improvements on the premises described herein in accordance with Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by American Land Title Association, American Congress on Surveying and Mapping, and National Society of Professional Surveyors in 1937, except for underground drain lines and utilities not visible by surface inspection, to the satisfaction of said title insurance company, pursuant to the accuracy standards of an Urban Survey as set forth by the plat hereon drawn which is a correct representation of said survey and location. Based upon review of Federal Emergency Management Agency, Flood Insurance Rate Map, Panel 1 of 6, Community-Flood Number 17039 000 C, effective September 2, 1981, said property is located within Zone A-1, Areas of 100 year flood with base flood elevations and flood hazard factors determined and Zone C, Areas of minimal flooding. All distances are given in feet and decimal parts thereof.

Dated at Geneva, Illinois, June 16, 1998
John A. Thornhill, Jr.
Illinois Professional Land Surveyor No. 2740

Parcel One

Lots 1 and 2 and the northerly 10.0 feet of Lots 3 and 4 (except the easterly 16.50 feet of said Lot 4) in Block 37 of the Original Town of St. Charles, on the west side of the Fox River; also that part of the Northwest Quarter of Section 30, Township 40 North, Range 8 East of the Third Principal Meridian described as follows: Beginning at the northeast corner of Lot 2 in said Block 37; thence easterly along the southerly line of Illinois Street extended easterly to the westerly margin of the Fox River; thence southerly along the westerly margin of said River to a point on the southerly line extended of Lots 1 and 2 in Block 37 (hereinafter); thence westerly along said extended southerly line to the southeast corner of said Lot 2; thence northerly along the easterly line of said Lot 2 to the point of beginning, all in the City of St. Charles, Kane County, Illinois.

Parcel Two


Lots 5 and 6 and the westerly 16.50 feet of Lot 4 in Block 37 of the Original Town of St. Charles, on the west side of the Fox River; and also that part of the Northwest Quarter of Section 30, Township 40 North, Range 8 East of the Third Principal Meridian, lying westerly of the Fox River, easterly of said Lot 6 and between the northerly and southerly lines thereof extended easterly to said Fox River, all in the City of St. Charles, Kane County, Illinois.

Parcel Three

That part of the Northwest Quarter of Section 30, Township 40 North, Range 8 East of the Third Principal Meridian, being a part of Vacated Illinois Street, described as follows: Commencing at the northwest corner of Block 37 of the Original Town of St. Charles on the west side of the Fox River, being on the south line of said Illinois Street; thence easterly along said south line 196.30 feet for a point of beginning; thence northerly at right angles to said south line 2.60 feet; thence westerly parallel with said south line 2.0 feet; thence northerly at right angles to said south line 7.55 feet; thence easterly parallel with said south line 49.80 feet; thence southerly at right angles to said south line 10.15 feet to said south line extended; thence westerly along said south line extended and said south line 56.10 feet to the point of beginning, in the City of St. Charles, Kane County, Illinois.

DONAHUE AND THORNHILL, INC.
7 RICHARDS STREET
GENEVA, ILLINOIS 60131

(630) 232-7416

 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: 4h
	Title:	Consideration to Approve a Resolution Authorizing Business Improvement Grant Agreement with The Office	
	Presenter:	Derek Conley, Economic Development Director	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost:		Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>The Office is a restaurant/pub located at 201 E Main Street. Due to the rise in popularity in outdoor dining, the Office is interested in making improvements to their existing outdoor dining space in remain competitive in the market. The Office is eligible for the City’s Business Improvement Grant program for \$10,000 to be disbursed once the work is completed.</p> <p>The Business Improvement Grant offers financial assistance to businesses looking to invest in the property and enhance their operations. The grant reimburses applicants for 50% of eligible costs up to a maximum of \$10,000. This grant is administrated and approved by the Economic Development Director. The grant program outlines eligibility for an additional \$15,000 in grant funds if the project meets certain criteria and is approved by City Council.</p> <p>The Office is requesting the City increase the total grant amount to \$25,000. The Office meets the special criteria for this request as the business is located in the Downtown Retail Overlay District. Regardless of the City Council decision on the request, the Office would still receive the \$10,000 grant.</p> <p>The work consists of light demolition, new brick pavers in areas, plumbing, electrical, concrete, and other miscellaneous work all which would contribute to a enhancing the outdoor dining area and improving its functionality. The total project costs are \$107,013.78m of which \$74,188.78 is eligible.</p> <p>Per the grant guidelines, the work is not supposed to commence before grant approval. In this case, the applicant is nearing completion of the project and the additional \$15,000 has not been approved by the City Council. The applicant wanted to complete the project as soon as possible in order capture the favorable weather.</p> <p>Additionally, it is important to note, that the City has already approved three \$10,000 grants this fiscal year. In order to fund the additional grant request, City staff will need to do a budget add of \$30,000. The City will also not have any other funds available for future grant requests in this fiscal year even if the additional requests are denied.</p>			
Attachments (please list):			
Business Improvement Grant Agreement with The Office			
Recommendation/Suggested Action (briefly explain):			
Consideration to Approve a Resolution Authorizing Business Improvement Grant Agreement with the Office			

City of St. Charles
BUSINESS IMPROVEMENT GRANT
Award Agreement

201 E Main St., St. Charles, IL 60174
(The Office – Mike Carney)

THIS AGREEMENT, entered into this _____ day of _____ 2024, between the City of St. Charles, Illinois (hereinafter referred to as "CITY") and the following designated APPLICANT, to wit:

APPLICANT Name: **Mike Carney**

Address of Property to be Improved: **201 E Main St, St. Charles, IL 60174**

PIN Number(s): **09-27-390-006 and 09-27-390-008**

Property Owner's Name: **201 MAIN ST PARTNERS LLC**

WITNESSETH:

WHEREAS, the CITY has established a **BUSINESS IMPROVEMENT GRANT** program to provide matching grants for permanent Building Improvements for eligible businesses as defined in the Program Guidelines; and

WHEREAS, APPLICANT(S), desires to install related Building Improvements to the above-described property that are eligible for reimbursement under the Business Improvement Grant Award; and

WHEREAS, said Business Improvement Grant Program is administered by the CITY and is funded from the general fund for the purposes of improving the commercial building stock along the major commercial corridor and downtown area of the CITY and preventing blight and deterioration; and

WHEREAS, the above-described property for which the APPLICANT seeks a grant is located within the area eligible for participation in the Business Improvement Grant Award

Program.

NOW, THEREFORE, in consideration of the mutual covenants and agreements obtained herein, the CITY and the APPLICANT do hereby agree as follows:

SECTION 1: The APPLICANT understands and agrees that only the cost of eligible Building Improvements located on the parcels with the following PIN(s) **09-27-390-006 and 09-27-390-008**, shall be considered reimbursable as described in Exhibit I. The CITY will reimburse the APPLICANT up to 50% of the cost of labor, materials and equipment necessary to install Building Improvements in accordance with the approved plans, specifications and cost estimates attached hereto as Exhibit “I” (the “Eligible Building Improvements Cost Estimate”), but in no event more than the maximum amounts as defined below:

Total improvement costs: \$107,013.78
Eligible Building Improvements cost: \$74,188.78
City’s Share @ 50% up to a maximum of \$25,000

Labor by the APPLICANT (“sweat equity”) is not a reimbursable expense. All Building Improvements shall be installed in accordance with approved building permit plans, subject to minor revisions as may be approved by a representative of the CITY due to field conditions not known at the time of design, and similar circumstances beyond the APPLICANT’s control.

SECTION 2: The Director of Community & Economic Development, or designee, shall inspect the Building Improvements installed pursuant to this Agreement and shall include any required permit inspections by the CITY. All work that is not in conformance with the approved plans and specifications shall be remedied by the APPLICANT and deficient or improper work shall be replaced and made to comply with the approved plans and specifications and the terms of this Agreement.

SECTION 3: Upon completion of the Building Improvements and upon their final inspection and approval by the Director of Community & Economic Development, or designee, the APPLICANT shall submit to the CITY a properly executed and notarized contractor statement

showing the full cost of the Building Improvements as well as each separate component amount due to the contractor and each and every subcontractor involved in furnishing labor, materials or equipment in the work. In addition, the APPLICANT shall submit to the CITY proof of payment of the contract cost pursuant to the contractor's statement and final lien waivers from all contractors and subcontractors. The CITY shall, within thirty (30) days of receipt of the contractor's statement, proof of payment and lien waivers, and "before" and "after" pictures of the property, reimburse the APPLICANT for the 50% of the actual construction and materials cost or the maximum amount specified in this Agreement, whichever is less.

At its sole discretion, CITY may reimburse APPLICANT in two payments. The first reimbursement may be made only

1) Upon completion of Building Improvements representing 40% or more of the maximum reimbursement specified in Section 1 hereof and,

2) Upon receipt by CITY of the all invoices, contractor's statements, proof of payment and notarized final lien waivers for the completed Building Improvements and,

3) Upon a determination by the Director of Community & Economic Development, or designee, that the remainder of the Building Improvements are expected to be delayed for thirty days or more following completion of the initial work due to weather, availability of materials, or other circumstances beyond the control of the APPLICANT. The second, final reimbursement payment shall be made by CITY only upon submittal of all necessary documents as described herein.

SECTION 4: All Building Improvements must be completed within 270 days after the approval of this Agreement. Extensions may be approved by the Director of Community & Economic Development, prior to the expiration of the said 270 days. Projects which have not received an extension and have not been completed within 270 days will not receive funding.

SECTION 5: If the APPLICANT or his contractor fails to complete the Building Improvements provided for herein in conformity with the approved plans and specifications and the terms of this Agreement, then upon written notice being given by the Director of Community & Economic Development to the APPLICANT, by certified mail to the address listed above, this

Agreement shall terminate and the financial obligation on the part of the CITY shall cease and become null and void.

SECTION 6: Upon completion of the Building Improvements pursuant to this Agreement and for a period of five (5) years thereafter, the APPLICANT shall be responsible for properly maintaining such Building Improvements in finished form and without change or alteration thereto, as provided in this Agreement, and for the said period of five (5) years following completion of the construction thereof, the APPLICANT shall not enter into any Agreement or contract or take any other steps to alter, change or remove such Building Improvements, or the approved design thereof, nor shall APPLICANT undertake any other changes, by contract or otherwise, to the Building Improvements provided for in this Agreement unless such changes are first approved by the Director of Community & Economic Development, Designee, or City Council, whichever the case may be. Such approval shall not be unreasonably withheld if the proposed changes do not substantially alter the original design concept of the Building Improvements as specified in the plans, design drawings and specifications approved pursuant to this Agreement.

In the event that any of the Building Improvements are removed during the term of this agreement the APPLICANT and/or the Owner shall repay the CITY all grant funds received pursuant to this Agreement and shall pay any costs and fees including reasonable attorney's fees incurred by the CITY to collect said grant funds. The amount of repayment required to be paid by the APPLICANT and the OWNER shall be reduced by 20% for every full year that this Agreement has been in effect at the time of the required repayment.

If within the 5-year maintenance period improvement is damaged by automobiles, wildlife, acts of nature, or stolen or any other cause, the APPLICANT shall install and pay for replacements.

In the event of inadequate maintenance, the CITY shall give the owner reasonable notice of conditions to be corrected. In the event that substandard maintenance still exists after thirty (30) days, OWNER shall repay the CITY all grant funds received pursuant to this Agreement and pay all costs and fees, including attorney fees, of any legal action taken to enforce the maintenance of the Building Improvements.

SECTION 7: The APPLICANT covenants and agrees to indemnify and hold harmless the

CITY and its officials, officers, employees and agents from and against, any and all losses, claims, damages, liabilities or expenses, of every conceivable kind, character and nature whatsoever arising out of, resulting from or in any way connected with directly or indirectly with the Business Improvement Grant Award(s) which are the subject of this Agreement. The APPLICANT further covenants and agrees to pay for or reimburse the CITY and its officials, officers, employees and agents for any and all costs, reasonable attorneys' fees, liabilities or expenses incurred in connection with investigating, defending against or otherwise in connection with any such losses, claims, damages, liabilities, or causes of action. The CITY shall have the right to select legal counsel and to approve any settlement in connection with such losses, claims, damages, liabilities, or causes of action. The provisions of this section shall survive the completion of said building improvement(s).

SECTION 8: Nothing herein is intended to limit, restrict or prohibit the APPLICANT from undertaking any other work in or about the subject premises, which is unrelated to the Building Improvements provided for in this Agreement.

SECTION 9: This Agreement shall be binding upon the CITY and upon the APPLICANT and its successors and assigns with respect to the property on which the Building Improvements are installed, for a period of five (5) years from and after the date of completion and approval of the building improvement provided for herein. It shall be the responsibility of the APPLICANT to inform subsequent owners and lessees of the provisions of this Agreement.

IN WITNESS THEREOF, the parties hereto have executed this Agreement on the date first appearing above.

APPLICANT

PROPERTY OWNER
(if different from APPLICANT)

CITY OF ST. CHARLES: _____

Mayor or Director of Economic Development

ATTEST: _____

City Clerk

Applicant contact information:

Phone: _____

Fax: _____

Email: _____

Property Owner's information, if different than applicant:

Phone: _____

Fax: _____

Email: _____

Exhibit I – Grant Application



CITY OF
ST. CHARLES
ILLINOIS • 1834

BUSINESS IMPROVEMENT GRANT
Application Packet
Updated July 2021

AWARD APPLICATION FORM

1. APPLICANT INFORMATION:

Name: MICHAEL CARNEY
Home Address: 10 ILLINOIS ST #4B
Phone/email: 630-240-6000 MTC7231@GMAIL.COM
Name of Business: H+C HOSPITALITY
Business Address: 201 E MAIN ST.
Federal Tax ID Number: 87-2045990

(All awards are subject to Federal and State taxes, and are reported to the Internal Revenue Service on Form 1099 (W-9). You are required to provide your taxpayer ID number or social security number as part of the Business Improvement Grant. Property owners and tenants should consult their tax advisor for tax liability information.)

2. PROPERTY INFORMATION:

Address: 201 E MAIN ST.
Property Identification Number: 09-27-390-006 + 09-27-390-008

3. ARCHITECT/DESIGN PROFESSIONAL:

Name: MANHEIM ARCHITECTURE
Address: 40 W 892 KINGS MILL DRIVE, ST. CHARLES, IL 60175
Phone/email: 630-921-0315 NICK@MANHEIMARCHITECTURE.COM

4. CONTRACTOR(S):

Name: YORK CONSTRUCTION + MANAGEMENT SERVICES, LLC
Address: 902 S. RANDALL ROAD C. 277 ST. CHARLES, IL 60174
Phone/email: 630-240-6000 MCRANBY@YORKUTILITYSERVICES.COM



5. SCOPE OF PROJECT (INCLUDE THE FOLLOWING WITH YOUR SUBMITTAL):

- A. Building Plans accurately drawn to scale, showing proposed improvements.
- B. Cost estimates for materials and labor. (There should be two cost estimates submitted, one for the estimated costs of all improvements to the building and one that highlights only the costs for eligible improvements).

4. STATEMENT OF UNDERSTANDING:

- A. I agree to comply with the guidelines and procedures of the St. Charles Business Improvement Grant.
- C. I understand that I must submit detailed cost documentation, copies of bids, contracts, invoices, receipts and contractors' final waivers of lien upon completion of the approved improvements before any reimbursement payment will be authorized. "Before" and "After" pictures of the project must be submitted before funds will be released.
- D. I understand that work done before a Business Improvement Grant Agreement is approved by staff or the City Council is not eligible for an award.
- E. I understand that Business Improvement Grant reimbursement awards are subject to taxation and that the City is required to report the amount and the recipient of said awards to the Internal Revenue Service.

Signature of Applicant:

Michael E. [Signature]

If the applicant is someone other than the owner of the property, the owner(s) must complete the following certificate:

I/We certify that I/we own the property identified on this application and that I/we hereby authorize the applicant to apply for a reimbursement award under the City of St. Charles Business Improvement Grant and undertake the approved improvements.

Signature of Owner(s): *Michael E. [Signature]* Date: 4/15/24

EXHIBIT II - Eligible Expenses Cost Estimate

Item	Vendor	Estimate	
Design & Permitting	Mannheim	\$7,900.00	
Permit Fee	City of St. Charles	\$875.00	Not eligible
Plumbing & Waterlines	Tyson Guthrie	\$4,000.00	
Demolition	Tyson Guthrie	\$1,400.00	
Pergula Materials	The Office	\$6,000.00	
Bar Labor	Ken Macon	\$7,000.00	
Bar Top	Riverstone Concrete	\$5,682.10	
Gutters	Mr Gutter	\$1,000.00	
Electric (includes Paver Removal & Replacement)	Point Electric	\$22,642.87	
Tree top Removal	Charlie's Tree Services	\$950.00	Not eligible
Furniture	The Office	\$5,000.00	Not eligible
Misc. Bar Equipment	The Office	\$10,000.00	Not eligible
Glassware/Plates	The Office	\$2,000.00	Not eligible
Beer Hookups	The Office	\$1,000.00	Not eligible
TV's	The Office	\$3,000.00	Not eligible
Roll Down Doors	Chicago One	\$10,380.00	
Low Voltage	Orbis	\$2,740.00	
Low Voltage	The Office	\$400.00	
POS Equipment	Toast	\$0.00	Not eligible
Painting	NR Painting	\$0.00	Not eligible
Misc. Concrete work	Riverstone Concrete	\$4,343.81	
Fans	Lamps Plus	\$700.00	
Contingency		\$10,000.00	Not eligible

Totals: \$107,013.78

Elgible Work \$74,188.78



March 15, 2024

The Office Dining & Spirits
201 East Main Street
St. Charles, IL 60174

RE: Exterior Bar Renovations

Dear Mr. Headley:

York Utility Services is pleased to submit a proposal for construction services in St. Charles, IL.

General Scope of Work:

- Procure, review architect and design.
- Submit all permits and addendums as needed.
- Provide General Contracting Services to complete exterior bar renovations at 201 E. Main Street, St. Charles, IL 60174.
- Project is to be completed per Architectural plan and per city code and permit requirements.

Specific Scope of Work:

- Supply all materials.
- Remove tree hanging over patio pergola.
- Demo and remove (4) fire pits. Replace pavers underneath with a concrete base.
- Remove pavers, dig two trench approximately 40' total and install water lines, low voltage cables and electric cables. Restore pavers to like condition.
- Convert existing pergola into new bar structure per plan.
- Install new electric sub-panel and place new electric throughout bar area per plan.
- Install concrete bar top, TV's, roll down doors and electric heaters.
- Remove fan and all old electric cables.
- Replace bathroom floor with concrete.
- Install low voltage wiring for POS system.





Lump Sum: \$89,000.00

SDVOSB Certified:

York Utility Services is certified by the U.S. Small Business Administration (SBA) Department of as a Service-Disabled Veteran-Owned Small Business (SDVOSB). This certification is accepted by most municipalities as part of their supplier diversity program.

Regards,


Michael Carney



Exhibit IV

Checklist for Eligible Improvements & Reimbursements

Improvement Item	Estimated Cost	Work Completed (Yes/No)	Money Spent per Final submittal	Amount Reimbursed
Remove existing deck and replace with new deck	\$107,013.78	Yes		
<u>Total of all eligible improvements</u>	\$74,188.78			
<u>Amount of anticipated grant @ 50% of eligible cost of improvements</u>	\$25,000.00			

 <p>CITY OF ST. CHARLES ILLINOIS • 1834</p>	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: *4i
	Title:	Recommendation to Approve and Execute an Acceptance Resolution for Public Utility (Watermain) for Tiger Drylac – 3945 Swenson Ave	
	Presenter:	Simona Hawk	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost: \$		Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>Public watermain and appurtenances were constructed by the developer to service the improvements for the Tiger Drylac Building Expansion project.</p> <p>Said utilities have undergone and passed all required standard testing.</p> <p>The City has performed inspections and all punchlist items have been resolved.</p> <p>Record Drawings have been submitted and approved. Easements have been granted.</p>			
Attachments (please list):			
<p>Acceptance Resolution Bill of Sale Exhibit</p>			
Recommendation/Suggested Action (briefly explain):			
<p>Staff recommends approval and execution of an acceptance resolution.</p>			

BILL OF SALE

KNOW ALL MEN BY THESE PRESENTS, that TIGER DRYLAC U.S.A. INC ("Seller"), in consideration of One (\$1.00) Dollar and other good and valuable consideration, does hereby grant, sell, transfer and deliver unto the CITY OF ST. CHARLES, an Illinois municipal corporation in Kane County, Illinois, ("City") the following goods, chattels or other items of personal property, to wit:

ONE: Each and every part of Watermain Systems and appurtenances, as fully described in a certain set of Record Drawing plans and specifications, titled Site Improvement Plans for Tiger Drylac Building Expansion, 3945 Swenson Ave, prepared by MeritCorp, dated December 12, 2023, of which the overall utility plan is attached hereto and incorporated herein as Exhibit "A".

TWO: The object of this Bill of Sale is to grant, sell, transfer and deliver to the CITY, with the exceptions noted, the ownership in all items of personalty, which comprise Watermain Systems and appurtenances by SELLER to date within the CITY.

SELLER does hereby covenant and warrant to the CITY that SELLER is the lawful owner of the aforescribed goods, chattels and personalty; that such items are free and clear from all encumbrances; that SELLER has the absolute right to sell the same as aforesaid; and that SELLER warrants and will defend the same against the claims and demands of all persons; and that the execution of this Bill of Sale is an authorized act of said SELLER.

IN WITNESS WHEREOF, SELLER has signed and sealed this Bill of Sale at GUELPH, ONT., this 2ND day of APRIL, 2024.

(SELLER)

TIGER DRYLAC U.S.A. INC.

BY: 

ANDREW HAN

ITS: DIRECTOR OF FINANCE

ATTEST:



Maria E. Veitia Garcia

01/02/2024.-

**City of St. Charles
Kane and DuPage Counties**

ACCEPTANCE RESOLUTION

Subdivision Name: Tiger Drylac – 3945 Swenson Ave

Whereas Tiger Drylac USA, Inc, the Developer of Tiger Drylac – 3945 Swenson Ave, constructed public watermain and appurtenances in easements as described in the attached exhibits in the aforesaid Subdivision; and

Whereas, the Developer has constructed public watermain and appurtenances in accord with the plans and specifications, heretofore approved by the City of St. Charles; and

Whereas, the constructed public watermain and appurtenances have been inspected by the Engineer for the sub divider and by a representative for the City of St. Charles and are found to be satisfactory;

Now, Therefore, Be It Resolved by the City Council of St. Charles, that said Council hereby approves and accepts the constructed public watermain and appurtenances. It being understood that this acceptance and/or approval in no way relieves the Developer of his Surety of any obligation for maintenance for a period of one (1) year as provided for in said Contract.

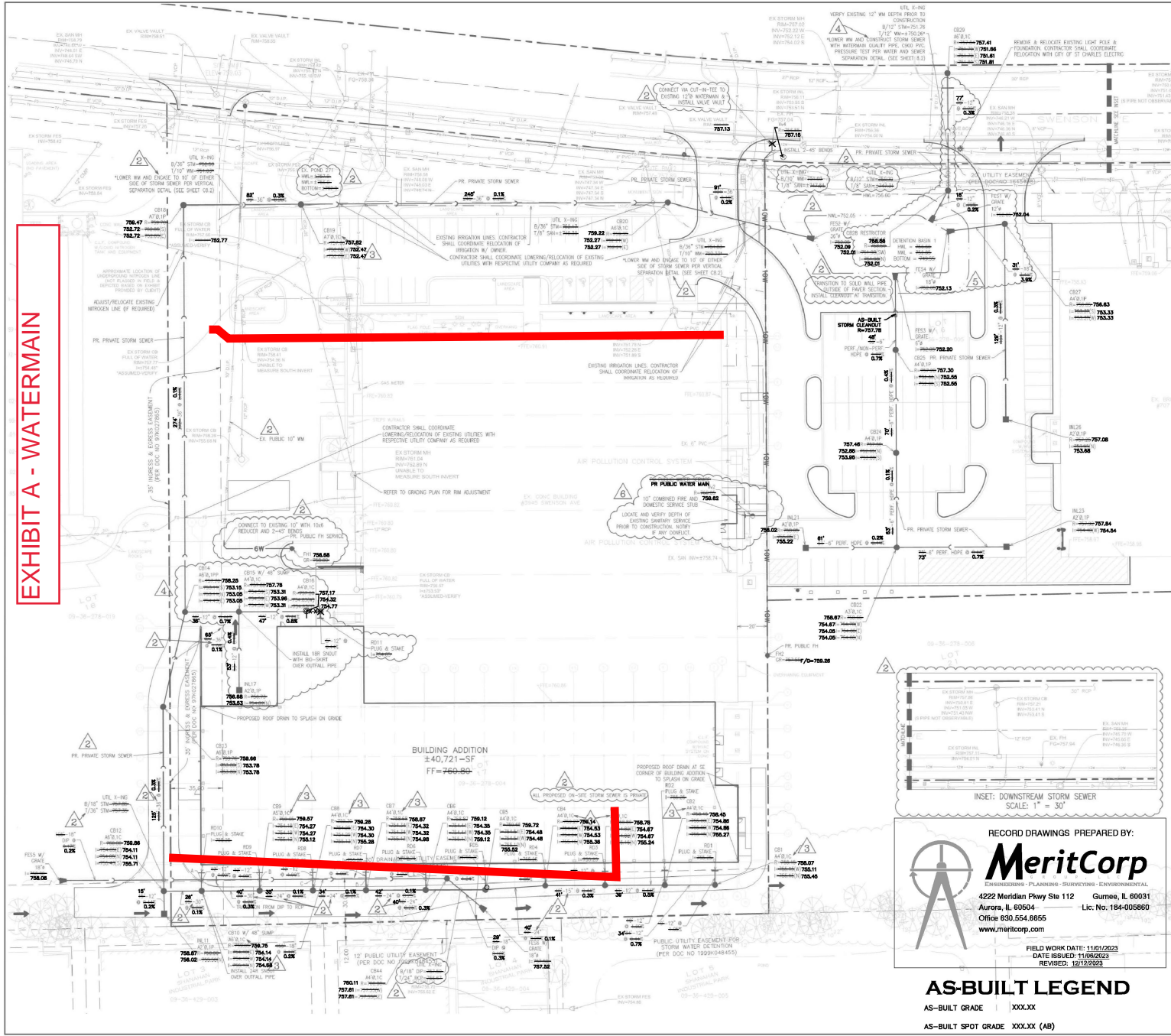
Passed by the City Council of the City of St. Charles, this ____ day of _____, 2024, and APPROVED by the Mayor of said City of St. Charles, this ___ day of _____, 2024.

MAYOR

ATTEST:

CITY CLERK

EXHIBIT A - WATERMAIN



UTILITY NOTES

- EXISTING UTILITIES HAVE BEEN SHOWN SCHEMATICALLY FOR THE CONTRACTOR'S GUIDANCE ONLY. ALL EXISTING UTILITIES MAY NOT BE SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATION AND ELEVATION OF ALL UTILITIES THAT MAY BE AFFECTED PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL TERMINATE PROPOSED UTILITIES 5'-FT OUTSIDE OF BUILDING FACE UNLESS NOTED OTHERWISE. PLUG AND STAKE STUBS LOCATIONS AND ELEVATIONS.
- ALL UTILITY LENGTHS ARE TO CENTER OF STRUCTURES IN LINEAR FEET.
- ALL EXISTING UTILITY RIMS, GRADES, RINGS, PEDESTALS, ETC., SHALL BE RAISED OR LOWERED AS REQUIRED TO MEET PROPOSED GRADES.
- PROPOSED RIM GRADES FOR INLETS ARE FROM EDGE OF PAVEMENT.
- ALL UTILITY STRUCTURES SHALL HAVE NO MORE THAN 2 PRECAST ADJUSTING RINGS WITH 0" OF MAXIMUM HEIGHT ADJUSTMENT.
- SELECTED GRANULAR TRENCH BACKFILL MATERIAL SHALL BE PLACED AS INDICATED ON THE PLANS AND CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS. TBF DENOTED BY:
- OPEN CUTTING OF ROADWAYS OR PAVEMENT FOR UTILITY INSTALLATION SHALL BE FILLED WITH COMPACTED TRENCH BACKFILL UP TO THE PAVEMENT SUBGRADE. PROPOSED PAVEMENT SECTION SHALL MATCH EXISTING.

STORM SEWER NOTES

STORM STRUCTURE SYMBOL LEGEND:
 I OR IN-INLET
 CS-CATCH BASIN
 M OR MH-MAN-HOLE
 E OR FES-FLARED END SECTION WITH GRATE
 LCH-UNDERDRAIN
 JB-TRENCHERIAN
 JB-JUNCTION BOX

FRAME AND GRATE/LID SYMBOL LEGEND:
 IC: DOT TYPE 1 (CLOSED), NEENAH R1713, EAW 105021
 IP: DOT TYPE 1 (OPEN), NEENAH R2504 (TYPE D GRATE), EAW 105021 (TYPE M1 GRATE)
 IPR: DOT TYPE 1 (OPEN), NEENAH R2594 (TYPE D GRATE), EAW 105021 (TYPE M1 GRATE)

EXAMPLE:
 M36
 M41P
 MANHOLE #36, TYPE A, 4-FT DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

- ALL 12-INCH AND 15-INCH STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWERS SHALL BE REINFORCED CONCRETE CULVERT PIPE (RCP) CLASS IV, ASTM C 76, WITH "O" RING RUBBER GASKET JOINTS CONFORMING TO ASTM C-443.
- ALL UNDERDRAINS SHALL BE PER IDOT STANDARDS OR AS SPECIFIED IN THE DETAIL.
- ALL CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WATER-DRAINS TO WATERWAYS" MESSAGE.

WATER MAIN NOTES

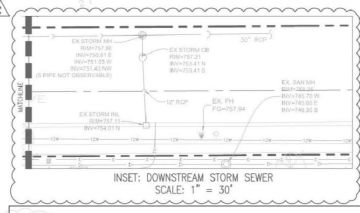
WATERMAIN STRUCTURE SYMBOL LEGEND:
 V=VALVE VAULT
 VB=VALVE BOX
 FH=FIRE HYDRANT ASSEMBLY
 PC=PRESSURE CONNECTION

- ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS NOTED OTHERWISE ON THE PLANS.
- ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS NOTED OTHERWISE ON THE PLANS.
- BRASS NUTS FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
- MAINTAIN A MINIMUM OF 5.5'-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER EPA REQUIREMENTS.
- ALL PROPOSED WATER MAIN INSTALLED WITHIN FILL MATERIAL SHALL BE RESTRAINED USING U.S. PIPE FIELD-LOCK GASKETS OR APPROVED EQUIVALENT TO A POINT 50'-FT PAST ON EACH SIDE THE AREA WHERE THE WATER MAIN IS INSTALLED WITHIN FILL.
- WATERMAIN SHUTDOWN REQUIRED FOR CUT-IN-TEE CONNECTION SHALL BE COORDINATED WITH THE CITY OF ST. CHARLES WITH A MINIMUM OF THREE (3) BUSINESS DAYS.

UTILITY CROSSINGS

UTILITY CROSSINGS DENOTED ON PLANS UNLESS SHOWN AS:

- A: 8/18" STM=751.80
7/12" STM=756.22
- B: 8/18" STM=757.78
7/12" STM=756.22
- C: 8/18" STM=757.69
7/12" STM=756.22
- D: 8/18" STM=757.65
7/12" STM=756.22
- E: 8/18" STM=757.58
7/12" STM=756.22



RECORD DRAWINGS PREPARED BY:

MeritCorp
 ENGINEERING - PLANNING - SURVEYING - ENVIRONMENTAL
 4222 Meridian Pkwy Ste 112 Gurnee, IL 60031
 Office 830.554.8655 Lic. No. 184-008860
 www.meritcorp.com

FIELD WORK DATE: 11/01/2023
 DATE ISSUED: 11/08/2023
 REVISED: 12/12/2023

AS-BUILT LEGEND

AS-BUILT GRADE XXXXX
 AS-BUILT SPOT GRADE XXXXX (AB)

7	REVISED PER CITY	1/9/23
6	REVISED FOR COORDINATION	12/7/22
5	FIELD CHANGE	10/7/22
4	REVISED PER CITY REVIEW	7/25/22
3	REVISED PER CITY REVIEW	6/10/22
2	REVISED PER PERM	4/18/22
1	ISSUED FOR PERM	
	Description	Date

UTILITY PLAN

TIGER DRYLAC BUILDING EXPANSION

ST. CHARLES, ILLINOIS

SCHRAMM CONSTRUCTION


JACOB & HEFNER ASSOCIATES

1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
 PHONE: (630) 652-6006, FAX: (630) 652-6001
 www.jacobandhefner.com

D293f

1" = 30'

C6.0

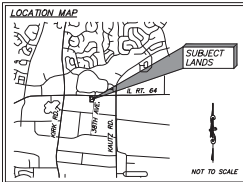
	AGENDA ITEM EXECUTIVE SUMMARY		Agenda Item number: *4j
	Title:	Recommendation to approve Plat of Easement for 3795 E Main St.	
	Presenter:	Simona Hawk	
Meeting: Planning & Development Committee		Date: May 13, 2024	
Proposed Cost: \$	Budgeted Amount: \$	Not Budgeted: <input type="checkbox"/>	
TIF District: None			
Executive Summary (if not budgeted, please explain):			
<p>A plat of Easement has been submitted as required for improvements associated with the Chick Fil A project located at 3795 E Main St.</p> <p>A Plat of Easement has been provided to cover the stormwater management facility.</p> <p>The Plat of Easement is required to be recorded prior to the City granting final occupancy for the building project.</p>			
Attachments (please list):			
Plat of Easement			
Recommendation/Suggested Action (briefly explain):			
Recommendation to approve Plat of Easement 3795 E Main St.			

PLAT OF EASEMENT

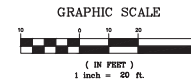
MAIN STREET (IL ROUTE 64)
160' PUBLIC R.O.W.

FRONTAGE ROAD
SOUTHERLY 50' OF 160' PUBLIC R.O.W.

PIN: 09-25-402-001



THIS PLAT PRESENTED BY/RETURN TO:
NAME: _____
ADDRESS: _____



OWNER'S CERTIFICATE

STATE OF _____) S.S.
COUNTY OF _____)
THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

DATED THIS _____ DAY OF _____, 20____

BY: _____
TITLE: _____
BY: _____
TITLE: _____

NOTARY CERTIFICATE

STATE OF _____) S.S.
COUNTY OF _____)
I, _____, A NOTARY PUBLIC, IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 20____

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
I, _____, COUNTY CLERK OF KANE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID FORECLOSED TAXES AND NO REDEMPTABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN ANNEXED PLAT.
I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.
GIVEN UNDER MY HAND AND SEAL AT GENEVA, ILLINOIS, ILLINOIS,
THIS _____ DAY OF _____, A.D., 200____

COUNTY CLERK

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS) S.S.
CITY OF ST. CHARLES)
APPROVED AND ACCEPTED THIS _____ DAY OF _____, 20____
CITY COUNCIL OF CITY OF ST. CHARLES, ILLINOIS

MAYOR

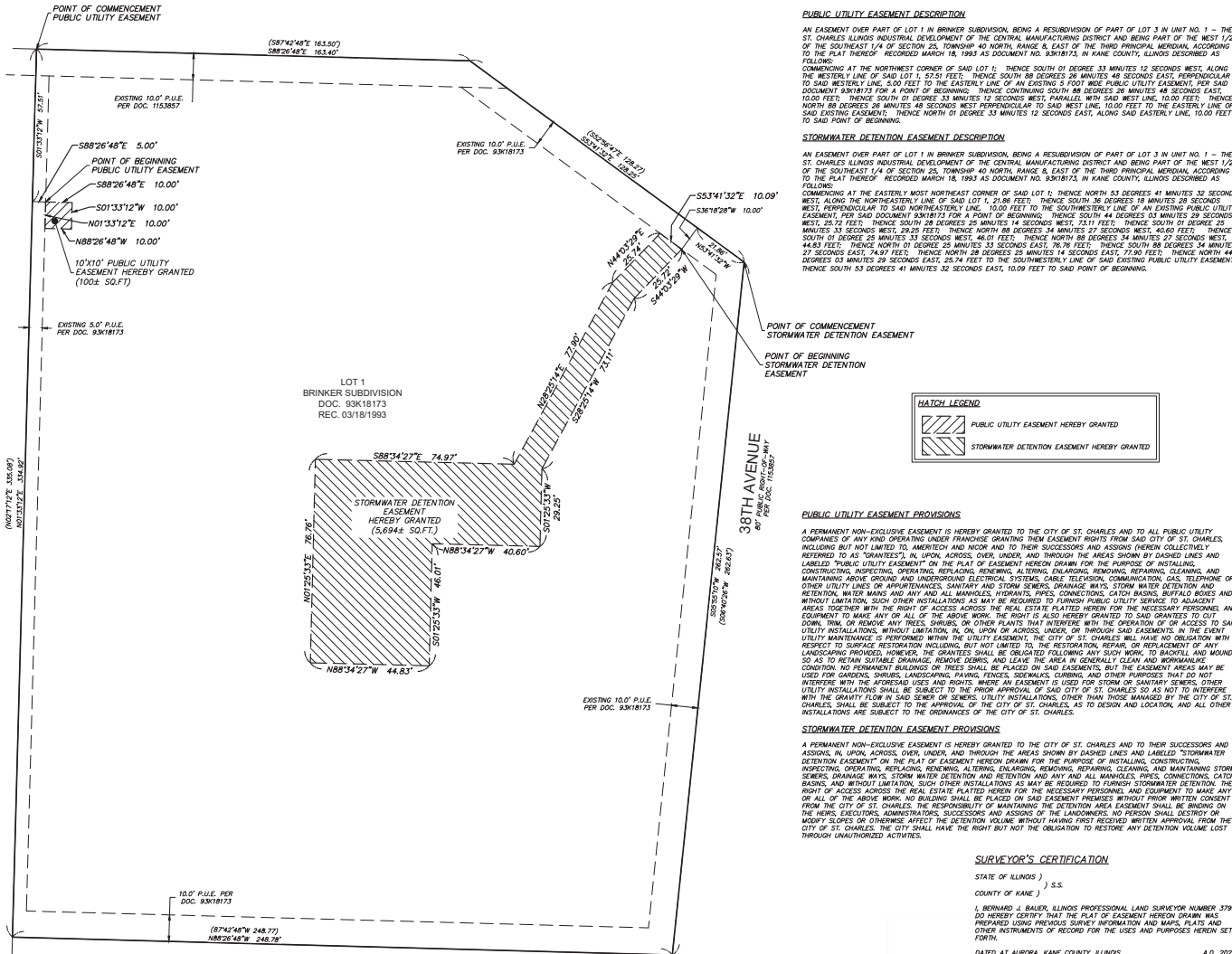
ATTEST: _____
CITY CLERK

BOUNDARY NOTE

BOUNDARY LINES SHOWN HEREON BASED UPON THE ALTA/NPS LAND TITLE SURVEY PREPARED BY HR GREEN, DATED MARCH 18, 2023.

NOTES:
• This map was created for use as Plat of Easement.
• This map is not to be used for any construction or staking purposes without consent from a prior agent of HR Green, Inc.
• This is not a deed. No assumptions or agreements as to ownership, use, or possession can be conveyed from this document.
• No underground improvements have been located unless shown and noted.
• No distance should be assumed by scaling.
• This map is void without seal and signature of surveyor.

3/27/2024 3:16:41 PM
c:\2023\2302427\Survey\Draw\2302427-POE.dwg

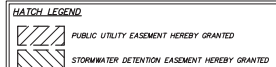


PUBLIC UTILITY EASEMENT DESCRIPTION

AN EASEMENT OVER PART OF LOT 1 IN BRINKER SUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN UNIT NO. 1 - THE ST. CHARLES ILLINOIS INDUSTRIAL DEVELOPMENT OF THE CENTRAL MANUFACTURING DISTRICT AND BEING PART OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 6 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 18, 1993 AS DOCUMENT NO. 93K18173 IN KANE COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 1, THENCE SOUTH 01 DEGREE 33 MINUTES 12 SECONDS WEST, ALONG THE WESTERLY LINE OF SAID LOT 1, 87.91 FEET; THENCE SOUTH 88 DEGREES 28 MINUTES 48 SECONDS EAST, PERPENDICULAR TO SAID WESTERLY LINE, 500 FEET TO THE EASTERLY LINE OF AN EXISTING 5' PUBLIC UTILITY EASEMENT, PER SAID DOCUMENT 93K18173 FOR A POINT OF BEGINNING; THENCE CONTINUING SOUTH 88 DEGREES 28 MINUTES 48 SECONDS EAST, 1500 FEET THENCE SOUTH TO BEYOND 33 MINUTES 30 SECONDS WEST, PARALLEL WITH SAID WESTERLY LINE, 1000 FEET; THENCE NORTH 88 DEGREES 28 MINUTES 48 SECONDS WEST PERPENDICULAR TO SAID WESTERLY LINE, 10.00 FEET TO THE EASTERLY LINE OF SAID EXISTING EASEMENT; THENCE NORTH 01 DEGREE 33 MINUTES 12 SECONDS EAST, ALONG SAID EASTERLY LINE, 10.00 FEET TO SAID POINT OF BEGINNING.

STORMWATER DETENTION EASEMENT DESCRIPTION

AN EASEMENT OVER PART OF LOT 1 IN BRINKER SUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN UNIT NO. 1 - THE ST. CHARLES ILLINOIS INDUSTRIAL DEVELOPMENT OF THE CENTRAL MANUFACTURING DISTRICT AND BEING PART OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 6 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 18, 1993 AS DOCUMENT NO. 93K18173, IN KANE COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:
COMMENCING AT THE EASTERLY MOST NORTHEAST CORNER OF SAID LOT 1, THENCE NORTH 53 DEGREES 41 MINUTES 32 SECONDS WEST, ALONG THE NORTHEASTERLY LINE OF SAID LOT 1, 21.08 FEET; THENCE SOUTH 28 MINUTES 18 SECONDS 28 SECONDS WEST, PERPENDICULAR TO SAID NORTHEASTERLY LINE, 2.00 FEET TO THE SOUTHWESTERLY LINE OF AN EXISTING PUBLIC UTILITY EASEMENT, PER SAID DOCUMENT 93K18173 FOR A POINT OF BEGINNING; THENCE SOUTH 44 DEGREES 03 MINUTES 29 SECONDS WEST, 26.72 FEET; THENCE SOUTH 28 DEGREES 25 MINUTES 14 SECONDS WEST, 22.11 FEET; THENCE SOUTH 01 DEGREE 25 MINUTES 33 SECONDS WEST, 29.25 FEET; THENCE NORTH 88 DEGREES 34 MINUTES 27 SECONDS WEST, 40.60 FEET; THENCE SOUTH 01 DEGREE 25 MINUTES 33 SECONDS WEST, 46.01 FEET; THENCE NORTH 88 DEGREES 34 MINUTES 27 SECONDS WEST, 44.83 FEET; THENCE NORTH 01 DEGREE 25 MINUTES 33 SECONDS EAST, 76.76 FEET; THENCE NORTH 88 DEGREES 34 MINUTES 27 SECONDS EAST, 74.97 FEET; THENCE NORTH 28 DEGREES 25 MINUTES 14 SECONDS EAST, 77.90 FEET; THENCE NORTH 44 DEGREES 03 MINUTES 29 SECONDS EAST, 28.74 FEET TO THE SOUTHWESTERLY LINE OF SAID EXISTING PUBLIC UTILITY EASEMENT; THENCE SOUTH 53 DEGREES 41 MINUTES 32 SECONDS EAST, 10.00 FEET TO SAID POINT OF BEGINNING.



PUBLIC UTILITY EASEMENT PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF ST. CHARLES AND TO ALL PUBLIC UTILITY COMPANIES OF ANY KIND OPERATING UNDER FRANCHISE GRANTING THEM EASEMENT RIGHTS FROM SAID CITY OF ST. CHARLES, INCLUDING BUT NOT LIMITED TO, AMERICAN AND NEXTER AND ASSOCIATED THEREIN, AND ANY OTHER UTILITIES COLLECTIVELY REFERRED TO AS "GRANTEES", IN, UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "PUBLIC UTILITY EASEMENT" ON THE PLAT OF EASEMENT HEREOF DRAWN FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, REPAIRING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING, AND MAINTAINING ABOVE GROUND AND UNDERGROUND ELECTRICAL SYSTEMS, CABLE TELEVISION, COMMUNICATION, GAS, TELEPHONE OR OTHER UTILITY LINES OR APPURTENANCES, SANITARY AND STORM SEWERS, DRAINAGE WAYS, STORM WATER DETENTION AND RETENTION, WATER MAINS AND ANY AND ALL MANHOLES, HYDRANTS, PIPES, CONNECTIONS, CATCH BASINS, BUFFALO BOXES AND WITHOUT LIMITATION, SUCH OTHER INSTALLATIONS AS MAY BE REQUIRED TO FURNISH PUBLIC UTILITY SERVICE TO ADJACENT AREAS TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE REAL ESTATE PLATED HEREOF FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO MAKE ANY OR ALL OF THE ABOVE WORK. THE RIGHT IS ALSO HEREBY GRANTED TO SAID GRANTEE TO CUT DOWN, TRIM, OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS THAT INTERFERE WITH THE OPERATION OF OR ACCESS TO SAID UTILITY INSTALLATIONS, WITHOUT LIMITATION, IN, ON, UPON OR ACROSS, UNDER, OR THROUGH SAID EASEMENTS. IN THE EVENT UTILITY MAINTENANCE IS PERFORMED WITHIN THE UTILITY EASEMENT, THE CITY OF ST. CHARLES WILL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION INCLUDING, BUT NOT LIMITED TO, THE RESTORATION, REPAIR, OR REPLACEMENT OF ANY LANDSCAPING PROVIDED; HOWEVER, THE GRANTEE SHALL BE OBLIGATED FOLLOWING ANY SUCH WORK, TO BACKFILL AND MOUND SO AS TO RETAIN SUITABLE DRAINAGE, REMOVE DEBRIS, AND LEAVE THE AREA IN GENERALLY CLEAN AND WORKMANLIKE CONDITION. NO PERMANENT BUILDINGS OR TREES SHALL BE PLACED ON SAID EASEMENTS, BUT THE EASEMENT AREAS MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, FENCING, SEWERLINES, CURBS, AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE AFORESAID USES AND RIGHTS. WHERE AN EASEMENT IS USED FOR STORM OR SANITARY SEWERS, OTHER UTILITY INSTALLATIONS SHALL BE SUBJECT TO THE PRIOR APPROVAL OF SAID CITY OF ST. CHARLES SO AS NOT TO INTERFERE WITH THE GRAVITY FLOW IN SAID SEWER OR SEWERS. UTILITY INSTALLATIONS, OTHER THAN THOSE MANAGED BY THE CITY OF ST. CHARLES, SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF ST. CHARLES, AS TO DESIGN AND LOCATION, AND ALL OTHER INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE CITY OF ST. CHARLES.

STORMWATER DETENTION EASEMENT PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF ST. CHARLES AND TO THEIR SUCCESSORS AND ASSIGNS, IN, UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "STORMWATER DETENTION EASEMENT" ON THE PLAT OF EASEMENT HEREOF DRAWN FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, REPAIRING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING, AND MAINTAINING STORM SEWERS, DRAINAGE WAYS, STORM WATER DETENTION AND RETENTION, CATCH BASINS, BUFFALO BOXES AND WITHOUT LIMITATION, SUCH OTHER INSTALLATIONS AS MAY BE REQUIRED TO FURNISH STORMWATER DETENTION. THE RIGHT OF ACCESS ACROSS THE REAL ESTATE PLATED HEREOF FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO MAKE ANY OR ALL OF THE ABOVE WORK. NO BUILDING SHALL BE PLACED ON SAID EASEMENT PREMISES WITHOUT PRIOR WRITTEN CONSENT FROM THE CITY OF ST. CHARLES. THE RESPONSIBILITY OF MAINTAINING THE DETENTION AREA EQUIPMENT TO BEING ON THE PART OF THE NEERS, EXECUTORS, ADMINISTRATORS, SUCCESSORS AND ASSIGNS OF THE LANDOWNERS. NO PERSON SHALL DESTROY OR REMOVE ANY STRUCTURES OR OTHER INSTALLATIONS WITHOUT WRITTEN CONSENT FROM THE CITY OF ST. CHARLES. THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO RESTORE ANY DETENTION VOLUME LOST THROUGH UNAUTHORIZED ACTIVITIES.

SURVEYOR'S CERTIFICATION

STATE OF ILLINOIS) S.S.
COUNTY OF KANE)
I, BERNARD J. BAUER, ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 3799, DO HEREBY CERTIFY THAT THE PLAT OF EASEMENT HEREOF DRAWN WAS PREPARED USING PREVIOUS SURVEY INFORMATION AND MAPS, PLATS AND OTHER INSTRUMENTS OF RECORD FOR THE USES AND PURPOSES HEREIN SET FORTH.
DATED AT AURORA, KANE COUNTY, ILLINOIS, A.D. 2024.

FOR REVIEW

BERNARD J. BAUER, P.L.S. (bbaue@hrgreen.com)
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3799
LICENSE EXPIRATION DATE: 11/03/2024

REVISION DESCRIPTION

NO.	DATE	BY

Illinois Professional Design Firm # 04-001322
2363 Sequoia Drive, Suite 101
Aurora, Illinois 60606
t. 630.557.9901 f. 630.503.7046
www.hrgreen.com

HRGreen

PLAT OF EASEMENT
OVER PARTS OF
3795 E MAIN STREET
CITY OF ST. CHARLES
KANE COUNTY, ILLINOIS

BAR IS ONE INCH ON
OFFICIAL DRAWINGS
OR 1" = 100'
IF NOT ONE INCH
ADJUST SCALE ACCORDINGLY

DRAWN BY: BJB
APPROVED: NBB
JOB DATE: 03/25/2024
JOB NO.: 2302427

SHEET
1 OF 1