

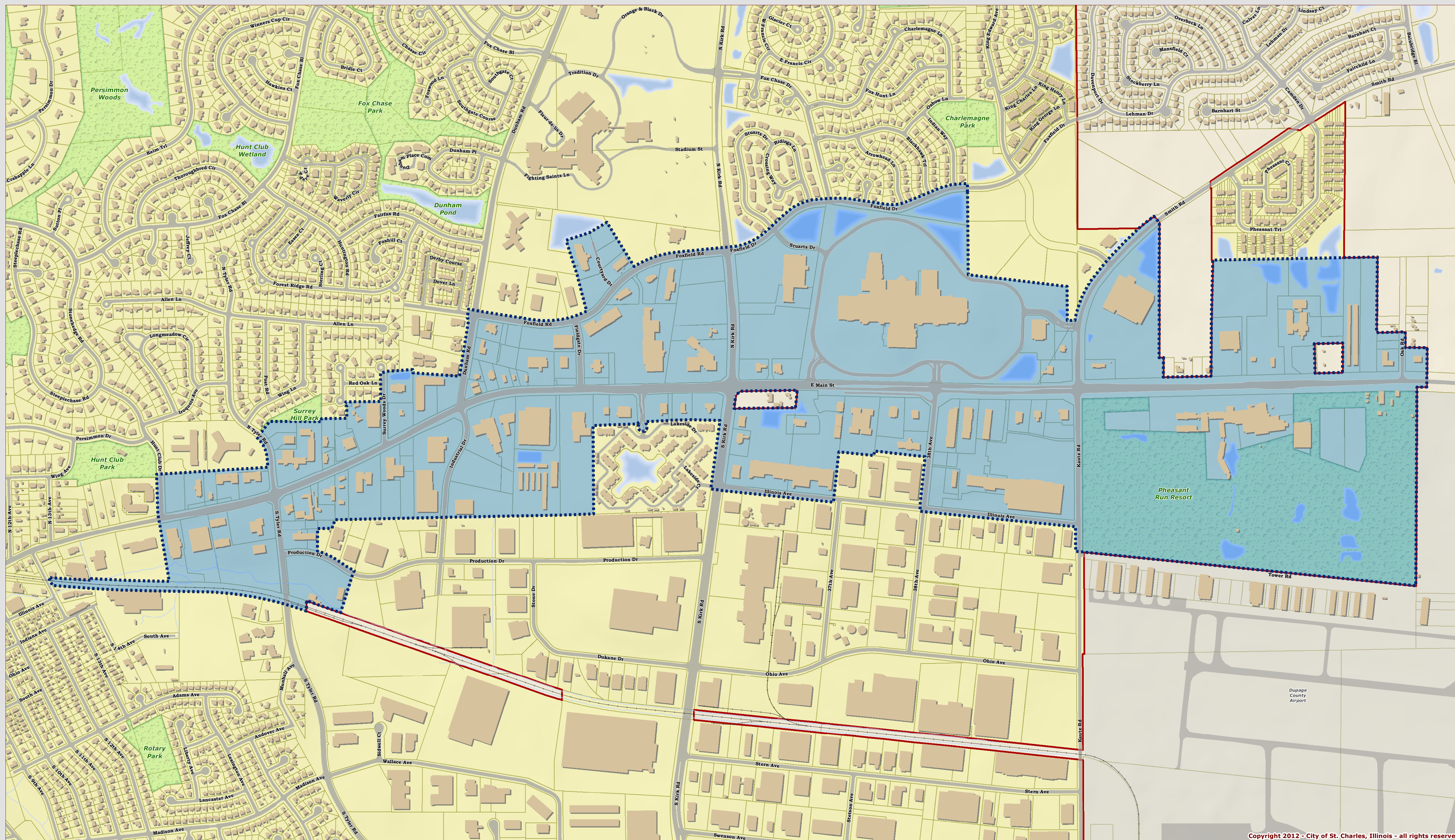
 ST. CHARLES <small>S I N C E 1 8 3 4</small>	AGENDA ITEM EXECUTIVE SUMMARY														
	Title:	Presentation of East Gateway Business District Plan (Ehlers)													
	Presenter:	Michael Mertes													
<i>Please check appropriate box:</i>															
	Government Operations				Government Services										
X	Planning & Development (12/10/12)				City Council										
	Public Hearing														
<table border="1"> <tr> <td>Estimated Cost:</td> <td>\$25,000</td> <td>Budgeted:</td> <td>YES</td> <td>X</td> <td>NO</td> <td></td> </tr> </table>									Estimated Cost:	\$25,000	Budgeted:	YES	X	NO	
Estimated Cost:	\$25,000	Budgeted:	YES	X	NO										
If NO, please explain how item will be funded:															
Executive Summary:															
<p>On June 18, City Council accepted the East Gateway Business Improvement District Eligibility Study presented by Ehlers, Inc. and authorized City staff to work with Ehlers to prepare the Redevelopment Plan, Phase II of the proposed East Gateway BID project. Ehlers has completed this plan to be presented for informational purposes only.</p> <p>In the following weeks, City staff and representatives from Ehlers will meet with business owners and operators to discuss the proposed Business District. Following these discussions, Staff will return to the P&D Committee with a recommendation as to whether, and how, to proceed forward with this economic development initiative.</p>															
Attachments: <i>(please list)</i>															
Map of Proposed Business District, Business District Plan															
Recommendation / Suggested Action <i>(briefly explain):</i>															
For informational purposes only.															
For office use only:		Agenda Item Number: 5b													



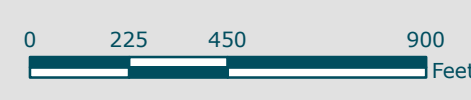
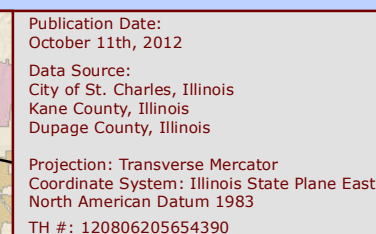
Two East Main Street St. Charles, IL 60174-1984
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East Gateway Business District

DONALD P. DEWITTE *Mayor*
BRIAN TOWNSEND *City Administrator*



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 Business Development District

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City of St. Charles, Illinois East Gateway Business District

Business District Plan

November 2012 – **DRAFT**



Prepared by



EHLERS
LEADERS IN PUBLIC FINANCE

City of St. Charles, Illinois

East Gateway Business District

Business District Plan

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I. Introduction

Municipalities are authorized to create Business Districts by the Illinois Municipal Code, specifically in 65 ILCS 5/11-74.3 *et seq.*, as amended (the “Business District Act” or the “Act”). This document, entitled *City of St. Charles, East Gateway Business District, Business District Plan* (the “Business District Plan”), is to serve as a Business District Plan for the property that is in the vicinity of East Main Street between Oak Road on the east and Hunt Club Drive on the west in St. Charles, Illinois. The City has determined that this area would benefit from designation as a Business District, as specifically provided for in the Business District Act. This area is subsequently referred to in this Business District Plan as the “East Gateway Business District” or the “Business District.”

Ehlers & Associates, Inc. (“Ehlers”) was retained to assist the City in assessing the qualifications of the East Gateway Business District for Business District designation under the Business District Act and in preparing this Business District Plan. In accordance with the Business District Act, this Business District Plan includes the following:

- A specific description of the Business District boundaries and a map illustrating the boundaries;
- A general description of each project proposed to be undertaken within the Business District, including a description of the approximate location of each project and a description of any developer, user, or tenant of any property to be located or improved within the proposed business district;
- The name of the proposed Business District;
- The estimated Business District Project Costs;
- The anticipated sources of funds to pay Business District Project Costs;
- The anticipated type and term of any obligations to be issued; and
- The rate of any tax to be imposed pursuant to the Business District Act and the period of time for which the tax shall be imposed.

The East Gateway Business District boundaries are generally described in **Sections III and IV**, depicted in a map in **Exhibit A**, and specifically described in **Exhibit B**, all of which are contained in this Business District Plan. All exhibits to this Business District Plan are incorporated herein by this reference thereto.

A. The City of St. Charles

Incorporated in 1834, the City of St. Charles is located in Kane and DuPage Counties, Illinois on the Fox River, approximately 34 miles west of the City of Chicago. Prior to its incorporation, the Potawatomi established settlements in the St. Charles area along the Fox River. By 1836, a bridge and dam were built in St. Charles and the community grew around them. Railroad development in the 1870s and 1880s connected St. Charles to the region, ushering economic growth. Factory work drew immigrants to the area.

St. Charles continued to have steady residential and commercial growth, but as late as the 1970s the community's boundaries did not extend far from its historic downtown. In the 1980s and 1990s residential growth began to soar with new residential subdivisions on both the east and west sides of the river. Commercial development followed this trend, and in 1991, the Charlestowne Mall opened on the far east side of town.

The community maintains its historical character. In recent years, Downtown St. Charles was named in the region's "Top 10" by the *Chicago Tribune* for fine dining, arts and entertainment, recreational opportunities, unique shopping, and a lively nightlife. *Family Circle* named St. Charles the "Number One City for Families" in its Annual Survey of Best Towns and Cities for 2011.

Today, the City is served by Illinois Routes 25 and 31 (north/south) and Illinois Route 64/Main Street (east/west), all of which traverse the City. Interstates 90 and 88 are in close proximity to the community. Commuters are served by Metra's Union Pacific West line that may be accessed in Geneva, which borders the City to the south. Additionally, suburban PACE bus system offers various routes between the City and neighboring communities. Several airports in the Chicago region provide domestic and international air carrier service to St. Charles residents and businesses. O'Hare International airport is the closest of these airports, located approximately 30 miles to the east of the City. DuPage Airport, located at the City's eastern border also provides general aviation services.

According to the 2010 U.S. Census, the City of St. Charles' population is 32,974 persons with 12,526 households. The Median Household Income is \$77,324. In 2011, the U.S. Census estimates the City of St. Charles' population increased to 33,286 persons and the Median Household Income increased to \$81,604.

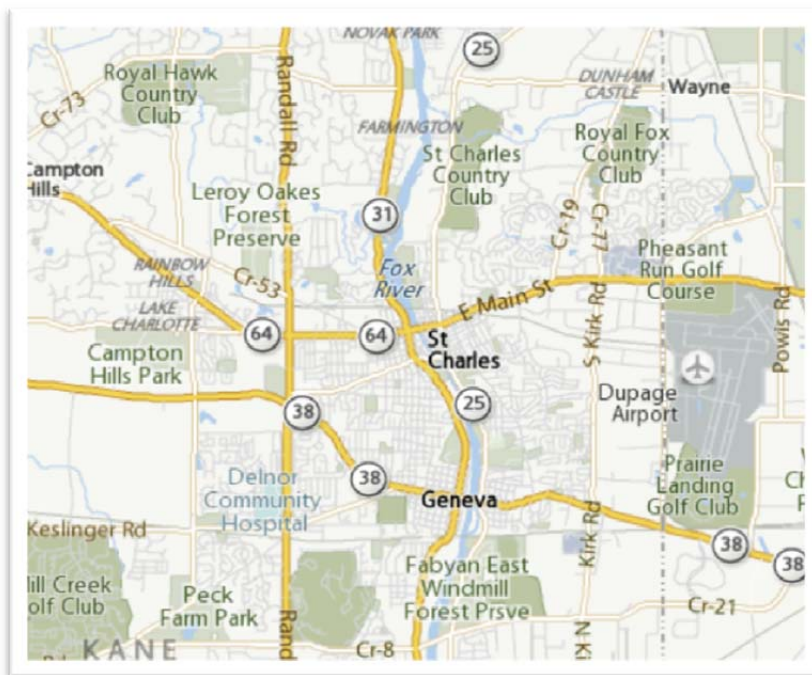
The majority of St. Charles's residents are served by Community Unit School District 303, which has twelve grade schools, 3 middle schools, and 2 high schools. Most of the City is within Elgin Community College District 509 ("ECC"). Other nearby institutions of higher learning include Northern Illinois University in DeKalb, Aurora University and Waubesa Community College in Aurora, North Central College in Naperville, and College of DuPage in Glen Ellyn.

Library services are provided by the St. Charles Public Library District.

A number of hospitals and outpatient facilities are either in or are a short distance from St. Charles, including Delnor-Community Health System. This facility is a multi-building complex with 118 beds, physicians' offices and a fitness and rehabilitation center.

St. Charles residents enjoy many recreational opportunities. The St. Charles Park District operates 62 park sites containing over 1,400 acres. The District owns and operates a nine-hole golf course, an outdoor swimming pool complex, 8.9 miles of bike paths, a boat launch, and a recreation center. In addition, the Forest Preserve District of Kane County owns and operates several preserves near St. Charles, including LeRoy Oakes and Andersen Woods Forest Preserves. The Forest Preserve also manages several regional bike trails, such as the Fox River Trail through downtown St. Charles. A former railroad right-of-way forms a border of the Business District. The City wishes to utilize this for an additional bike path.

The City of St. Charles is a home rule unit pursuant to Article VII, Section 6 of the Illinois Constitution of 1970. The City is under a Mayor-Council form of government with five wards and ten aldermen. A City Administrator oversees the day-to-day operations of the City.



City of St. Charles

B. East Gateway Business District

The City of St. Charles experienced rapid residential and commercial growth, and it serves as a regional retail and employment center. However, much of the commercial growth in St. Charles is aging and has difficulty competing against newer developments on the west side of St. Charles and in other communities. Properties within the East Gateway Business District are examples of this problem. The Charlestowne Mall currently has fewer than 20 occupants, plus a few kiosk operators. The Charlestowne Mall and other commercial properties within the Business District no longer fit modern standards. Many tenant spaces are vacant, and buildings and parking areas are experiencing deterioration.

Properties in the Business District front on or are close to East Main Street. This offers a great deal of exposure to potential customer traffic. Last year, portions of East Main Street within the Business District Area were in the top 3 crash areas in the City. Improvements to East Main Street may reduce the number of collisions and improve safety. Unfortunately, roadway improvements alone may not be enough, as access to individual properties along East Main Street is limited by the lack of ingress and egress through adjoining properties and poor directional signage. This creates conditions which can endanger life and safety.

There are numerous parcels of vacant land in the Business District that have not been developed. There are building and tenant vacancies spread throughout the Business District. These vacant parcels and buildings result in a loss of taxes, employment opportunities, and commercial services to the City and its residents. For example, the total EAV of the Business District has decreased for three of the last five calendar years, resulting in a loss of property tax dollars for the entire City, as well as the other taxing bodies.

Through intense efforts by the City, significant progress has been made with respect to the redevelopment of its downtown and other areas. The successes to date in leveraging private and institutional investment are evidence that the City's 5 active tax increment financing ("TIF") districts and other economic development programs have helped to encourage new construction, building renovation, and other private investment by bridging the financial gap that existed previously for those projects. As part of its strategy to develop and redevelop the East Main Street corridor and stimulate private investment in this area, the City engaged Ehlers to investigate whether the East Gateway Business District qualifies as a Business District and a "blighted area" under the Business District Act.



Aerial View of East Gateway Business District

II. Business District Act

The Business District Act is intended to be used by municipalities to invigorate economically sluggish areas by addressing problems that cause the area to qualify as a Business District and a “blighted area” under the Business District Act. Municipalities are authorized to carry out development and redevelopment projects to achieve this.

A. Statutory Basis for a Business District

The Business District Act finds and declares:

1. It is essential to the economic and social welfare of each municipality that business districts be developed, redeveloped, improved, maintained, and revitalized, that jobs and opportunity for employment be created within the municipality, and that, if blighting conditions are present, blighting conditions be eradicated by assuring opportunities for development or redevelopment, encouraging private investment, and attracting sound and stable business and commercial growth. It is further found and determined that as a result of economic conditions unfavorable to the creation, development, improvement, maintenance, and redevelopment of certain business and commercial areas within municipalities opportunities for private investment and sound and stable commercial growth have been and will continue to be negatively impacted and business and commercial areas within many municipalities have deteriorated and will continue to deteriorate, thereby causing a serious menace to the health, safety, morals, and general welfare of the people of the entire state, unemployment, a decline in tax revenues, excessive and disproportionate expenditure of public funds, inadequate public and private investment, the unmarketability of property, and the growth of delinquencies and crime. In order to reduce threats to and to promote and protect the health, safety, morals, and welfare of the public and to provide incentives which will create employment and job opportunities, will retain commercial businesses in the state and related job opportunities and will eradicate blighting conditions if blighting conditions are present, and for the relief of unemployment and the maintenance of existing levels of employment, it is essential that plans for business districts be created and implemented and that business districts be created, developed, improved, maintained, and redeveloped.
2. The creation, development, improvement, maintenance, and redevelopment of business districts will stimulate economic activity in the state, create and maintain jobs, increase tax revenues, encourage the creation of new and lasting infrastructure, other improvements, and facilities, and cause the attraction and retention of businesses and commercial enterprises which generate economic activity and services and increase the general tax base, including, but not limited to, increased retail sales, hotel or restaurant sales, manufacturing sales, or entertainment industry sales, thereby increasing employment and economic growth.

3. It is hereby declared to be the policy of the state, in the interest of promoting the health, safety, morals, and general welfare of all the people of the state, to provide incentives which will create new job opportunities and retain existing commercial businesses within the state and related job opportunities, and it is further determined and declared that the relief of conditions of unemployment, the maintenance of existing levels of employment, the creation of new job opportunities, the retention of existing commercial businesses, the increase of industry and commerce within the state, the reduction of the evils attendant upon unemployment, and the increase and maintenance of the tax base of the state and its political subdivisions are public purposes and for the public safety, benefit, and welfare of the residents of this state.
4. The exercise of the powers provided in this Law is dedicated to the promotion of the public interest, to the enhancement of the tax base within business districts, municipalities, and the state and its political subdivisions, the creation of employment, and the eradication of blight, if present within the business district, and the use of such powers for the creation, development, improvement, maintenance, and redevelopment of business districts of a municipality is hereby declared to be for the public safety, benefit, and welfare of the residents of the state and essential to the public interest and declared to be for public purposes.

B. Municipal Powers Under the Business District Act

Municipal powers under the Business District Act include the following:

1. To make and enter into all contracts necessary or incidental to the implementation and furtherance of a business district plan. A contract by and between the municipality and any developer or other nongovernmental person to pay or reimburse said developer or other nongovernmental person for business district project costs incurred or to be incurred by said developer or other nongovernmental person shall not be deemed an economic incentive agreement under Section 8-11-20, notwithstanding the fact that such contract provides for the sharing, rebate, or payment of retailers' occupation taxes or service occupation taxes (including, without limitation, taxes imposed pursuant to subsection (10)) the municipality receives from the development or redevelopment of properties in the business district. Contracts entered into pursuant to this subsection shall be binding upon successor corporate authorities of the municipality and any party to such contract may seek to enforce and compel performance of the contract by civil action, mandamus, injunction, or other proceeding.

2. Within a business district, to acquire by purchase, donation, or lease, and to own, convey, lease, mortgage, or dispose of land and other real or personal property or rights or interests therein; and to grant or acquire licenses, easements, and options with respect thereto, all in the manner and at such price authorized by law. No conveyance, lease, mortgage, disposition of land or other property acquired by the municipality, or agreement relating to the development of property, shall be made or executed except pursuant to prior official action of the municipality. No conveyance, lease, mortgage, or other disposition of land owned by the municipality, and no agreement relating to the development of property, within a business district shall be made without making public disclosure of the terms and disposition of all bids and proposals submitted to the municipality in connection therewith.
3. To acquire property by eminent domain in accordance with the Eminent Domain Act.
4. To clear any area within a business district by demolition or removal of any existing buildings, structures, fixtures, utilities, or improvements, and to clear and grade land.
5. To install, repair, construct, reconstruct, or relocate public streets, public utilities, and other public site improvements within or without a business district which are essential to the preparation of a business district for use in accordance with a business district plan.
6. To renovate, rehabilitate, reconstruct, relocate, repair, or remodel any existing buildings, structures, works, utilities, or fixtures within any business district.
7. To construct public improvements, including but not limited to buildings, structures, works, utilities, or fixtures within any business district.
8. To fix, charge, and collect fees, rents, and charges for the use of any building, facility, or property or any portion thereof owned or leased by the municipality within a business district.
9. To pay or cause to be paid business district project costs. Any payments to be made by the municipality to developers or other nongovernmental persons for business district project costs incurred by such developer or other nongovernmental person shall be made only pursuant to the prior official action of the municipality evidencing an intent to pay or cause to be paid such business district project costs. A municipality is not required to obtain any right, title, or interest in any real or personal property in order to pay business district project costs associated with such property. The municipality shall adopt such accounting procedures as shall be necessary to determine that such business district project costs are properly paid.

10. To apply for and accept grants, guarantees, donations of property or labor or any other thing of value for use in connection with a business district project.
11. If the municipality has by ordinance found and determined that the business district is a “blighted area” under this Law, to impose a retailers' occupation tax and a service occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for business district project costs as set forth in the business district plan approved by the municipality.
12. If the municipality has by ordinance found and determined that the business district is a “blighted area” under this Law, to impose a hotel operators' occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for the business district project costs as set forth in the business district plan approved by the municipality.

The Business District Act specifies that a municipality may impose a retailers' occupation and a service occupation tax (collectively the “Business District Sales Tax” or “Business District Sales Taxes”) and a hotel operators' occupation tax (the “Business District Hotel/Motel Tax” or “Business District Hotel/Motel Taxes”) applying revenues toward development and redevelopment within the Business District.

The Business District Sales Taxes may be imposed at a rate not to exceed one percent (1%) of the gross receipts from sales of tangible personal property within the Business District, and must be imposed in quarter percent (0.25%) increments. The Business District Sales Taxes may not be imposed on "tangible personal property titled or registered with an agency of this state's government or food for human consumption that is to be consumed off the premises where it is sold (other than alcoholic beverages, soft drinks, and food that has been prepared for immediate consumption), prescription and nonprescription medicines, drugs, medical appliances, modifications to a motor vehicle for the purposes of rendering it usable by a disabled person, and insulin, urine testing materials, syringes, and needles used by diabetics, for human use," and may not be imposed for more than twenty-three (23) years. These Business District Sales Taxes, if imposed, shall be collected by the Illinois Department of Revenue and then disbursed to the City.

The Business District Hotel/Motel Tax may be imposed at a rate of not to exceed one percent (1%) of the gross rental receipts from the rental leasing or letting of hotel rooms within the Business District (excluding, however, gross rental receipts from the rental leasing or letting of a hotel to permanent residents, as defined in the Hotel Operators' Occupation Tax Act), must be imposed in quarter percent (0.25%) increments, may not be imposed for more than twenty-three (23) years and, if imposed, must be collected by the City.

III. Business District Eligibility Analysis

A. Qualifications for a Business District

Pursuant to 65 ILCS 5/11-74.3-5, a business district is defined as “a contiguous area which includes only parcels of real property directly and substantially benefited by the proposed business district plan.” The Business District Act further states that a business district may, but need not be, a “blighted area”, but no municipality shall be authorized to impose Business District Sales Taxes or Business District Hotel/Motel Taxes unless it is determined by ordinance to be a blighted area under the Business District Act.

A “blighted area” is defined by the Business District Act as “an area that is a blighted area which, by reason of the predominance of defective, non-existent, or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire or other causes, or any combination of those factors, retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.”

B. Business District Boundaries

The Business District consists of over 180 parcels and adjacent rights-of-way and approximately 100 structures. It encompasses approximately 673 acres.

A general description of the boundaries of the East Gateway Business District is the area located along East Main Street from about Oak Road on the east to Hunt Club Drive on the west. Starting at the intersection of Hunt Club Drive and East Main Street, the boundary goes north along Hunt Club Drive and then turns east along the north lot lines of parcels that front on East Main Street to Tyler Road. At Tyler Road, the boundary turns north along Tyler Road to Surrey Hill Park, where it then turns east along the south lot line of Surrey Hill Park. The boundary continues easterly to Surrey Woods Drive, where it turns north. Just north of Red Oak Lane, the boundary turns east to include two parcels that front on the east side of Surrey Woods Drive. The boundary then continues east along the north lot lines of parcels that front on East Main Street to Dunham Road. At Dunham Road, the boundary turns north to Foxfield Road. At Foxfield Road, the boundaries turn east to generally follow Foxfield Road, past Kirk Road, to just east of Indian Way. Also included in the boundary are the properties that front on Courtyard Drive, north of Foxfield Road. Just east of Indian Way, the boundary then turns south and then east to include the Charlestowne Mall development. At Smith Road, the boundary turns north and east to follow Smith Road. The boundary then turns south to follow the City’s current municipal boundary to East Main Street. The boundary generally goes east then north following the City’s current municipal boundary. The boundary then turns east to follow the south lots lines of parcels fronting on Pheasant Trail. The boundary continues east to a lot fronting on Oak Road. The boundary then turns south along the west property lines of parcels fronting on Oak Road. The boundary turns east to include four parcels fronting on Oak Road near the intersection of Oak Road and East Main Street. The boundary continues south, across East Main Street, to

Tower Road. At Tower Road, the boundary then turns west to Kautz Road. At Kautz Road, the boundary then turns north to Illinois Avenue. The boundary then turns west along Illinois Avenue to Kirk Road. The boundaries exclude the three parcels fronting on the north side of Illinois Avenue between 37th Avenue and 38th Avenue. At Kirk Road, the boundary turns north to the southern property lines of parcels fronting on East Main Street. The boundary then turns westerly along the southern property lines of parcels fronting on East Main Street. The boundary continues westerly past Industrial Drive to Tyler Road. The boundary turns southerly to include developments on the east side of Tyler Road, past Production Drive, to former railroad right-of-way. The boundaries then turn west to include the former railroad right-of-way parcel from just east of Tyler Road to 13th Avenue. The boundary turns north at about Hunt Club Drive to East Main Street. The boundaries include adjoining rights-of-way. Parcels that are not annexed in the City of St. Charles are excluded from the Business District.

The boundaries of the East Gateway Business District have been drawn to carefully include only real property directly and substantially benefited by the proposed project to be undertaken as part of the Business District Plan. **Exhibit A** is the Map of the East Gateway Business District. It illustrates that all parcels in the Business District are contiguous. **Exhibit B** is the legal description of the East Gateway Business District, specifically describing the East Gateway Business District boundaries.

Parcels by property identification number (“PIN”) within the Business District are listed in **Exhibit C**. Addresses of parcels within the Business District are listed in **Exhibit D**.

C. Eligibility Analysis Methodology

In determining whether or not the proposed Business District meets the eligibility requirements of the Business District Act, at the City’s direction, Ehlers conducted research and field surveys.

Every parcel was visually examined during the survey. The survey and analysis of existing conditions within the Business District area were completed in by Ehlers in April and May 2012, and again in August 2012 to document the extent to which each “blighted area” factor is present within the Business District. Various types of research and field surveys were undertaken including:

1. Exterior survey of the condition and use of properties and buildings.
2. Field survey of environmental conditions covering street, sidewalks, lighting, traffic, parking facilities, landscaping, fences and walls, and general property maintenance.
3. Analysis of tax maps to ascertain platting.
4. Review of previously prepared plats, plans, and studies.
5. Review of County and Township Records.
6. Contacts with City officials and private parties knowledgeable of area conditions, history, age of buildings and site improvements, real estate matters and related items, as well as examination of existing information related to the Business District.

D. Business District Eligibility Findings

The Business District is a “blighted area” as defined in the Business District Act due to the following factors:

- Predominance of defective, non-existent, or inadequate street layout.
- Unsanitary or unsafe conditions.
- Deterioration of site improvements.
- Improper subdivision or obsolete platting.
- Existence of conditions which endanger life or property by fire or other causes, or any combination of those factors.
- Retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.

These factors constitute an economic liability and an economic underutilization of the area within the Business District in its present condition and use. Based on the presence of these factors described in more detail below, the Business District is a “blighted area” as defined by the Business District Act.

Predominance of defective, non-existent, or inadequate street layout

Over 40 properties in the Business District (or about 20%) suffer from the predominance of defective, non-existent, or inadequate street layout. This is demonstrated to a minor extent in the public rights-of-way adjacent to property in the Business District. These issues on private property are more extensive and will likely be more challenging to resolve.

In examining the condition of public roadways, Ehlers reviewed automobile accident data for 2011. This information indicates that there are traffic issues in the Business District. The intersections of East Main Street and Dunham Road and East Main Street and Kirk Road each had seven crashes in 2011. The 1600 and 3700 blocks of East Main Street each had 10 crashes in 2011. While these numbers seem relatively small as compared to the total number of crashes within the City limits in 2011, the area of East Main Street between Tyler and Kirk Roads ranks within the top three crash areas in the City¹. With the improvements to East Main Street currently under construction, including a bi-directional turn lane, certain types of collisions may be reduced and safety improved.

At the same time, however, it should be noted that current improvements in the East Main Street right-of-way alone may not significantly reduce the number of accidents in this Business District. As additional development and redevelopment occurs, especially in the area of East Main Street between Tyler and Kirk Roads, reducing the number of

¹ Source: City of St. Charles Police Department.

curb cuts and encouraging cross access between properties may help keep traffic off East Main Street by directing it to side streets and other intersections. These are typically safer movements and can help reduce traffic accidents. Additionally, the City of St. Charles Police Department's 2011 Annual Report notes that it will focus efforts in 2012 to reduce the number and severity of traffic accidents in this area.

Defective and inadequate street layouts were also observed on roadways, access drives, and drive aisles on private property. Currently, the majority of individual parcels with direct access to East Main Street have their own individual curb cuts. In the western portion of the Business District, especially those parcels west of Dunham Road and Industrial Drive, there is little or no cross access between properties. As a result, access to and circulation within properties in the Business District is limited and creates hazardous and conflicting pedestrian and vehicular circulation. Based on discussions with City Public Works staff, the number of curb cuts will not be reduced as a result of the East Main Street reconstruction now ongoing.

In some situations, the locations of access drives were ineffective. Some had poor visibility because of grade issues, others were too close to an intersection or other access drives. An example of this is the access drive to Pheasant Run resort from Kautz Road. This access point is too close to the East Main Street/Kautz Road intersection. Ehlers observed vehicles stacking into the intersection, while other vehicles waited to turn left into the Pheasant Run property. Other parcels are entirely covered with building and pavement with little buffer between uses, and access drives for these parcels are located immediately next to each other, causing conflicts.

Internal movement on individual properties within the Business District is difficult. On some parcels there are a lack of defined travel lanes, and conflict points are present between customer vehicles, delivery vehicles, and pedestrians. Deteriorated conditions in paved areas aggravate these situations.

Street and vehicle areas are essential to the growth of commercial areas. The costs of building and rehabilitating streets, sidewalks, delivery areas, and cross access are an extraordinary expense for which public assistance may be necessary if these projects are to be addressed.

Exhibit E identifies parcels with this condition.

Unsanitary or unsafe conditions

During our research and field surveys, Ehlers did not find or witness conditions that were unsanitary in the Business District.

Unsafe conditions were evidenced by the number of traffic accidents, as well as the number and location of curb cuts. This was also evidenced by internal movements through and between developments in the Business District. As a result of these conditions, access to and circulation within the Business District are limited, creating hazardous and conflicting pedestrian and vehicular circulation.

Access could be improved through the use of well-defined internal drives and ingress and egress access between properties, as well as improvements in rights-of-way. Dedication of additional rights-of-way for appropriate turn and deceleration lanes may be required, as well as the construction and rehabilitation of streets, drive lanes, parking and loading areas, and sidewalks. This will result in sizeable additional costs for private development and redevelopment.

It should also be noted that during storm events, some properties in the Business District experience flooding conditions, particularly parcels located south of East Main Street between Hunt Club and properties on either side of Tyler Road. Ongoing improvements to East Main Street may improve drainage problems. Additionally, dollars are available in the Business District Project Costs to address drainage and flooding issues.

Exhibit E identifies parcels with this condition.

Deterioration of site improvements

Field surveys were conducted to identify the physical condition of buildings, parking lots, service and loading areas, curbing, and sidewalks. Over 25% of the properties in the Business District exhibit deterioration of site improvements.

While the majority of the buildings and structures are in good condition, several exhibit deterioration, as evidenced by damage to exterior stucco and bricks, loose or missing siding and roofing materials, rusted metal and HVAC systems, dented or missing fascias, and broken and missing windows. The most serious building deterioration was identified on vacant buildings. Ehlers observed broken and missing windows, damaged overhead doors, and damaged signs and exterior walls.

Parking areas, curbing, and sidewalks throughout the Business District were found to have deteriorated conditions in the form of cracked pavement, potholes, loose paving materials, and weeds protruding through paved surfaces.

Fences, retaining walls, and freestanding sign structures were also found to be deteriorated and in need of repair. St. Charles has varying topography, especially in the western portion of the Business District. Because most properties were developed individually and not on a coordinated basis, elevations between properties vary. This

worsens the deterioration of site surfaces and fences, weed growth, and accumulation of litter.

Utilities and adjoining public roadway conditions are also typically reviewed and considered part of a property's "site improvements." Ehlers conducted field surveys in April and early May 2012, and again in August 2012. Conditions at those times indicated that East Main Street suffers from major deterioration issues. It should be noted that these conditions have not been incorporated into Ehlers' study results, as the Illinois Department of Transportation (IDOT) and the City of St. Charles are in the midst of major reconstruction of East Main Street, including new pavement, roadway improvements, and sidewalk, streetlight, watermain, and stormsewer replacement. The deterioration conditions in the East Main Street right-of-way should be remedied as a result of the reconstruction.

Substantial investment beyond the public improvements currently undertaken by IDOT and the City will be necessary to repair or demolish and reconstruct buildings and paved areas, as well as upgrade utilities, stormwater management facilities, and pedestrian areas.

Exhibit E identifies parcels with this condition.

Improper subdivision or obsolete platting

About 50 of the parcels (or about 30%) suffer from improper subdivision or obsolete platting. This consists of both improved and vacant parcels.

Much of the development in the Business District occurred on a piecemeal basis through separate subdivisions. This, along with topographic and other physical conditions, such as railroad right-of-way, has resulted in parcels with configurations of irregular shape and size and limited access between parcels. Several small, oddly shaped parcels have been created where properties were either divided through right-of-way dedication or newly established from vacating right-of-way. Some of these oddly shaped parcels are tax parcels and have been created for tax purposes (as an example, a property owner may create multiple tax parcels for a single development so that the tax burden of a parcel with parking or detention is less than that of a parcel with a building).

Without any development plan for the assembly of properties that have been improperly subdivided or suffer from obsolete platting, parcels are likely to remain undeveloped or in their current state due to their undesirable shape or size. Assembly of vacant parcels will be difficult because of the involvement of multiple property owners. City participation will be necessary to facilitate property assembly.

Exhibit E identifies parcels with this condition.

Existence of conditions which endanger life or property by fire or other causes

As previously outlined in “Predominance of Defective, Non-Existent, or Inadequate Street Layout” and “Unsanitary or Unsafe Conditions,” current traffic conditions endanger life or property within the Business District. In summary, there are a significant number of traffic accidents in the Business District. Internal movement through and between properties is difficult. There are many conflict points and in many instances, little separation between pedestrians, customer and tenant vehicles, and delivery vehicles.

Exhibit E identifies parcels with this condition.

Retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare

All of the factors noted above together constitute an economic liability in their present condition and use. To summarize, traffic conditions endanger life or property within the Business District. There are a number of traffic accidents that occur in the Business District. Internal movement through and between properties is poor. There are many conflict points and in many instances little separation between pedestrians, customer and tenant vehicles, and delivery vehicles. Buildings and paved areas suffer from deteriorated conditions, including missing and broken windows, damaged exterior finishes, cracked pavement, potholes, and weeds protruding through paved surfaces. Parcels suffer from improper subdivision or obsolete platting. Some parcels are of irregular shape and size, buildings occupy multiple lots, and some parcels do not have enough lot area to accommodate modern standards.

Further proof of the economic liability and economic underutilization of the area is reflected in the Business District's Equalized Assessed Value (“EAV”). EAV is an indicator of the economic viability of an area. Although not specifically outlined in the Business District Act, the Tax Increment Allocation Redevelopment Act (65 ILCS 5/11/-74.4-1 *et seq.*, as supplemented and amended (the “TIF Act”)) outlines three standards to measure EAV:

- If an area has decreased for three of the last five calendar years prior to the year in which the area is designated;
- If an area is increasing at an annual rate that is less than the balance of the municipality for three of the last five calendar years for which information is available; or
- If an area is increasing at an annual rate that is less than the Consumer Price Index for All Urban Consumers published by the United States Department of Labor or successor agency (CPI) for three of the last five calendar years prior to the year in which the area is designated.

The EAV of the Business District meets all three of these measurement standards, as shown in **Table 1**. The total EAV of the Business District has decreased for three of the last five calendar years. Also, the Business District has grown at an annual rate that is less than the balance of the City for four of the past five years. Further, the EAV of the Business District has increased at an annual rate that is less than the CPI for three of the past five years. This data indicates that the Business District is an economic liability.

Table 1: EAV History of Business District

GROWTH RATES OF EQUALIZED ASSESSED VALUATION						
Tax Year	Study Area EAV	City EAV	Balance of City EAV	Business District Area %	Balance of City %	CPI %
2006	\$99,568,947	\$1,474,649,747	\$1,375,080,800			
2007	\$106,714,323	\$1,596,902,805	\$1,490,188,482	7.18%	8.37%	2.8%
2008	\$113,474,551	\$1,671,118,140	\$1,557,643,589	6.33%	4.53%	3.8%
2009	\$111,942,390	\$1,661,903,809	\$1,549,961,419	-1.35%	-0.49%	-0.4%
2010	\$104,133,789	\$1,568,915,730	\$1,464,781,941	-6.98%	-5.50%	1.6%
2011	\$97,605,442	\$1,478,384,386	\$1,380,778,944	-6.27%	-5.73%	3.2%

Sources: DuPage County, Kane County, St. Charles Township, and Wayne Township.

A significant contributor to economic liability of the Business District is the Charlestowne Mall, which is almost 80% vacant as measured by the number of actual tenant spaces. While there are still four anchor tenants present (Carsons, Classic Cinemas Charlestowne 18, Kohls, and Von Maur), most of the smaller tenant and restaurant spaces are vacant. The vacancy rate has resulted in the loss of sales taxes, employment opportunities, and retail/commercial services to the City. The EAV of the Charlestowne Mall itself has declined, as shown in **Table 2**. In Tax Year 2006, the total EAV of the four Charlestowne Mall parcels² was \$8.6 million. In Tax Year 2011, the total EAV of these parcels dropped to \$5.5 million – a 36% drop in five years. In comparison, the EAV for the balance of the City of St. Charles increased by 0.5% during the same time period.

² Von Maur, Kohls', detention, and balance of mall building and parking areas.

Table 2: EAV History of Charlestowne Mall Parcels

GROWTH RATES OF EQUALIZED ASSESSED VALUATION						
Tax Year	Mall Area EAV	City EAV	Balance of City EAV	Mall Area %	Balance of City %	CPI %
2006	\$8,681,913	\$1,474,649,747	\$1,465,967,834			
2007	\$9,707,638	\$1,596,902,805	\$1,587,195,167	11.81%	8.27%	2.8%
2008	\$10,502,611	\$1,671,118,140	\$1,660,615,529	8.19%	4.63%	3.8%
2009	\$8,033,026	\$1,661,903,809	\$1,653,870,783	-23.51%	-0.41%	-0.4%
2010	\$6,038,143	\$1,568,915,730	\$1,562,877,587	-24.83%	-5.50%	1.6%
2011	\$5,553,296	\$1,478,384,386	\$1,472,831,090	-8.03%	-5.76%	3.2%

Sources: DuPage County, Kane County, St. Charles Township, and Wayne Township.

The Business District shows signs of an economic underutilization of the area. The City's current Future Land Use Map, as shown in **Exhibit G** attached herein, identifies that most of the Business District is for commercial and business uses, including retail and service, manufacturing, office and research. There are numerous parcels of vacant land that have not been developed. There are building and tenant vacancies spread throughout the Business District. These conditions demonstrate an economic underutilization of the area.

E. Summary Business District Eligibility Findings

In summary, this Business District Plan concludes that the Business District in its present condition and use is eligible for Business District designation under the Business District Act as a "blighted area", according to the definitions in the Business District Act. The costs associated with the development and redevelopment of the properties in the Business District (including land preparation, utilities and infrastructure) constitute an impediment to private investment. Due to the extensive initial investment in development incentive payments, rehabilitation, and public infrastructure that is required in order to allow development and redevelopment to occur, development and redevelopment of the area is not likely to not occur solely as a result of private investment.

The East Gateway Business District, on the whole, has not been subject to growth or development by private enterprises and would not reasonably be anticipated to be developed or redeveloped without the establishment of the Business District and the adoption of this Business District Plan.

IV. Business District Development Plan

A. Objectives and Policies

General objectives for the East Gateway Business District include:

- Enhancing the environment within the East Gateway Business District to contribute more positively to the health, safety and general welfare of the City and surrounding communities;
- Strengthening the economic well-being of the East Gateway Business District and the City by increasing business activity and improving the tax base of the City and other local governments having jurisdiction overlapping the Business District;
- Stimulating private investment in new construction and redevelopment;
- Creating new job opportunities and retaining existing jobs for residents and non-residents of the City;
- Maintaining, improving, and constructing infrastructure and facilities to encourage and support private investment, including both public and private, water and sewer mains, stormwater management, and opportunities for pedestrians and bicyclists;
- Creating additional recreational opportunities and gathering spaces that coordinate with and build on business activities in the East Gateway Business District;
- Improving the visual attractiveness of the East Gateway Business District and the City through attractive and high-quality design, site improvements, landscaping, and public areas; and
- Reducing or eliminating the factors that qualified the East Gateway Business District as a “blighted area”.

The City of St. Charles proposes to undertake this Business District Plan, which consists of planned economic development and redevelopment activities, sound fiscal policies, marketable land uses, and other private and public activities. Appropriate policies have been or will be developed as required, assuring the completion of this Business District and the activities specified. The City may employ the use of financial incentives for private investment within the Business District.

The City also maintains the flexibility to undertake additional activities, improvements and projects authorized under the Business District Act and other applicable laws, if the needs change over time, especially as market demands change and development and redevelopment occurs in the East Gateway Business District.

B. Business District Boundaries and Map

The Business District consists of over 180 parcels and adjacent rights-of-way and approximately 100 structures. It encompasses approximately 673 acres.

A general description of the boundaries of the East Gateway Business District is the area located along East Main Street from about Oak Road on the east to Hunt Club Drive on the west. Starting at the intersection of Hunt Club Drive and East Main Street, the boundary goes north along Hunt Club Drive and then turns east along the north lot lines of parcels that front on East Main Street to Tyler Road. At Tyler Road, the boundary turns north along Tyler Road to Surrey Hill Park, where it then turns east along the south lot line of Surrey Hill Park. The boundary continues easterly to Surrey Woods Drive, where it turns north. Just north of Red Oak Lane, the boundary turns east to include two parcels that front on the east side of Surrey Woods Drive. The boundary then continues east along the north lot lines of parcels that front on East Main Street to Dunham Road. At Dunham Road, the boundary turns north to Foxfield Road. At Foxfield Road, the boundaries turn east to generally follow Foxfield Road, past Kirk Road, to just east of Indian Way. Also included in the boundary are the properties that front on Courtyard Drive, north of Foxfield Road. Just east of Indian Way, the boundary then turns south and then east to include the Charlestowne Mall development. At Smith Road, the boundary turns north and east to follow Smith Road. The boundary then turns south to follow the City's current municipal boundary to East Main Street. The boundary generally goes east then north following the City's current municipal boundary. The boundary then turns east to follow the south lots lines of parcels fronting on Pheasant Trail. The boundary continues east to a lot fronting on Oak Road. The boundary then turns south along the west property lines of parcels fronting on Oak Road. The boundary turns east to include four parcels fronting on Oak Road near the intersection of Oak Road and East Main Street. The boundary continues south, across East Main Street, to Tower Road. At Tower Road, the boundary then turns west to Kautz Road. At Kautz Road, the boundary then turns north to Illinois Avenue. The boundary then turns west along Illinois Avenue to Kirk Road. The boundaries exclude the three parcels fronting on the north side of Illinois Avenue between 37th Avenue and 38th Avenue. At Kirk Road, the boundary turns north to the southern property lines of parcels fronting on East Main Street. The boundary then turns westerly along the southern property lines of parcels fronting on East Main Street. The boundary continues westerly past Industrial Drive to Tyler Road. The boundary turns southerly to include developments on the east side of Tyler Road, past Production Drive, to former railroad right-of-way. The boundaries then turn west to include the former railroad right-of-way parcel from just east of Tyler Road to 13th Avenue. The boundary turns north at about Hunt Club Drive to East Main Street. The boundaries include adjoining rights-of-way. Parcels that are not annexed in the City of St. Charles are excluded from the Business District.

The boundaries of the East Gateway Business District have been drawn to carefully include only real property directly and substantially benefited by the Business District Plan. **Exhibit A** is the Map of the East Gateway Business District. It illustrates that all parcels in the Business District are contiguous. **Exhibit B** is the legal description of the East Gateway Business District, specifically describing the East Gateway Business District boundaries.

Parcels by property identification number (“PIN”) within the Business District are listed in **Exhibit C**. Addresses of parcels within the Business District are listed in **Exhibit D**.

C. Project Description

The City proposes to achieve its objectives for the East Gateway Business District through the use of public financing techniques authorized under the Business District Act to undertake the activities, improvements, and projects described below. The City also maintains the flexibility to undertake additional activities, improvements, and projects authorized under the Business District Act and other applicable laws, if the need for activities, improvements, and project as development and redevelopment occurs in the East Gateway Business District, including:

1. Construct buildings and facilities;
2. Revitalize and upgrade buildings through site planning, façade improvements, and construction methods that provide cohesive design features, provide focus to the streetscape and buildings in the Business District, and that use quality building materials;
3. Assemble land into parcels of sufficient shape and size for disposition, development, and redevelopment in accordance with this Business District Plan and contemporary development needs and standards;
4. Market sites within the Business District to private investors;
5. Improve streetscape design, pedestrian access, distinctive lighting, signage and landscaping, and other appropriate site amenities;
6. Redesign sites to improve layout and access, which may require the demolition and replacement of buildings and other facilities;
7. Provide and upgrade infrastructure to serve developments, including the construction of and improvements to utility and stormwater management infrastructure;
8. Create and improve on existing roadways and circulation patterns to improve traffic flow and safety;

9. Make access improvements to provide safe, convenient, efficient, and effective access to and circulation within and around the East Gateway Business District for automobiles, trucks and delivery vehicles, public transportation, bicycles, and pedestrians, as appropriate; and
10. Provide financial assistance, as permitted by the Act, to encourage private investment and private activities as outlined in this Business District Plan.

The projects, improvements, and activities presented in this Business District Plan generally conform to the land-use development policies and standards for the City as set forth in the existing Comprehensive Plan.

D. Business District Name

The name of the Business District shall be the “East Gateway Business District.”

E. Business District Project Costs

A range of development and redevelopment projects, activities and improvements will be required to implement this Business District Plan. In undertaking these activities and improvements, the City may incur and expend funds related to the projects described in this Business District Plan and in compliance with the Business District Act. The activities and improvements and their estimated costs are set forth in **Table 3**.

Estimated Business District Project Costs described in **Table 3** are intended to provide an upper estimate of expenditures and represent present value. Within the Development Project Costs, adjustments increasing or decreasing line items may be made without amending this Business District Plan. The costs represent estimated amounts and do not represent actual City commitments or expenditures.

Estimated Business District Project Costs exclude any additional financing costs, including any interest expense, reasonably required reserves, issuing costs, capitalized interest and costs associated with optional redemptions. These financing costs may be substantial, are subject to prevailing market conditions and are in addition to Estimated Business District Project Costs.

Table 3: Estimated Business District Project Costs

<u>Item Description</u>	<u>Estimated Costs</u>
Costs of studies, surveys, development of plans and specifications, implementation and administration of the Business District Plan, and personnel and professional service costs including architectural, engineering, legal, marketing, financial, planning, or other professional services, provided that no charges for professional services may be based on a percentage of tax revenues received by the municipality.	\$1,000,000
Property assembly costs, including but not limited to, acquisition of land and other real or personal property or rights or interests therein, and specifically including payments to developers or other nongovernmental persons as reimbursement for property assembly costs incurred by that developer or other nongovernmental person.	\$3,000,000
Site preparation costs, including but not limited to clearance, demolition or removal of any existing buildings, structures, fixtures, utilities, and improvements and clearing and grading of land.	\$5,000,000
Costs of installation, repair, construction, reconstruction, extension, or relocation of public streets, public utilities, and other public site improvements within or without the business district which are essential to the preparation of the Business District for use in accordance with the Business District Plan, and specifically including payments to developers or other nongovernmental persons as reimbursement for site preparation costs incurred by the developer or nongovernmental person.	\$4,000,000
Costs of renovation, rehabilitation, reconstruction, relocation, repair, or remodeling of any existing buildings, improvements, and fixtures within the Business District, and specifically including payments to developers or other nongovernmental persons as reimbursement for costs incurred by those developers or nongovernmental persons.	\$10,000,000
Costs of installation or construction within the Business District of buildings, structures, works, streets, improvements, equipment, utilities, or fixtures, and specifically including payments to developers or other nongovernmental persons as reimbursements for such costs incurred by such developer or nongovernmental person.	\$5,000,000
Financing costs, including but not limited to all necessary and incidental expenses related to the issuance of obligations, payment of any interest on any obligations issued under the Act that accrues during the estimated period of construction of any development or redevelopment project for which those obligations are issued and for not exceeding 36 months thereafter, and any reasonable reserves related to the issuance of those obligations.	\$5,000,000
Relocation costs to the extent that a municipality determines that relocation costs shall be paid or is required to make payment of relocation costs by federal or state law.	\$2,000,000
Total Estimated Business District Project Costs	\$35,000,000

Table 3 Notes:

1. All estimates are based on 2012 dollars.
2. The City reserves the right to exceed budgeted costs in particular estimated development project cost categories so long as the Total Estimated Business District Project Cost is not exceeded over the 23 year life of the Business District, unless otherwise amended.
3. Certain infrastructure work in connection with and appurtenant to the Business District can be undertaken under the Business District Act.

F. Anticipated Sources of Funds to Pay Business District Project Costs

Upon designation of the East Gateway Business District by City Ordinance, as provided for by the Business District Act, within the East Gateway Business District the City intends to impose: i.) a retailers' occupation tax and service occupation tax (collectively the "Business District Sales Tax" or "Business District Sales Taxes"); and ii.) the hotel operators' occupation tax (the "Business District Hotel/Motel Tax" or "Business District Hotel/Motel Taxes"). The Business District Sales Taxes and the Business District Hotel/Motel Taxes will be imposed for the term of the Business District (not to exceed twenty-three (23) years from the date of adoption of this Business District Plan) to pay for Business District Project Costs within the East Gateway Business District and obligations issued to pay those costs.

Business District Sales Taxes and Business District Hotel/Motel Taxes will be the primary source of funds to pay for Business District Project Costs and secure obligations issued for such costs. In addition, other sources of funds which may be used to pay for Business District Project Costs or to secure municipal obligations are federal and state grants, investment income, private financing and other legally permissible funds the City may deem appropriate.

An ordinance shall be adopted by the City Council to create a separate fund entitled the "East Gateway Business District Tax Allocation Fund." Pursuant to the Business District Act, the proceeds of the taxes received from the Business District Sales Taxes and Business District Hotel/Motel Taxes shall be deposited into this special fund for the purpose of paying or reimbursing Business District Project Costs and obligations incurred in the payment of those costs.

G. Anticipated Type and Source of Any Obligations to be Issued

The City may issue obligations pursuant to the Business District Act and other authorities to provide for the payment or reimbursement of Business District Project Costs. The obligations may be secured by the “East Gateway Business District Tax Allocation Fund” established for the Business District pursuant to the Business District Act and this Business District Plan, as well as other revenue sources as allowed by federal and state statutes.

One or more series of obligations may be issued from time to time in order to implement this Business District Plan. All obligations issued by the City pursuant to this Business District Plan, the Business District Act, and other applicable federal and state statutes, shall be retired within twenty-three (23) years from the date of adoption of the ordinance approving this Business District Plan. However, the final maturity date of any obligations issued may not be more than twenty (20) years from their respective date of issuance.

All forms of debt may be issued on either a taxable or tax-exempt basis, with either fixed or variable interest rates; with or without capitalized interest; with or without deferred principal retirement; with or without interest rate limits except as limited by law; with or without redemption provisions, and such other terms, as the City may determine and deem appropriate, pursuant to federal and state statutes.

H. The Rate and Period of Business District Taxes to be Imposed

A rate of up to, but not to exceed one percent (1%) shall be imposed as a retailers’ occupation tax and service occupation tax within the East Gateway Business District. Such tax shall be imposed for up to, but no more than, twenty-three (23) years pursuant to the provisions of the Business District Act.

A rate of up to, but not to exceed one percent (1%) shall be imposed as a hotel operators’ occupation tax within the East Gateway Business District. Such tax shall be imposed for up to, but no more than, twenty-three (23) years pursuant to the provisions of the Business District Act

The City of St. Charles may amend the above tax rates in accordance with the Business District Act.

V. Comparison of Business District Plan to Comprehensive Plan

The projects, improvements, and activities presented in this Business District Plan generally conform to the land use development policies and standards for the City as set forth in the existing Comprehensive Plan, entitled *City of St. Charles, Illinois Comprehensive Plan* and adopted by the City in May 1996. The City's Future Land Use Map was updated in 2010.

The City's current Future Land Use Map, as shown in **Exhibit G** attached herein, identifies that most of the Business District is for commercial and business uses, including retail and service, manufacturing, office and research. The following goals in the City's current Comprehensive Plan generally reflect objectives and policies in this Business District Plan:

PART 1 CITY FRAMEWORK

CHAPTER 1: COMMUNITY PROFILE

- A. Through wise land use practices, maintain and enhance the economic well being of St. Charles.

CHAPTER 3: COMMUNITY IMAGE

- C. Protect and enhance the natural aesthetic qualities of the community.
- D. Provide for future growth and appropriate land use while maintaining and enhancing the Home Town atmosphere of St. Charles.
- E. Preserve and enhance a consistent identifiable physical community image.

CHAPTER 4B: COMMUNITY FACILITIES

- B. Protect the lives and property of the population living and working within the City against fire and related hazards, in the most effective and efficient manner possible.

PART 2 NATURAL DEVELOPMENT FACTORS

CHAPTER 5: GEOLOGICAL CONDITIONS

- A. Preserve the natural setting and environmental balance of the St. Charles region.
- B. Insure that development designs and land uses are appropriate for the given soil characteristics.

CHAPTER 6: HYDROLOGICAL CONDITIONS

- A. To restore, protect and enhance the groundwaters of the St. Charles region, as a natural and public resource.
- B. Minimize the social and physical impact of flooding.
- C. Manage storm water runoff and maintain natural runoff conveyance networks to minimize the need for storm sewer construction and drainageway modification.
- D. Control water pollution and maintain storm and flood water capacity by wetland preservation.

CHAPTER 7: OPEN SPACE AND RECREATION

- A. Maximize the recreational opportunities for all citizens in St. Charles.
- B. Protect the integrity of remnant natural areas within new and existing developments.
- D. Develop an open space linkage network throughout the community.
- E. Preserve, protect and enhance natural areas.
- F. Establish and work toward a community-wide goal of 16 percent open space within St. Charles.
- G. Create an identifiable, physical community form for St. Charles, based on open space.

PART 3 MAN-MADE DEVELOPMENT FACTORS

CHAPTER 8: HOUSING

- A. Protect and enhance the housing stock and mix of St. Charles.
- B. Insure a balanced community by providing for a variety of housing types and sizes.
- C. Promote high quality residential environments in well-defined neighborhoods.
- D. Promote the physical harmony of neighborhoods.

CHAPTER 9: COMMERCE

- B. Enhance the functional and visual quality of the Main Street Corridor.
- C. Maintain the overall character and aesthetics of the community in the East and West Gateway areas.
- D. Maintain a strong commercial base within St. Charles.

CHAPTER 10: UTILITIES

- A. To provide a safe and reliable water supply which meets the future needs of St. Charles residents, industry and business for consumption and fire protection.
- B. To provide an adequate sewage system, capable of meeting the present and future needs of the City's population, industry, and businesses.
- C. To provide the residents of St. Charles an effective, economical and environmentally sound storm water and flood plain management network.

CHAPTER 11: TRANSPORTATION

- B. Minimize the impact of truck traffic through St. Charles.
- C. Further develop and reinforce the street network of St. Charles.
- D. Minimize the traffic congestion from special events and tourism.
- F. Develop a comprehensive pedestrian/bicycle system throughout St. Charles.

PART 4 DEVELOPMENT APPROACH

CHAPTER 12: DEVELOPMENT FACTORS COMPOSITE

- B. Develop a harmonious relationship between natural and man-made development factors.

CHAPTER 13: LAND USE

- A. Preserve and strengthen the integrity of residential, commercial and industrial neighborhoods.
- B. Provide a balanced land use mix insuring the economic vitality and preservation of the Home Town character of St. Charles.

In addition, the City is currently in the process of updating its Comprehensive Plan. When adopted, the City will ensure that the new Comprehensive Plan conforms to this Business District Plan.

VI. Establishment and Term of the Business District

The establishment of the East Gateway Business District shall become effective upon adoption of an ordinance by the City Council adopting this Business District Plan and designating the East Gateway Business District. Redevelopment Agreements between the City and any developers or other private parties shall be consistent with the provisions of the Business District Act and this Business District Plan.

The East Gateway Business District Sales Taxes and East Gateway Business District Hotel Operators' Occupation Taxes described in **Section IV** of this Business District Plan may not be imposed for more than twenty-three (23) years pursuant to the provisions of the Business District Act.

Upon payment of all Business District Project Costs and the retirement of all Business District obligations, but in no event more than twenty-three (23) years after the date of the City Council's adoption of the ordinance approving this Business District Plan, the City shall adopt an ordinance immediately rescinding the Business District Taxes imposed pursuant to the Business District Act. Any surplus funds then remaining in the Business District Tax Allocation Fund shall then be distributed to the municipal treasurer for deposit into the general corporate fund of the municipality.

VII. Formal Findings

Based upon the information described in this Business District Plan, the City Council of the City of St. Charles makes the following formal findings and determinations:

1. The East Gateway Business District is a contiguous area and includes only parcels of real property directly and substantially benefitted by the Business District Plan;
2. The Business District, in its entirety, is located within the City limits of St. Charles, Illinois;
3. The East Gateway Business District is a “blighted area” as defined in the Business District Act due to the following factors:
 - Predominance of defective, non-existent, or inadequate street layout;
 - Unsanitary or unsafe conditions;
 - Deterioration of site improvements;
 - Improper subdivision or obsolete platting;
 - Existence of conditions which endanger life or property by fire or other causes, or any combination of those factors; and
 - Retards the provision of housing accommodations or constitutes an economic or social liability, an economic underutilization of the area, or a menace to the public health, safety, morals, or welfare.
4. The East Gateway Business District Plan conforms to the City’s Comprehensive Plan for the development of the municipality as a whole; and
5. The East Gateway Business District, on the whole, has not been subject to growth or development by private enterprises and would not reasonably be anticipated to be developed or redeveloped without the establishment of the Business District and the adoption of this Business District Plan.

VIII. Provisions for Amending the Business District

The City of St. Charles may amend this Business District Plan in accordance with the Business District Act.

Exhibits

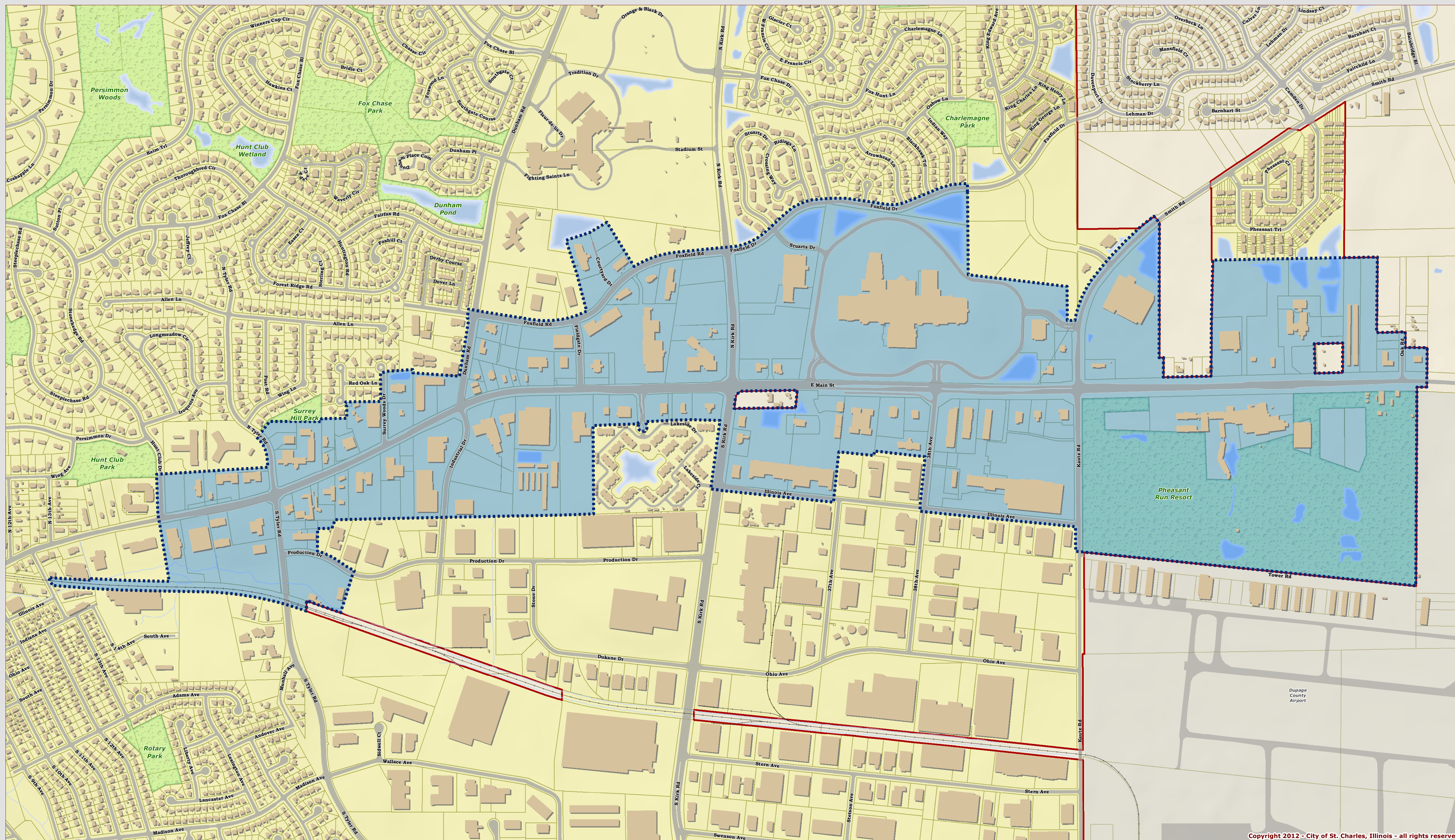
Exhibit A: Business District Map



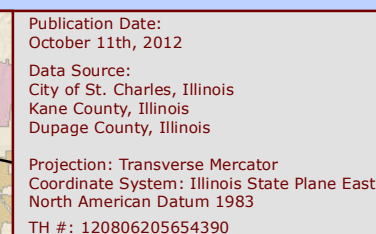
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East Gateway Business District

DONALD P. DEWITTE *Mayor*
BRIAN TOWNSEND *City Administrator*



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 Business Development District

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Exhibit B: Business District Legal Description

(to be inserted)

Exhibit C: Business District Parcel List

BUSINESS DISTRICT PARCELS - Tax Year 2011						
0130101019	0925100026	0925276002	0925426011	0926276027	0926377005	0926402005
0130101020	0925100028	0925276003	0925426019	0926276028	0926377006	0926402015
0130102024	0925103002	0925276005	0925426020	0926276029	0926401002	0926402016
0130102025	0925103003	0925276006	0925426021	0926276030	0926401004	0926402017
0130102027	0925103004	0925276009	0925426022	0926276031	0926401008	0926402018
0130102029	0925103005	0925276010	0925426026	0926276032	0926401010	0926402019
0130102030	0925103006	0925301012	0925426036	0926276033	0926401013	0926402024
0130102031	0925128001	0925301020	0925426037	0926276034	0926401016	0926402026
0130102032	0925151001	0925301021	0925426038	0926276035	0926401017	0926402028
0130102033	0925151002	0925301022	0925426039	0926276036	0926401018	0926402030
0130201001	0925152003	0925301024	0925426040	0926326015	0926401019	0926402031
0130201002	0925152005	0925301027	0925426041	0926326016	0926401020	0926402032
0130201006	0925152006	0925301028	0925426042	0926326017	0926401021	0926402033
0130201007	0925152007	0925301029	0926252036	0926326018	0926401022	0926402036
0130201008	0925178001	0925301030	0926252058	0926326019	0926401023	0926402037
0130202006	0925178002	0925327001	0926252060	0926326020	0926401024	0926426003
0130300015	0925178003	0925327004	0926252061	0926326021	0926401026	0926426011
0130300016	0925178004	0925327006	0926252062	0926326024	0926401027	0926426012
0130300017	0925178005	0925327007	0926252063	0926327007	0926401029	0926426016
0130300018	0925200016	0925327008	0926276002	0926327008	0926401031	0926426017
0130300019	0925200017	0925327009	0926276010	0926327009	0926401032	0926426018
0130300020	0925200021	0925401012	0926276011	0926327010	0926401034	0926426019
0130400005	0925200030	0925402001	0926276015	0926328002	0926401035	0926451006
0925100012	0925205001	0925402002	0926276016	0926328007	0926401036	0926451007
0925100020	0925206001	0925402003	0926276017	0926328008	0926402002	0926502001
0925100022	0925252001	0925426010	0926276026	0926328010	0926402004	

Exhibit D: Business District Address List

Address	Dir	Street	Type	Suite/ Unit	Business Name
155		38th	Ave		Country Inn & Suites
600		Courtyard	Dr		Chesterbrook Academy
700		Courtyard	Dr		Courtyard by Marriott St. Charles
740		Courtyard	Dr		Vacant Lot
510		Dunham	Rd		Taco Bell #16605
520		Dunham	Rd		Chase Bank
530		Dunham	Rd		St. Charles Veterinary Clinic
151		Fieldgate	Dr		Vacant Building
2705		Foxfield	Rd		Performance Car Wash & Detail
2825		Foxfield	Rd		STC Capital Bank
2875		Foxfield	Rd		Hampton Inn
105		Industrial	Dr		Coca Cola Bottling Company
205		Industrial	Dr		Coca Cola Bottling Company
306		Industrial	Dr		Car Uses
310		Industrial	Dr		
312		Industrial	Dr		
110	S	Kirk	Rd		Panda Express
116	S	Kirk	Rd		
124	S	Kirk	Rd		Verizon
150	S	Kirk	Rd		Bank of America
202	S	Kirk	Rd		Bonds Dental
208	S	Kirk	Rd		Sensible Threads
210	S	Kirk	Rd		
216	S	Kirk	Rd		Embroider Me
224	S	Kirk	Rd		Vacant tenant
502	N	Kirk	Rd		Vacant tenant space
518	N	Kirk	Rd		Silver Lake Restaurant
526	N	Kirk	Rd		Hair Cuttery #2746
540	N	Kirk	Rd		AAA Chicago Motor Club
550	N	Kirk	Rd		SRIF Inc / Rosati's Pizza - East
582	N	Kirk	Rd		Kumon
590	N	Kirk	Rd		Anytime Fitness

Address	Dir	Street	Type	Suite/ Unit	Business Name
652	N	Kirk	Rd		Jewel Food Stores
652	N	Kirk	Rd		Osco Drug Store #3260
652	N	Kirk	Rd		
652	N	Kirk	Rd		Redbox Autmated Retail LLC
1501	E	Main	St		Vacant Building
1510	E	Main	St		Vacant Building
1519	E	Main	St		Tooling Around Inc
1520	E	Main	St		Super 8 Motel
1534	E	Main	St		Arby's
1544	E	Main	St		Cleaners
1548	E	Main	St		Vacant
1550	E	Main	St		Vacant
1552	E	Main	St		Vacant
1554	E	Main	St		Vacant
1556	E	Main	St		Tobacco and Gifts
1558	E	Main	St		Budget Truck Rental
1560	E	Main	St		Vacant
1564	E	Main	St		Vacant
1566	E	Main	St		Corporate America Family Credit Union
1574	E	Main	St		WTFN INC. / Minuteman Press
1578	E	Main	St		Curves for Women
1590	E	Main	St		The Original Gino's East of Chicago
1600	E	Main	St		5/3 Bank
1600	E	Main	St		Holiday Inn
1601	E	Main	St		
1607	E	Main	St		
1611	E	Main	St		Vacant Building
1625	E	Main	St		Colonial Café
1635	E	Main	St		Best Western
1639	E	Main	St		Mr. Suds Car Wash
1645	E	Main	St		Firestone Complete Auto Care
1650	E	Main	St		
1652	E	Main	St	Suite 220	American Office Products Distributor
1702	E	Main	St		vacant land
1745	E	Main	St		BP

Address	Dir	Street	Type	Suite/ Unit	Business Name
1845	E	Main	St		Aamco Transmissions
1845	E	Main	St		Vacant Car Dealership
1845	E	Main	St		U-Haul
2010	E	Main	St		Heinz Brothers Greenhouse and Garden Center
2015	E	Main	St		Don McCue Chevrolet
2020	E	Main	St		Vacant Building
2400	E	Main	St	116	7-11 #33895
2400	E	Main	St	115	Chicago Pizza and Pasta
2400	E	Main	St	114	Cleaners
2400	E	Main	St	113	The Perfect Pup, Inc.
2400	E	Main	St	112	East Side Pub & Grill
2400	E	Main	St	110	Vacant
2400	E	Main	St	109	Eddie Caruso Hair and Day Spa
2400	E	Main	St	107C	L.A. Tan
2400	E	Main	St	107B	Beth Fowler School of Dance
2400	E	Main	St	107A	Sushi Yama
2400	E	Main	St	106	Hertz
2400	E	Main	St	106	Medfitness Program
2400	E	Main	St	104	JC Licht Co #1216 / Benjamin Moore Paints
2400	E	Main	St	103	Label USA Inc. / UPS Store
2400	E	Main	St	103-267	Millwork Direct Inc
2400	E	Main	St	102	Lin's Garden Restaurant
2400	E	Main	St	101	Oh! Nails
2400	E	Main	St	109	American Mattress
2500	E	Main	St		Circle K #6715
2520	E	Main	St		Corfu Restaurant
2525	E	Main	St		Zimmerman Ford
2526	E	Main	St		Wendy's Old Fashion Hamburgers #810752
2535	E	Main	St		Nissan of St. Charles
2536	E	Main	St		Bosa Donut House
2540	E	Main	St		Jersey Mike's
2550	E	Main	St		St. Charles Place Restaurant
2568	E	Main	St		Vacant
2580	E	Main	St		Savway Liquors
2600	E	Main	St		PNC Bank

Address	Dir	Street	Type	Suite/ Unit	Business Name
2601	E	Main	St		Warwick Publishing Co
2601	E	Main	St		The Reynolds Publishing CO
2601	E	Main	St		OTB, Inc.
2625	E	Main	St		Hometown Storage
2650	E	Main	St		DG Hardware
2651	E	Main	St		St. Charles Toyota
2660	E	Main	St		Super Cuts
2664	E	Main	St		Canine Cuts
2668	E	Main	St		Avis Rent A Car System LLC
2672	E	Main	St		Jenny Craig Weight Loss Center #244
2682	E	Main	St		Dollar Tree #4719
2690	E	Main	St		Coldwell Banker
2700	E	Main	St		Vacant
2701	E	Main	St		Qdoba
2701	E	Main	St		Tmobile
2704	E	Main	St		DeGeo's
2708	E	Main	St		A - Papa John's
2712	E	Main	St		Sears Authorized Hometown Stores LLC
2716	E	Main	St		Subway
2728	E	Main	St		La Vance Hair Salon
2732	E	Main	St		Butera Finer Foods #5
2732	E	Main	St		Charter One Bank
2732	E	Main	St		Clovers Garden Center, LLC
2734	E	Main	St		Vacant
2736	E	Main	St		Valley Nails
2740	E	Main	St		Photo House Inc (dba Alpha Graphics)
2740	E	Main	St		Avid of Illinois, Inc.
2750	E	Main	St		Goodwill
2751	E	Main	St		Walgreens Drug Store #7292
2751	E	Main	St		Redbox Autmated Retail LLC
2754	E	Main	St		Excel Driving School
2762	E	Main	St		Sushi House of Tokyo
2770	E	Main	St		Gina's Pizza and Subs
2774	E	Main	St		St. Charles Parcel Plus
2778	E	Main	St		Cleaners

Address	Dir	Street	Type	Suite/ Unit	Business Name
2801	E	Main	St		Sweet Tomatoes
2801	E	Main	St		
2867	E	Main	St		Vacant
2871	E	Main	St		Chicago Bread LLC / Panera Bread
2901	E	Main	St		First American Bank
3000	E	Main	St		West Suburban Bank
3050	E	Main	St		On the Border #124
3539	E	Main	St		Vacant tenant
3543	E	Main	St		Vacant tenant
3547	E	Main	St		Vacant tenant
3551	E	Main	St		Vacant tenant
3555	E	Main	St		Cost Plus World Market
3601	E	Main	St		Vacant tenant space
3615	E	Main	St		Bulldog Ale House
3619	E	Main	St		Stein Mart #224
3623	E	Main	St		Vacant tenant
3627	E	Main	St		Vacant tenant
3635	E	Main	St		Office Depot #2100
3641	E	Main	St		Giordano's Restaurant & Pizzeria
3657	E	Main	St		Dahn Yoga Center
3665	E	Main	St		Delux Nails
3673	E	Main	St		Vacant tenant
3677	E	Main	St		Poblano's Pepper Grill
3681	E	Main	St		LACE INC / Great Clips
3685	E	Main	St		Vacant tenant
3689	E	Main	St		Vacant tenant
3691	E	Main	St		Jared The Galleria of Jewelry #464
3700	E	Main	St		Sears Roebuck #6690
3740	E	Main	St		Classic Cinemas Charleston 18 Theater
3755	E	Main	St		Odeyssa 2, Inc
3755	E	Main	St	165	LSI Lowery Systems Inc
3785	E	Main	St		Olive Garden #1457
3795	E	Main	St		Chili's Bar and Grill
3800	E	Main	St		Charlestowne Mall - List here
3800	E	Main	St		General Nutrition Store #3637

Address	Dir	Street	Type	Suite/ Unit	Business Name
3800	E	Main	St		Cherry Hill Photo Enterprises Inc
3800	E	Main	St		Payless Shoe Source #3850
3800	E	Main	St		Christopher & Banks
3800	E	Main	St		CJ Banks
3800	E	Main	St		American Eagle Outfitters #272
3800	E	Main	St	B206	Tween Brands Store Planning Inc
3800	E	Main	St		Cell Vision Inc
3800	E	Main	St	C110	Pretzel Twister
3800	E	Main	St	G111	Zumiez #95
3800	E	Main	St		Chinese Gourmet
3800	E	Main	St		Victoria's Secret Stores #469
3800	E	Main	St		Limited Stores LLC
3800	E	Main	St		Tmobile
3800	E	Main	St	Suite D203 & D205	Luxottica Retail North America Inc.
3800	E	Main	St		Famous Footwear #1060
3800	E	Main	St		The Mens Warehouse & Tux #4760
3800	E	Main	St		Aeropostale #255
3800	E	Main	St		Charlotte Russe #134
3800	E	Main	St		Dollar Premium
3800	E	Main	St		Gymboree #520
3800	E	Main	St		Great Steak
3800	E	Main	St		Universal Accessories
3800	E	Main	St	Suite 205A	The Big Choice
3810	E	Main	St		Von Maur Inc
3821	E	Main	St		Chipotle Mexican Grill #454
3823	E	Main	St		Back to Bed & Mattress Giant
3825	E	Main	St		Vino Thai
3827	E	Main	St		Nail Service
3829	E	Main	St		Vacant
3831	E	Main	St		
3833	E	Main	St		Sears Optical #1813
3835	E	Main	St		Cold Stone Creamery
3837	E	Main	St		State Farm - Christie Poulin
3839	E	Main	St		Game Stop #2543
3840	E	Main	St		Kohl's #078

Address	Dir	Street	Type	Suite/ Unit	Business Name
3841	E	Main	St		Jimmy Johns
3843	E	Main	St		Vacant tenant
3845	E	Main	St		National Tire and Battery NTB #769
3847	E	Main	St		Vacant
3849	E	Main	St		
3850	E	Main	St		Carson Pirie Scott & Co.
3851	E	Main	St		Heartland Blood Center
3853	E	Main	St		Petco #1969
3859	E	Main	St		Factory Card Outlet of America, LTD (DBA Party Cit
3861	E	Main	St		Suzanne Denee Salon & Day Spa
3865	E	Main	St		Vacant
3869	E	Main	St		
3873	E	Main	St		Vacant
3875	E	Main	St		TGI Fridays #0354
3879	E	Main	St		Vacant Building
3880	E	Main	St		Savers
3885	E	Main	St		Target T-1323
3885	E	Main	St		Target Optical Shop #4321
3890	E	Main	St		Harris Bank - BMO
3895	E	Main	St		Portillo's Hot Dogs, Inc.
3900	E	Main	St		Windy City Enterprises / McDonalds
4050	E	Main	St		DuPage Expo
4051	E	Main	St		Hilton Garden Inn
4051	E	Main	St		Awana Clubs INTL
4051	E	Main	St		Pheasant Run Resort
4051	E	Main	St		Ben & Jerry's
4051	E	Main	St		Fox Valley Theater at Pheasant Run Resort
4051	E	Main	St		Georgette's Designs, etc.
4051	E	Main	St		Harvest Restaurant
4051	E	Main	St		Jambalaya
4051	E	Main	St		Noble Fool Performing Arts Academy
4051	E	Main	St		Mario Tricocci Salon & Spa at Pheasant Run
4051	E	Main	St		Tesoros Boutique
4051	E	Main	St		Thieve's Market Gift Shop
4051	E	Main	St		Zanies Comedy Club

Address	Dir	Street	Type	Suite/ Unit	Business Name
4051	E	Main	St		Whittco Glass
4052	E	Main	St		
4072	E	Main	St		
4100	E	Main	St		U-Store It/Public Storage
4190	E	Main	St		
4200	E	Main	St		Vacant
4210	E	Main	St		RJ Motors
1750	E	Main	St		Glesener Chiropractic Center PC
1750	E	Main	St	140	1st Place Chiropractic
125		Smith	Rd		IHOP #5409
150		Smith	Rd		Walmart #1898
406		Surrey Woods	Dr		Dietary Managers Assoc
100	S	Tyler	Rd		
200	N	Tyler	Rd		
410	S	Tyler	Rd		

Sources: City of St. Charles, DuPage and Kane Counties, Illinois Department of Revenue, and Ehlers' field survey.

Exhibit E: Survey of Parcels

The table below shows the results of field survey and other research conducted by Ehlers' in April and May 2012, and updated in August 2012.

PIN	Defective or Inadequate Street Layout	Unsanitary or Unsafe Conditions	Deterioration of Site Improvements	Improper Subdivision Or Incomplete Platting	Existence of Conditions which Endanger Life or Property by Fire or Other Causes	Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use
0130101019						X
0130101020						X
0130102024						X
0130102025						X
0130102027						X
0130102029						X
0130102030						X
0130102031						X
0130102032						X
0130102033						X
0130201001						X
0130201002			X			X
0130201006						X
0130201007						X
0130201008			X			X
0130202006			X			X
0130300015						X
0130300016						X
0130300017						X
0130300018						X
0130300019						X
0130300020						X
0130400005						X
0925100012						X
0925100020						X
0925100022						X
0925100026	X	X			X	X
0925100028						X

PIN	Defective or Inadequate Street Layout	Unsanitary or Unsafe Conditions	Deterioration of Site Improvements	Improper Subdivision Or Incomplete Platting	Existence of Conditions which Endanger Life or Property by Fire or Other Causes	Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use
0925103002						X
0925103003						X
0925103004						X
0925103005						X
0925103006						X
0925128001			X			X
0925151001				X		X
0925151002				X		X
0925152003			X			X
0925152005	X	X	X		X	X
0925152006						X
0925152007						X
0925178001						X
0925178002				X		X
0925178003			X	X		X
0925178004	X	X	X		X	X
0925178005						X
0925200016				X		X
0925200017				X		X
0925200021				X		X
0925200030	X	X	X	X	X	X
0925205001						X
0925206001						X
0925252001						X
0925276002				X		X
0925276003				X		X
0925276005			X			X
0925276006				X		X
0925276009						X
0925276010						X
0925301012						X
0925301020				X		X
0925301021				X		X
0925301022						X

PIN	Defective or Inadequate Street Layout	Unsanitary or Unsafe Conditions	Deterioration of Site Improvements	Improper Subdivision Or Incomplete Platting	Existence of Conditions which Endanger Life or Property by Fire or Other Causes	Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use
0925301024	X	X			X	X
0925301027						X
0925301028						X
0925301029						X
0925301030						X
0925327001						X
0925327004	X	X			X	X
0925327006				X		X
0925327007				X		X
0925327008			X			X
0925327009			X			X
0925401012	X	X			X	X
0925402001	X	X			X	X
0925402002	X	X			X	X
0925402003						X
0925426010	X	X			X	X
0925426011	X	X			X	X
0925426019						X
0925426020			X			X
0925426021						X
0925426022						X
0925426026						X
0925426036						X
0925426037						X
0925426038						X
0925426039						X
0925426040			X			X
0925426041			X			X
0925426042			X			X
0926252036	X	X	X		X	X
0926252058				X		X
0926252060	X	X	X		X	X
0926252060						X
0926252061	X	X	X	X	X	X

PIN	Defective or Inadequate Street Layout	Unsanitary or Unsafe Conditions	Deterioration of Site Improvements	Improper Subdivision Or Incomplete Platting	Existence of Conditions which Endanger Life or Property by Fire or Other Causes	Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use
0926252062	X	X	X		X	X
0926252063				X		X
0926276002	X	X			X	X
0926276010						X
0926276011	X	X	X		X	X
0926276015	X	X	X		X	X
0926276016			X			X
0926276017	X	X	X		X	X
0926276026			X			X
0926276027			X			X
0926276028						X
0926276029						X
0926276030			X	X		X
0926276031	X	X		X	X	X
0926276032				X		X
0926276033			X	X		X
0926276034			X	X		X
0926276035			X	X		X
0926276036				X		X
0926326015	X	X	X		X	X
0926326016	X	X	X		X	X
0926326017				X		X
0926326018				X		X
0926326019				X		X
0926326020	X	X	X		X	X
0926326021	X	X	X		X	X
0926326024	X	X	X		X	X
0926327007	X	X			X	X
0926327008						X
0926327009						X
0926327010						X
0926328002	X	X			X	X
0926328007			X			X
0926328008			X			X

PIN	Defective or Inadequate Street Layout	Unsanitary or Unsafe Conditions	Deterioration of Site Improvements	Improper Subdivision Or Incomplete Platting	Existence of Conditions which Endanger Life or Property by Fire or Other Causes	Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use
0926328010						X
0926377005				X		X
0926377006				X		X
0926401002	X	X		X	X	X
0926401004	X	X		X	X	X
0926401008			X			X
0926401010	X	X		X	X	X
0926401013	X	X		X	X	X
0926401016	X	X		X	X	X
0926401017						X
0926401018						X
0926401019						X
0926401020						X
0926401021						X
0926401022						X
0926401023						X
0926401024						X
0926401026						X
0926401027						X
0926401029						X
0926401031						X
0926401032						X
0926401034						X
0926401035						X
0926401036						X
0926402002	X	X			X	X
0926402004	X	X	X		X	X
0926402005	X	X	X		X	X
0926402015	X	X			X	X
0926402016				X		X
0926402017			X	X		X
0926402018			X	X		X
0926402019				X		X
0926402024				X		X

PIN	Defective or Inadequate Street Layout	Unsanitary or Unsafe Conditions	Deterioration of Site Improvements	Improper Subdivision Or Incomplete Platting	Existence of Conditions which Endanger Life or Property by Fire or Other Causes	Constitutes an Economic or Social Liability or a Menace to Public Health, Safety, Morals in its Present Condition or Use
0926402026				X		X
0926402028			X	X		X
0926402030				X		X
0926402031				X		X
0926402032	X	X		X	X	X
0926402033	X	X			X	X
0926402036	X	X			X	X
0926402037						X
0926426003			X			X
0926426011			X	X		X
0926426012				X		X
0926426016			X	X		X
0926426017			X	X		X
0926426018	X	X			X	X
0926426019						X
0926451006				X		X
0926451007						X
0926502001				X		X

Exhibit E Note: A key factor in the economic underutilization of the parcels in the Business District is lagging EAV. Lagging EAV is measured by the EAV for the Business District as a whole rather than by parcel. Bolded items indicate parcels that suffer from economic liability for reasons beyond lagging EAV.

Exhibit F: Representative Photographs of Conditions in the Business District

The photographs on the following pages are representative samples of the conditions found in the Business District and demonstrate the “blighted area” factors present at the time of this Business District Plan.



Demonstrates deterioration and underutilization



Demonstrates deterioration and unsafe conditions



Demonstrates underutilization



Demonstrates underutilization



Demonstrates inadequate street layout and improper subdivision



Demonstrates deterioration and underutilization



Demonstrates underutilization

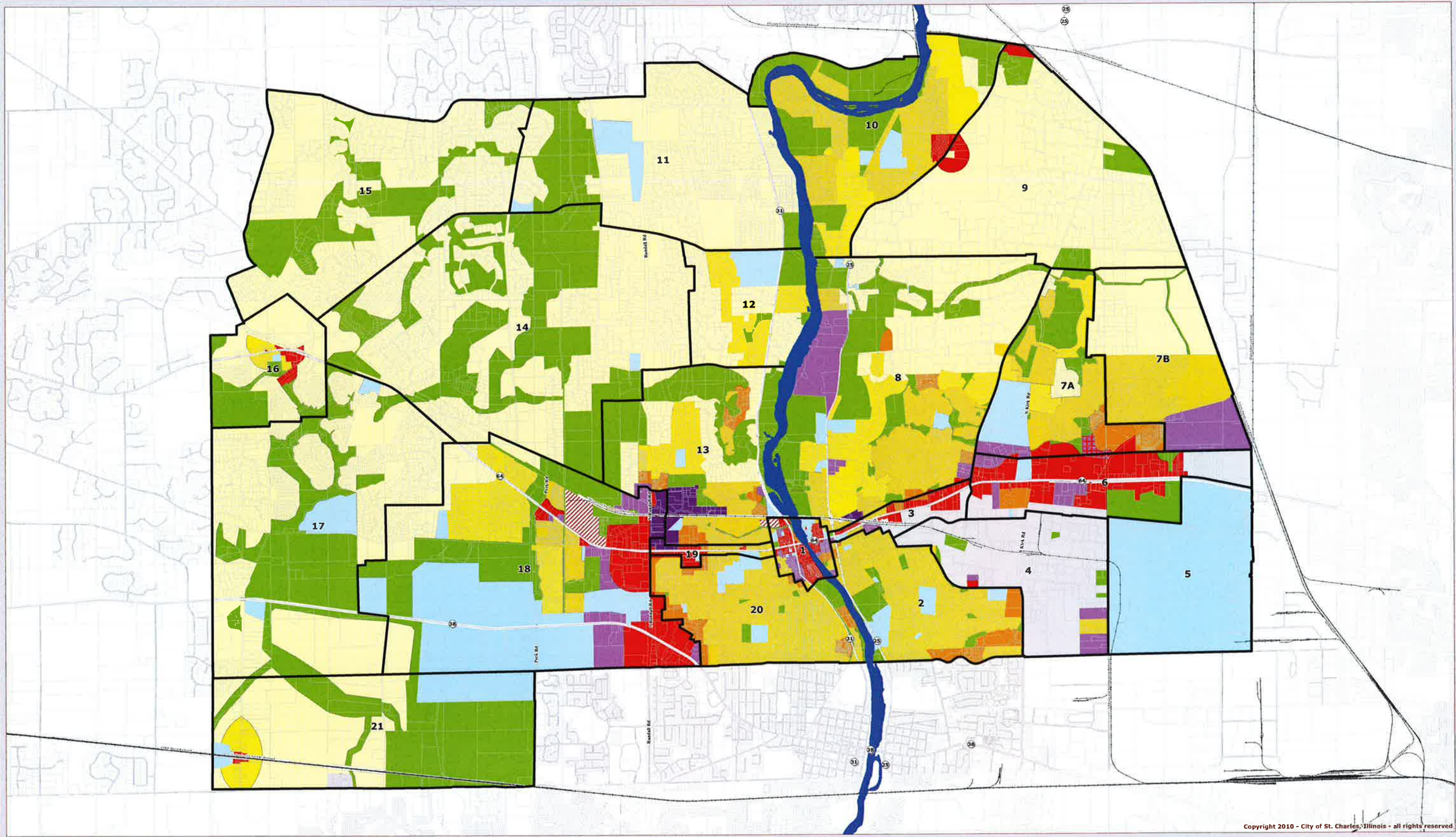


Demonstrates underutilization

Exhibit G: Future Land Use Map



Comprehensive Plan Map #14 Future Land Use



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Harris County, Illinois
Cook County, Illinois
In Cooperation: Transportation
Coordinate System: Illinois State Plane East
North American Datum 1983
File #: 2257573



- | | | | | |
|--------------------|--------------------|-----------------------|----------------------------------|---------------------|
| Rural Residential | Urban Residential | Special Manufacturing | Public and Semi-Public | Planning Components |
| Low Residential | Retail and Service | Office and Research | Business Enterprise | |
| Medium Residential | Manufacturing | Open Space | Retail & Service/Office Research | |

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