



## AGENDA ITEM EXECUTIVE SUMMARY

|               |   |
|---------------|---|
| Title:        | Recommendation to approve the 2013 Comprehensive Plan |
| Presenter(s): | Rita Tungare<br>Russell Colby                         |

*Please check appropriate box:*

|   |                                 |  |                     |
|---|---------------------------------|--|---------------------|
|   | Government Operations           |  | Government Services |
| X | Planning & Development (7/8/13) |  | City Council        |

|                 |     |           |     |  |    |  |
|-----------------|-----|-----------|-----|--|----|--|
| Estimated Cost: | N/A | Budgeted: | YES |  | NO |  |
|-----------------|-----|-----------|-----|--|----|--|

If NO, please explain how item will be funded:

**Executive Summary:**

The Committee discussed the Comprehensive Plan draft on May 13, 2013 and June 10, 2013. At the meeting on June 10, the Committee recommended approval of the plan subject to receiving a list of changes requested at the meeting. The list is attached. This list includes all items where a change was suggested by a Committee member and further notes where a motion was approved directing staff to address a specific item. Staff is asking the Committee to review this list and decide if a proposed change should be made for each item. In the table, staff has outlined how the change can be made in the plan document to directly respond to the Committee comment. The Committee may also decide to modify the plan in some other way.

Based on the Committee’s direction, staff can 1) return to the Committee with an updated table; 2) return to the Committee with an updated table and plan; or 3) proceed with either the updated table or the updated plan to a City Council public hearing.

Background:

In May 2011, the City Council elected to proceed with hiring a planning consultant, Houseal Lavigne Associates, to draft a new Comprehensive Plan and appointed a seven-member citizen Task Force to guide the process and oversee the production of a draft plan. An extensive public outreach process was conducted over 18 months, including five workshops, two visioning exercises, and three open house events. This process concluded on Dec. 12, 2012 when the Task Force recommended approval of the document for presentation to the Plan Commission. State statute requires that Comprehensive Plans be submitted to the Plan Commission for review prior to consideration by the City Council. On Dec. 17, 2012, City Council approved a motion to direct the Plan Commission to consider and make a recommendation regarding the Comprehensive Plan draft. The Plan Commission reviewed the plan over four meetings and recommended approval on March 19, 2013, subject to a list of comments. The Plan Commission comments are listed in the attached table. The plan document being presented to the Committee is the same version recommended by the Task Force and reviewed by the Plan Commission. Following a Committee recommendation, the City Council will hold a public hearing prior to adoption of the plan.

Background information used in the development of the plan draft remains posted on the project website, including reports, workshop/open house summaries and earlier drafts of various documents. Minutes of the Task Force and Plan Commission meetings are also available on the City’s website, under Meeting Archives.

**Attachments:** *(please list)*

Planning and Development Committee Recommendation Table; Plan markup submitted by Ald. Lemke  
Plan Commission Recommendation  
2013 Comprehensive Plan Draft: [www.hlplanning.com/stcharles](http://www.hlplanning.com/stcharles), under the “Documents” tab.

**Recommendation / Suggested Action** *(briefly explain):*

Recommendation to approve the 2013 Comprehensive Plan.

*For office use only:*

*Agenda Item Number: 5d*

**Planning and Development Committee**

**2013 Comprehensive Plan Draft Review Discussion Points and Recommendations**

| 5/13/13 |   |   |  |  |
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|         | <b><u>Chapter/Page/ Topic</u></b>   | <b><u>Comment/Question</u></b>  | <b><u>Response/Follow Up/Discussion</u></b>  | <b><u>P&amp;D Committee Recommendation</u></b> |
| 1.      | <p><b>Prairie St. bridge corridor extension to Rt. 25 via Adams Ave.</b></p> <p>Ch. 3 Goals &amp; Objectives<br/>p. 22, Transportation &amp; Circulation, Goal 1, Objective 3</p> <p>Chapter 7<br/>Transportation, p. 52<br/>Network Improvements</p> | <p>Remove references to Prairie St. extension to Rt. 25.</p> <p>p. 22: <i>Complete logical “gaps” in the existing roadway network, such as extending Woodward Drive east to Randall Road and Prairie Street east to Adams Avenue, that would provide a greater level of local connectivity and mobility.</i></p> <p>p. 52: <i>Extend Prairie Street/Adams Avenue to connect the river crossing to IL 25. The City may wish to further study establishing a collector street between IL 25 and 7<sup>th</sup> Ave.</i></p> | <p>On 6/10/13, Committee approved a motion to:</p> <p>p. 22- remove <i>“Prairie Street east to Adams Avenue”</i> as an example of a logical gap to complete.</p> <p>p. 52- remove <i>“Extend Prairie Street/Adams Avenue to connect the river crossing to IL 25”</i>.</p>                              |  |
| 2.      | <p><b>Illinois Ave. connection to proposed 13th Ave. to Tyler Rd. roadway</b></p> <p>Ch. 7, Transportation, Transportation Plan, p. 55</p> <p>Main St. Subarea Plan, p. 93</p>  | <p>Consider removing Illinois Ave. connection to proposed Tyler Rd. to 13<sup>th</sup> Ave. roadway along the railroad right-of-way.</p>  | <p>The roadway along the railroad right-of-way was proposed primarily to improve access to commercial and industrial properties east of 13 Ave. The connection to Illinois Ave. is not necessary to meet this purpose; however, the connection can remain in as an option requiring further study.</p> |  |

|    | <u>Chapter/Page/ Topic</u>   | <u>Comment/Question</u>   | <u>Response/Follow Up/Discussion</u>  | <u>P&amp;D Committee Recommendation</u> |
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| 3. | <b>Charlestowne Mall repositioning alternatives</b><br><br>Ch. 8 East Gateway Subarea, p. 84   | Concern that opening up the mall structure is too costly or impractical and therefore this concept shouldn't be presented as the only repositioning alternative.  | Add a repositioning alternative that keeps the outer shell of the mall intact but repositions the outward façade.   |   |
| 4. | <b>Catalyst Site diagrams</b><br><br>Ch. 8 Subarea plans p. 68, 75, 82   | Concern that Catalyst Site map of the Downtown suggests that businesses and properties are being targeted for change by the City.   | A note can be added on all three Catalyst Sites pages stating that the sites identify alternatives if a property is proposed for redevelopment, not an interest by the City to acquire or redevelop the site.   |   |
| 5. | <b>Closing Riverside Ave. at Downtown Site Q</b><br>(Southeast corner of Illinois & Riverside Aves.)<br><br>Ch.8 Downtown Subarea Plan, Catalyst Site Q, p. 68 | Concern about the impact of closing Riverside Ave. on emergency vehicle response.<br><br><i>...Redevelopment of this site could vary based on the City's ability to address transportation and circulation. Consideration should be given to abandonment of Riverside Ave. between Ohio Ave. and Illinois Ave....</i> | The text for Site Q notes that the closing of Riverside Ave. would need to be further analyzed to determine the impact.<br><br>Based on further analysis in conjunction with the Fire Dept., staff is recommending the proposal to close Riverside Ave. be removed, but the remainder of Site Q will remain as a Catalyst Site. |   |

6/10/13

|    | <u>Chapter/Page/ Topic</u>   | <u>Comment/Question</u>   | <u>Response/Follow Up/Discussion</u>   | <u>P&amp;D Committee Recommendation</u> |
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| 6. | <b>West Gateway subarea cover picture</b><br><br>Ch. 8 West Gateway Subarea, p. 71 | Comment that the picture of the former St. Charles Mall site conveys a negative image.<br>A more positive image of the West Gateway is preferred. | Photo was used because the site is identified as the most significant redevelopment opportunity in the West Gateway. Picture can be changed. |   |

|    | <u>Chapter/Page/ Topic</u>  | <u>Comment/Question</u>   | <u>Response/Follow Up/Discussion</u>   | <u>P&amp;D Committee Recommendation</u> |
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| 7. | <p><b>Potential bridge between Geneva and St. Charles near Division St.</b></p> <p>Ch. 3 Goals &amp; Objectives<br/>p. 22 Transportation<br/>Goal 1, Objective 5</p> <p>Ch. 7 Transportation<br/>p. 53 River Crossing</p> | <p>Remove references to potential bridge between St. Charles and Geneva near Division St.</p> <p><i>Text:</i><br/><i>p. 22: Explore additional Fox River crossings, especially on the south side of the community between Downtown St. Charles and Downtown Geneva.</i><br/><i>p.53: An opportunity for an additional bridge crossing exists at Division/Gray Streets, along the border with Geneva. A bridge at this location would require further study to determine potential impacts and benefits.</i></p> | <p>Constructing a Fox River bridge near Division Street is not a direct recommendation of the plan, rather the plan identifies an opportunity exists for a bridge in this general location and recommends the issue be studied and considered at some point in the future.</p> <p>The Committee approved a motion to remove the text from p. 22.</p>   |   |
| 8. | <p><b>Use of the term <i>Town Center</i></b></p> <p>Ch.8 West Gateway Subarea Plan, p. 76</p> <p>Ch. 8 East Gateway Subarea Plan, p. 84</p>   | <p>Remove use of the term <i>Town Center</i> as the term conflicts with the Downtown being considered the “town center”.</p>  | <p>The term <i>Town Center</i> is used in the three locations, and it would be changed to an alternate term that describes the same type of development:</p> <ul style="list-style-type: none"> <li>• p. 76 Former St. Charles Mall Redevelopment Alternative- <i>Local Town Center</i> change to <i>West Neighborhood Center</i></li> <li>• p. 76 Concept Legend- <i>Town Center Mixed Use</i> change to <i>Mixed Use</i></li> <li>• p. 84 Charlestowne Mall repositioning alternatives- <i>Town Center East</i> change to <i>East Town Square</i></li> </ul> |   |
| 9. | <p><b>Catalyst Sites and the impact on Downtown parking</b></p> <p>Ch. 8 Downtown Sub Area Plan, Catalyst sites diagram, p. 68</p>  | <p>Concern that the plan does not address the need for future parking, as many catalyst sites are existing parking lots.</p>  | <p>Additional parking structures are contemplated at Site C (NW quadrant) and Site P (SE quadrant), and the need to accommodate some parking is noted for other sites. However, a general note can be added noting the need to address parking as each site is considered for development and reference back to the text discussing the issue on p. 67 and 54.</p>   |   |

|     | <u>Chapter/Page/ Topic</u>  | <u>Comment/Question</u>   | <u>Response/Follow Up/Discussion</u>  | <u>P&amp;D Committee Recommendation</u> |
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| 10. | <p><b>St. Charles Mall Site Redevelopment Alternatives</b></p> <p>Ch. 8 West Gateway Subarea, p. 76</p> | <p>Discussion that the plan should not permit any residential dwelling units of any type at the former St. Charles Mall site.</p> <p>The Committee approved a motion to “remove residential from both the St. Charles Mall site and Charlestowne Mall.”</p> | <p>The diagrams on p. 76 include catalyst sites H (Jewel), I (Tri-City Center) and J (St. Charles Mall site).</p> <p><u>At a minimum, the following changes to Redevelopment Alternatives on p.76 would be necessary:</u></p> <ul style="list-style-type: none"> <li>• <i>#1 Regional Repositioning:</i> No changes.</li> <li>• <i>#2 Local Town Center:</i> Change definition of “mixed use” to exclude all residential uses of any type. (“Multi-family/Single Family Attached” is located on Site I- this could remain or be changed to another land use.)</li> <li>• <i>#3 Comprehensive Mixed Use Center:</i> Change definition of “mixed use” to exclude all residential uses; remove references to residential in the “Considerations” section.</li> </ul> <p><u>Other changes to consider:</u></p> <ul style="list-style-type: none"> <li>• P. 76- Broaden the “mixed use” definition to include other uses. Educational and medical uses were suggested.</li> <li>• P. 34, 36, 40: These pages reference “potential mixed use” for Sites H, I and J, but recognize the future land use designation of the site is “Corridor/Regional Commercial”. This can remain as is or be removed to eliminate any reference to mixed use at this site.</li> </ul> |   |

|     | <u>Chapter/Page/ Topic</u>  | <u>Comment/Question</u>  | <u>Response/Follow Up/Discussion</u>   | <u>P&amp;D Committee Recommendation</u> |
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| 11. | <p><b>Charlestowne Mall Framework Plan</b></p> <p>Ch. 8 East Gateway Subarea, p. 83</p> | <p>The Committee approved a motion to “remove residential from both the St. Charles Mall site and Charlestowne Mall.”</p> <p>Specifically, the Committee discussed:</p> <ul style="list-style-type: none"> <li>• Removing residential uses located over the stormwater basins at the north end of the mall property</li> <li>• Showing land uses on the Oliver-Hoffmann site consistent with the Consent Decree for the site.</li> </ul> | <p><u>At a minimum, the following changes to the Framework Plan on p. 83 would be necessary:</u></p> <ul style="list-style-type: none"> <li>• “Single Family Residential” will be removed from the plan. Stormwater basins on the north side of the mall site will be shown on the plan. The screening buffer north of the Mall can be shifted further north to the Mall property line.</li> <li>• The northwest section of the Oliver-Hoffmann site will be shown as “Outlot Commercial, Retail and Office Development”, consistent with the other sites around the mall building.</li> </ul> <p><u>Change to citywide Land Use Plan on p. 30:</u><br/>Revise the Land Use Plan to match the revisions to the Charlestowne Mall Framework Plan.</p> <p><u>Other change to consider:</u><br/>P. 34, 36, 40: These pages reference “potential mixed use” for the Charlestowne Mall site, but recognize the future land use designation of the site is “Corridor/Regional Commercial.” This can remain as is or be removed to eliminate any reference to mixed use at this site.</p> |   |
| 12. | <p><b>Table of Contents and word index.</b></p>   | <p>Add a Table of Contents and word index to the document.</p>   |  |   |

To confirm comments in my e-mail *Carl Jenke*

TO ATTACH ITEM IN LIST OF CHANGES Chapter 8 Subarea Plans

### Charlestowne Mall Framework Plan

The Charlestowne Mall site represents the single greatest opportunity to redefine the character and function of the East Gateway. This Framework Plan highlights recommendations that could be implemented regardless of the timing or end vision for the repositioning of the mall structure itself. Within this framework, specific repositioning alternatives can be considered as mall tenancy, local market conditions, and other factors play out over time.

**Proposed Street or Circulator.** These include public streets and on-site circulators designed to enhance on-site access and mitigate the impacts of traffic on surrounding neighborhoods. The key recommendation is a new street that would run along the north side of the mall property and make Foxfield Drive a residential street.

**Out Lot Commercial, Retail, and Office Development.** This includes development sites located along Main Street that could capitalize on high visibility and more prominent access point offered by the proposed grid of streets and circulators. This also includes development sites located to the rear of the mall property with less visibility but enhanced access from the proposed grid of streets and circulators.

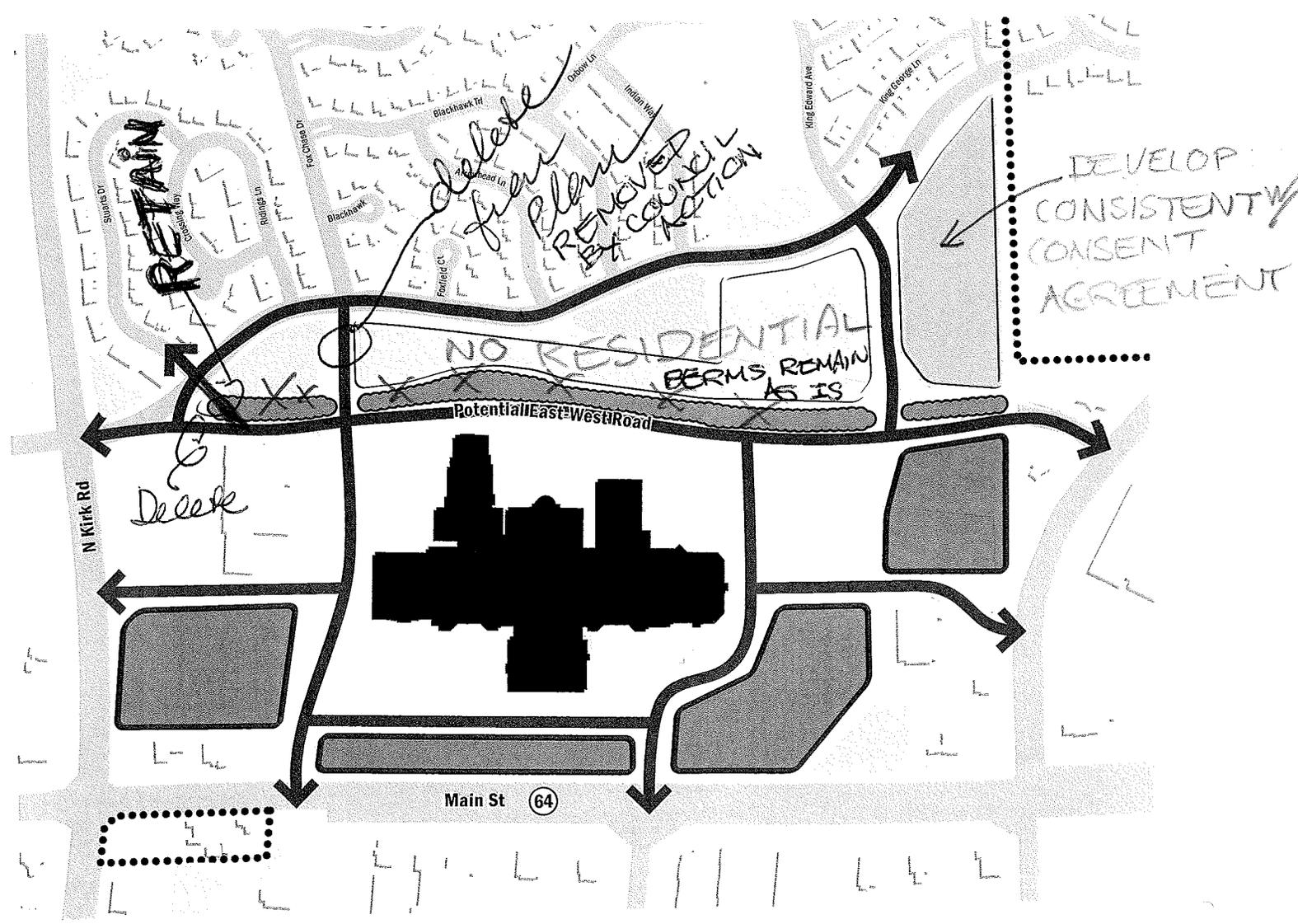
**Single-Family Residential.** Foxfield Drive should become a residential street, and new single-family residential development would reflect the character of the existing neighborhood pattern and provide a logical transition towards the mall site.

**Single Family Attached/Multi-Family Residential.** Attached single family or multi-family development would complement existing housing development and increase the number of residents that could support the mall site and other commercial properties in the eastern portion of the City.

**Neighborhood Open Space.** New housing development should integrate open space that benefits both existing and proposed residential areas.

**Natural Buffer/Screening.** Screening and buffering should be provided between commercial and residential uses. This will minimize the impacts of non-residential uses on existing and future neighborhoods.

**Repositioned Charlestowne Mall.** Within the proposed framework of streets and peripheral uses, the mall structure could be repositioned to be more responsive to contemporary consumer needs. The following page illustrates some proposed alternative approaches.



**City of St. Charles, Illinois**  
**Plan Commission Resolution No. 8-2013**

**A Resolution Recommending Approval of the 2013 Comprehensive Plan Draft**

**Passed by Plan Commission March 19, 2013**

WHEREAS, it is the responsibility of the St. Charles Plan Commission to review and provide a recommendation to the City Council regarding amendments to the City of St. Charles Comprehensive Plan; and

WHEREAS, on 6/6/11, the City Council commissioned a Task Force to produce a new Comprehensive Plan draft plan for review by the Plan Commission, and the Task Force forwarded a draft plan to the Plan Commission on 12/12/12; and

WHEREAS, the Plan Commission reviewed the Task Force draft of the 2013 Comprehensive Plan, draft dated December 2012, at public meetings on 1/8/13, 1/29/13, 2/5/13, and 3/19/13, and members of the public were provided an opportunity to address the Plan Commission and provide comments at each meeting; and

WHEREAS, the Plan Commission concluded its review of the Comprehensive Plan draft on 3/19/13 and prepared a list of recommended revisions for the consideration by the Planning and Development Committee and City Council; and

WHEREAS, the Plan Commission finds adoption of the 2013 Comprehensive Plan draft, subject to certain revisions, to be in the best interest of the City of St. Charles.

**NOW, THEREFORE**, be it resolved by the St. Charles Plan Commission to recommend to City Council approval of the 2013 Comprehensive Plan draft, subject to the recommendations of the Plan Commission contained in the table attached as Exhibit "A" to this resolution.

Voice Vote:

Ayes: Wallace, Doyle, Kessler, Schuetz, Pretz, Henningson

Nays: None

Abstain: None

Absent: Amatangelo

Motion Carried.

**PASSED**, this 19th day of March 2013.



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Chairman  
St. Charles Plan Commission

**Plan Commission Resolution 8-2013, Exhibit "A"**

**2013 Comprehensive Plan Draft Review Discussion Points and Recommendations**

| <b>1/8/13</b> |  |   |  | <b>Plan Commission Recommendation</b>                  |
|---------------|--|---|--|--|
|               | <b>Chapter/Page/ Topic</b>   | <b>Comment/Question</b>   | <b>Response/Follow Up/Discussion</b>   |  |
| 1.            | Chapter 2, Vision, Page 16<br>Commission Comment<br><br>Cultural Center in Downtown                                    | "Cultural center" or "cultured place" was used regarding downtown, references to cultural institutions, like the Arcada and nonprofits. Comment that if downtown is saturated with retail/commercial, then it is a good place to look at housing or cultural institutions that do not have that big of a tax benefit to the city. |  | Comment.<br>No changes proposed by PC.                 |
| 2.            | Chapter 3, Goals and Objectives<br>Public Comment<br><br>Monitoring goals and objectives                               | Question about how goals/objectives are monitored, over what timeframe, based on what data, concern about objectives not being tangible and using terms like "appropriate" or cooperatively."   | Source of data depends on the objective; some are tangible and can be easily documented on an annual basis. Others are subjective and not grounded in data. Comprehensive Plan is a general guide, not actionable like a Strategic Plan. Goals and Objectives will be revisited annually.<br>Specifics will be determined when a recommendation is put into the Zoning Ordinance, for example. | Question and discussion.<br>No changes proposed by PC. |
| 3.            | Chapter 3, Goals and Objectives<br>Residential Goal 3<br>Commission Comment<br><br>Residential Design and Pattern Book | Question- Will this book be a guideline?<br>Comment- Concern that it will be difficult to agree on guidelines. Very important objective.  | No book currently exists. Historic Preservation Commission has developed some base materials that may be applicable elsewhere. Book was envisioned with 2006 Zoning Ordinance but was not pursued as teardown/infill activity slowed. Would likely be a priority after plan is adopted.  | Question and discussion.<br>No changes proposed by PC. |

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| 4. | Chapter 3, Goals and Objectives, Page 18<br>Public Comment<br><br>Senior and special need housing  | Comment that senior and special needs housing is an important issue to be added deeper in the goals. Annually or bi-annually verify housing needs to determine demand for senior housing vs. other multi-family. Senior housing projects have been successful and are good neighbors.  | Goal 4 addresses this topic. Goals/Objectives are not specific about location or periodic assessment of housing needs.  | Comment.<br>No changes proposed by PC.   |
| 5. | Chapter 3, Goals and Objectives, Page 20<br>Commission comment<br><br>Ordering/phrasing of objectives  | Comment- "Prevent the encouragement of businesses or land use that could impact long term viability of industrial areas", is important, maybe it should be moved up in order.<br><br>Related comment- do not start an objective on a negative and don't use the word "prevent" but to use "preserving the integrity of the industrial areas through the prevention of...". | Objectives are not in order of priority but can be moved up to call attention. Difficult to prioritize a long list. Hard to predict what will come first, some easier to accomplish sooner, ability to fund certain items may impact timing.<br><br>Objective can be reordered and rephrased. | <b>Goals &amp; Objectives will be changed from negative to positive phrasing wherever possible.</b><br><br><b>Industrial Areas Objective 7 will be moved to the top of the list of Industrial Area objectives.</b> |
| 6. | Chapter 4, Land Use, Page 30<br>Commission comment<br><br>Land Use Map for Neighborhood Commercial Use following parcel lines- residential character | West Main St. from 6th St. to 14th St. land use follows property lines. Several parcels have changed use and a guiding principal was that through the Zoning Ordinance those parcels be developed to retain residential character but have commercial use. Should land use plan reflect this?  | Following parcel lines makes sense as it is not desirable to include adjacent lots with frontage only on interior streets.<br><br>Plan can be changed or text statement added to recommend residential character in this area.  | <b>Plan notation or text statement will be added indicating that commercial use should have residential character along W. Main St. from 5<sup>th</sup> St. to 14<sup>th</sup> St.</b>                             |
| 7. | Chapter 4, Land Use<br>Commission comment<br><br>Definition/classification of Mixed Use  | Mixed Use is shown under the category of Commercial, should it also be shown under Residential.  | Decision was made to not have different definitions for terms used in the plan.<br><br>Mixed Use will be pulled out as its own land use category separate from residential and commercial and made clearer on the land use map.   | <b>Mixed Use will be pulled out as its own land use category separate from commercial and residential.</b>   |

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| 8.  | Chapter 4, Land Use Commission comment<br><br>Multi-Family Residential Development | Is the text regarding multi-family specific enough to direct a developer if a project is desirable and whether the text accurately reflects what was stated by the community in the outreach process.   | Task Force heard concern about concentration of multi-family in a specific area; request to intersperse throughout the city.<br><br>In project outreach, consistently heard “no apartments” which is a form of ownership, not a land use, the type of land use is multi-family residential. Text is clarifying the point that the community’s desire for no rentals is understood, but there are other types of multi-family land uses such as condominiums. Regarding location, it refers you to the land use plan. | Question and discussion.<br>No changes proposed by PC.  |
| 9.  | Chapter 4, Land Use Commission comment<br><br>Mixed Use outside of Downtown        | Plan identifies downtown as the primary place for mixed use development but there are two other potential sites identified (old St. Charles Mall and Charlestowne Mall).<br><br>Is there an objection by the community to any mixed use with residential outside of downtown? | Comment from audience- The community isn’t opposed to mixed use, but rather there needs there needs to be a balance of uses within mixed use areas that are sensitive to the location; the appropriate mix of uses varies in each location.<br><br>Request to see the statement added: “balance of uses” unique to each site.  | <b>Statement will be added to Mixed Use section that mixed use entails a “balance of uses” unique to each site based on its location.</b> |
| 10. | Chapter 4, Land Use Commission Comment<br><br>Old St. Charles Mall Site            | Question about what the community said relative to the old St. Charles Mall site.   | Comment from audience-North half behind Jewel should be commercial/office/education, not just residential. Compromise idea of residential south of Rt. 38 along Bricher Rd. Other undeveloped parcels permit mixed use (Bricher Commons behind Meijer). Concern about the future of land use direction along Randall Rd; how this site is developed is important for the success of the corridor. Higher density commercial is needed here for success.  | Question and discussion.<br>No changes proposed by PC.  |

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| 11. | Chapter 4, Land Use<br>Public Comment<br><br>Neighborhood Meetings | Plan should include a policy on neighborhood meetings before a Concept Plans application is filed to initiate discussion between residents and developer. If it can't be a requirement, it could be stated as a policy in the Comprehensive Plan. | In the past this was investigated and it was determined the City could not legally require this in the Zoning Ordinance. Mr. Lavigne stated he has not seen this requirement in a code before. | No changes proposed by PC. |
| 12. | Chapter 4, Land Use<br>Commission comment                          | "Sensitivity and balance"- include those words in the plan because they speak volumes.  | Need to determine how/where language would be integrated.  | No changes proposed by PC. |

| 1/29/13 |   |  |   | Plan Commission Recommendation                         |
|---------|---|--|---|--|
|         | Chapter/Page/ Topic   | Comment/Question   | Response/Follow Up/Discussion   |  |
| 13.     | Chapter 4 Land Use<br>Commission Comment<br>Overlay of Future Land<br>Use Map | Request was made to show an overlay of proposed future land use map over existing future land use map. | Maps were prepared showing outline of each category of land use on top of the existing land use map. It was noted that for the most part, the land use pattern is not changing significantly.   | Question and discussion.<br>No changes proposed by PC. |
| 14.     | Chapter 8, Downtown<br>Subarea<br>Page 57<br>Gateway locations                | Question on how gateway locations were determined.   | Signs would be "welcome to downtown St. Charles" to more brand and identify downtown, different than the gateway signs that exist around the community. Locations with right of way or public property were chosen. It was noted that Prairie and Rt. 31 is tricky because there is a lot going and that area may be best served by additional study. | Question and discussion.<br>No changes proposed by PC. |

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| 15. | Chapter 8, Downtown Subarea<br>Page 67 Improvement Plan<br>Commission Comment<br>Prairie St. bike route                  | Figure does not show Prairie Street bike route recommended by the Task Force. Prairie St. from 7 <sup>th</sup> to Rt. 31 is a steep incline and the intersection of Rt. 31 & Prairie is challenging. Comment that Prairie Street in general (a collector) will need to be modified to safely accommodate bike traffic, it was noted that this is not directly addressed in the document. When to address this? | Missing bike path segment was acknowledged in memo to PC and will be corrected.   | <b>Missing bike path segment on Prairie St. from 7<sup>th</sup> to 3<sup>rd</sup> St. will be added.</b> |
| 16. | Chapter 8, Downtown Subarea<br>Page 67<br>Public Question<br>Downtown Overlay  | Downtown Overlay recommendations do not address if changes to regulation would be temporary, what time frame, what happens to businesses if the regulations are put back into place, etc.  | Plan only suggests that the issue be addressed, but how it will be addressed will be discussed when the change is being proposed and considered.  | Question and discussion.<br>No changes proposed by PC.   |
| 17. | Chapter 8, Downtown Subarea<br>Page 70<br>Public Comment<br>Closing Riverside Ave.                                       | Although conceptual, the plan for Site Q shows potential for Riverside Ave. to be closed south of Illinois Ave, which may be an issue for fire trucks travelling south from the downtown station.  |   | Comment.<br>No changes proposed by PC.   |
| 18  | Chapter 8, West Gateway<br>Page 76<br>Commission comment<br>Viability of three concepts for former St. Charles Mall site | Are all the plans viable, or is it possible to rate them on their viability on a scale of 1-10. If they are not viable, they should not be in the plan, but it's important to make certain that everything meets the test of viability.  | Plans show land use bubbles. Depending on the intensity of each pocket, they all have some viability. Regardless of the plan, the property owner needs to work with the residents because the land use plans don't provide enough direction. One of the plans may not be chosen; options could be combined. | Question.<br>No changes proposed by PC.  |

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| 19. | Chapter 8, West Gateway<br>Page 73<br>Commission comment<br>Curb cuts  | It was noted there is a significant difference with surrounding communities with curb cuts on Randall Road. Is eliminating curb cuts always a goal?  | The City looks for opportunities to improve access and consolidating in areas like this, but there is not a program to facilitate that or force a property has to close a curb cut or provide cross access. Randall Rd. is a county road, and the County now has more stringent access policies. St. Charles has dealt with more piece meal development historically, but cross access is important in the plan. The McDonalds proposal was mentioned as an example. | Question.<br>No changes proposed by PC.  |
| 20. | Chapter 8, West Gateway, Page 75<br>Commission Comment<br>St. Charles Mall site alternatives                   | Concern that options for Towne Centre site do not provide enough detail; plans need to be more special or inspirational. "Regional Repositioning" may not meet the objectives identified for the subarea as it maintains the current function and character of the rest of the Randall Rd. corridor. | Plans were presented at public workshops and were drafted based on the outreach feedback. Comment was made that the options are "thought provoking"- not actual development plans.   | Comment.<br>No changes proposed by PC.   |
| 21. | Chapter 8, West Gateway<br>Commission comment<br>Big Box Ordinances  | An ordinance should be in place requiring big boxes be removed once empty for a period of time.  | Ordinances can require a bond be put in place for future tear downs. (This concept is discussed in Commercial Area policies on Page 37)  | Comment.<br>No changes proposed by PC.   |
| 22. | Chapter 8, West Gateway<br>Commission comment<br>General discussion on gateways and their relation to Downtown | Can the former St. Charles Mall site be a gateway to downtown? Site functions more as a gateway to Downtown Geneva. It was noted that the site should not compete with Downtown St. Charles, as there is a TIF in both areas that could be in competition.   | Suggestion to add an item to the West Gateway subarea Goals or Objectives to "achieve balance" with Downtown or "complementary development" that won't compete with Downtown, and promote connections between site and downtown.   | <b>Objective to be added to West Gateway subarea to "achieve balance" or provide complementary development with Downtown, and promote connections between Downtown and the West Gateway.</b> |

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| 23. | Chapter 8, West Gateway<br>Public Comment<br>Aspiration Statements in Goals, Objectives                       | In the goals and objectives and elsewhere are aspirational statements about creating within the mixed use catalyst sites a synergy so that they do not cannibalize each other but one draws people across to the other. This is a way to clarify the plan and make it more inspirational. The weight of these aspirational goals and objectives will be determined by how much a prospective developer considers these statements and Plan Commission's review of a development proposal vs. the plan. |  | Comment.<br>No changes proposed by PC.  |
| 24. | Chapter 8, East Gateway<br>Commission Comment<br>"Main Street Shopping"<br>alternatives and naming sites      | Regarding the Charlestowne repositioning alternatives, could the name be changed to "Main St. Shopping-East", to not take away from the downtown district which is just Main St., and then something also called "Main St. shopping-West", where signs would say to not forget to visit the other districts, but the themes would be the same as the signage, colors and landscaping.  |  | <b>Change the name of Charlestowne Mall Repositioning Alternative #1 to "Main Street East Shopping District."</b> |
| 25. | Chapter 8, East Gateway,<br>P. 84<br>Commission comment<br>Charlestowne Mall<br>Repositioning<br>Alternatives | Is the "Entertainment and Events Center" needed?   | Idea was presented by more than one group at the Charlestowne Mall visioning workshop. | Question.<br>No changes proposed by PC.   |
| 26. | Chapter 8, Main Street<br>plan, P. 91<br>Commission comment<br>12 <sup>th</sup> St. crossing                  | The 12 <sup>th</sup> Street crossing on Main Street shown on the plan was closed and is now located at the north leg of 12 <sup>th</sup> St.   |  | <b>Move Main Street crossing to north leg of 12<sup>th</sup> St.</b>  |

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| 27. | Chapter 8, Main Street plan<br>Commission comment<br>Legend                                    | Suggestion to change the wording or change the Legend to “Recommendations”, so it is clear these are recommended improvements.   |   | Revise legend title to “Existing and Recommended Improvements.”  |
| 28. | Chapter 8, Main Street plan, P. 91<br>Commission comment<br>Valley Shopping Center streets     | Streets are shown through the Valley Shopping Center site on page 74 but are not reflected in the Main Street plan on page 91.   |   | Correct page 91 to match page 74 showing the street connections through Valley Shopping Center.  |
| 29. | Chapter 8, Sub Area plans<br>Public Comment<br>Future changes to subareas                      | How can catalyst sites be added in the future? Will Task Force need to be reconvened to make more recommendations? Reference was made to Randall Road between Main & Dean.   | Plan will be reviewed periodically, perhaps annually, and changes can be proposed for review by the Plan Commission and P&D Committee, without reconvening the Task Force.  | Question.<br>No changes proposed by PC.  |
| 30. | Chapter 8, West Gateway<br>Commission comment<br><br>Site on Randall Rd. between Main and Dean | Regarding Randall Road between Main and Dean, plans shown future Woodward extension and land use of Corridor-Regional Commercial. Should other narrative text be added about this site? It was noted that this general area is unattractive and has a problematic development pattern and will need substantial access improvements for the area to be redeveloped. Developing the full commercial potential of Randall Rd. is important to the community and this is an area where it will not happen without some coordination. This is a significant entrance into the city and it should be addressed in the Comprehensive Plan. | Street improvements are shown on page 74. Land uses are shown on the land use map on page 30 – Corridor/Regional Commercial.<br>Suggestion was made that incremental site improvements would not accomplish the access improvements, and assistance from the City may be necessary. This information could be explained in the text for a catalyst site.<br>There was a discussion about whether this site met the criteria of a catalyst site, and if it did, what would be the boundaries.<br>Suggestion to include all the way from Randall & Main (NW and NE corners) and extend up to Dean Street. | <b>New catalyst site will be added encompassing NE and NW corners of Randall/Main and include all properties along the east side of Randall Road up to the railroad tracks.</b><br><br><b>Text for catalyst site will explain that obsolete industrial properties are being repurposed for commercial use, resulting in an unattractive development pattern with underutilized sites. To fully realize the commercial potential of the Randall Rd. corridor from Main to Dean Street, redevelopment with coordinated access improvements is necessary, including a traffic signal at Woodward Dr. and a system of internal access roads.</b> |

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| 31.    | Chapter 8, Downtown, Page 64<br>Commission comment<br><br>Last Sub Area Objective-Should we list locations/destinations for enhanced mobility from Downtown | Related to the discussion of enhanced connections between downtown and the Old St. Charles Mall site along Prairie Street. What are other specific “assets” where enhanced multi-modal mobility is especially important? If so, what are they and what routes should be prioritized for enhancement? | The intention was not to identify all assets or the routes but to be an objective moving forward. Can be made more specific if Commission recommends. “Multi-modal mobility” may be too much jargon.<br>Commission suggested listing examples, not a specific list. Destinations suggested- old mall site, proposed bicycle trail along the rail-line, downtown Geneva and connections to Randall Rd. | <b>Change the term “multi-model mobility” to less technical terminology.</b><br><br><b>Add a list of potential assets for enhanced connectivity, such as other commercial centers, major bikeways and trails, etc.</b> |
| 32.    | Chapter 8, Downtown, Page 65<br>Commission comment<br><br>Gateway frontage on Rt. 25/5 <sup>th</sup> Ave.   | Why isn’t 5th Avenue designated as Gateway Corridor frontage? Rt. 25 provides primary entry into the east side of downtown.  | Frontage designations define building massing, façade orientation and access patterns.<br>Future land use map shows mixed-use up to State Ave. Commission discussed that existing development on 5 <sup>th</sup> Ave conforms with Gateway Frontage from Illinois Ave. north to Cedar Ave., therefore designate these blocks only.  | <b>Designate “Gateway Frontage” on 5<sup>th</sup> Ave./Rt. 25 from Illinois Ave. north to Cedar Ave.</b>   |
| 33.    | Chapter 8, Downtown, Page 65<br>Public comment<br><br>Gateway frontage on Main St. east to 7 <sup>th</sup> Ave. and along 7 <sup>th</sup> Ave.              | 7th Ave. is transition point to downtown in terms of development and street width, starting the gateway here picks up the library and Lincoln School.<br><br>South 7th Ave. is a corridor from Geneva. Historically, this has been considered an entrance into Downtown.                             | There is a special category for Main St. frontage that could be extended east to 7 <sup>th</sup> Ave.<br><br>This frontage designation refers to land use plans and building massing rather than transportation routes. Although it is an entrance point, the gateway frontage development may not be appropriate along south 7 <sup>th</sup> Ave.  | <b>Extend Main St. Frontage east to 7<sup>th</sup> Ave.</b>  |

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| 34. | <p>Chapter 8, Downtown, Page 65<br/>Commission comment</p> <p>Multi-family in Fox River frontage category/locations in Downtown</p> | <p>Land Use section language is ambiguous; does it mean multi-family residential or some other kind of multi-family activities? Is river frontage an appropriate place to locate multi-family residential? Identifiable principles needed for developers to get a sense of when it is a desired land use, and when is it not. Over the last 3-5 years, controversial proposals spent years in front of Commissions and process was grueling. Purpose of document is to provide clarity to the community and help adjudicate applications.</p> <p>Discussion that it can't be too ambiguous or it will not help potential developers.</p> | <p>Language is ambiguous and could be corrected. Land use plan dictates where multi-family can be located. All of downtown is designated as mixed use, but multi-family is only a component of mixed-use. It is a general guide, not supposed to be rigidly applied to every parcel, it is a policy or a vision. The word "may" is used to indicate this. Development proposals need to be evaluated on their merits vs. the intent of the Plan and vision, cannot anticipate every development scenario. It was noted that Site J is the only catalyst site on the river specifically with residential, Carroll Towers and Brownstone exist.</p> <p>Discussion that controversy about Downtown multi-family is more about building height, also not being code-friendly with existing buildings.</p> | <p><b>Language regarding "multi-family use" in the Fox River frontage will be clarified by referencing all types of residential use, including multi-family residential.</b></p> |
| 35. | <p>Chapter 8, Downtown, Page 67<br/>Commission comment</p> <p>Gateways- priority for improvement</p>                                | <p>North and south gateways to downtown may be a higher priority for improvement than east-west gateways. On Main St., the elevated view of the river/bridge/valley provides sense of arrival. Gateway at Rt. 31/Prairie warrants more intensive study, Rt. 25 doesn't have sense of arrival when approaching from south.</p>  | <p>Discussion that there is no priority stated now, but this could be added.</p>  | <p><b>Gateways text will be revised to state that north-south gateways are less defined today and would benefit most from enhancement.</b></p>                                   |

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| 36. | Chapter 8, Downtown, Page 68<br>Commission comment<br><br>Site C access difficulty at Rt.31 & Main St. & State St. | Are we confident that access obstacles can be mitigated for redevelopment of Site C? What would it take to get a warrant for a traffic signal at State St. and Rt 31? Can the traffic impacts of such a development on that site be mitigated effectively, because if they cannot be mitigated, then the development should not be contemplated. | Question would come up if there was a development proposed; cannot mitigate without knowing how it will be developed. Signal would benefit Sites A, B,C and pedestrians crossing Rt. 31. Note can be added in largest site, Site A. Traffic analysis would be needed by IDOT. Comment that 31/Main & 31/Illinois are top two crash sites, should be considered. Info. was provided to transportation consultant. Task Force discussed access issues along Rt. 31 and site lines, decided to extend Site A west to 4 <sup>th</sup> assuming there would need to be significant changes to access. | <b>Catalyst Site A will be revised to state that there is a need to consolidate access to Rt. 31 and potentially provide a traffic signal and pedestrian crossing at State &amp; Rt. 31.</b> |
| 37. | Chapter 8, Downtown, Page 69<br>Commission comment<br>Site I- Multi-family   | Would straight multi-family residential be appropriate here? This is not a fringe area of downtown per page. 66.   | Possible that site depth may be too limited for adequate retail space. Suggestion to strike “multi-family” and say “or to include multi-family”.   | <b>Catalyst Site I will be revised to say “mixed use <i>including</i> multi-family.”</b>   |
| 38. | Chapter 8, West Gateway, Page 72<br>Commission comment<br><br>Objectives and Randall Rd. BRT                       | Add an objective regarding Bus Rapid Transit on Randall Road— i.e, continue to work with other local/regional agencies and maintain plans to support development of a BRT line.  | This is noted in the transportation plan on page 59, but can be reinforced in the subarea plan.  | <b>Objective will be added to the subarea plan to reference working with other agencies to support future BRT on Randall Rd.</b>   |
| 39. | Chapter 8, West Gateway, page 75<br>Commission comment<br><br>Site F   | Designated as multifamily for interior and southern portions of parcel. Parcel is west of Randall Road, not in-town in-fill development. “Smart” development must entail a definable edge of town to avoid sprawl. Why is this site catalytic— especially the interior and rear portions?  | Size and single ownership are why it was listed as a catalyst. Townhomes (single family attached) would be most appropriate; this can be clarified, but needs to follow consistent terminology. Discussion that past proposal included special needs housing, could still be considered. Suggestion to use the term “adaptive housing” instead.  | <b>Catalyst Site F (Bricher Commons) will be revised to indicate “single family attached residential” and the possibility of an adaptive housing component.</b>                              |

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| 40. | <p>Chapter 8, West Gateway, Page 76<br/>Commission comment</p> <p>Old St. Charles Mall site alternatives and Randall Rd. access</p> | <p>Local Town Center and Comprehensive Mixed Use Center options include new street from Randall Road into the Tri-City Center property. If drivers can easily access the site from Randall via a highly visible route, large-scale developments north of Rt. 38 will stand the best chance of success. Could access road be signalized, double-lane point of ingress and egress and match boulevard that leads to the “Central Park” in Option 3? What if there was a twin park on the Tri-City Center parcel?</p> | <p>Access layout was designed to discourage cut through traffic and slow traffic for pedestrians.</p> <p>Discussion that access is challenging along Randall between Bricher and Rt. 38. County unlikely to allow a full access, left turn lanes for Bricher/Rt. 38 conflict with this location. Idea of a more prominent boulevard/gateway can be incorporated into the other options to entice motorists.</p> | <p><b>A more prominent boulevard/gateway from Randall Road will be incorporated into the redevelopment alternatives on Page 76.</b></p> |
| 41. | <p>Chapter 8, East Gateway, Page 83<br/>Commission comment</p> <p>Neighborhood Open Space in Framework Plan for Mall</p>            | <p>Neighborhood Open Space is listed in the legend but doesn't appear on the map.</p>  | <p>Map was previously more detailed and was switched to a different style, the legend would be updated.</p>   | <p><b>The legend will be updated.</b></p>   |
| 42. | <p>Chapter 8, East Gateway, Page 84<br/>Commission comment</p> <p>Entertainment and Events center – should berms stay?</p>          | <p>For the Entertainment and Events Center alternatives, may want to consider the possibility that the high berms off of Main Street might continue to serve a useful function. Would the atmosphere of an outdoor entertainment complex be comprised by landscaping reductions and increased traffic noise?</p>   | <p>Comment that landscaping and berms have been detrimental to the success of the mall.</p>   | <p>Question.<br/>No changes proposed by PC.</p>   |
| 43. | <p>Chapter 8, East Gateway, Page 91<br/>Commission comment</p> <p>Push button phasing</p>   | <p>What is the rationale behind “push-button phasing” for pedestrian crossings?</p>  | <p>A safety feature to give you an idea with the countdown how long you have to cross.</p>  | <p>Question.<br/>No changes proposed by PC.</p>   |

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| 44.     | Chapter 5, p. 43<br>Community Facilities<br>Commission comment<br><br>Section on Library                                    | The Commission previously discussed extending the Main St. frontage designation east to 7 <sup>th</sup> Ave, which includes the library site. There was a proposal for a library building expansion that would help define the character of this stretch of Main St. | <b>Text will be added in Chapter 5 stating that future expansion of the library is an opportunity to strengthen the eastern gateway into downtown.</b>  |
| 45.     | Chapter 6<br>Parks and Open Space<br>Commission Comment<br><br>Park donation size   | The Task Force had discussed that the Park District has a policy of not accepting small land donations, but with infill development, larger sites will not be possible. Did the Task Force decide not to include this in Chapter 6?                                  | A section on pg. 32 addresses this point. The Task Force did not choose to directly contradict the Park District's policy on accepting small land donations, but rather suggest the City work with the Park District when infill developments are proposed.<br><br>No changes proposed by PC.   |
| 46.     | Chapter 9, p. 99<br>Community Character<br>Public Comment<br>Historic Preservation<br>reference to Kane<br>County landmarks | It was suggested in the land use plan to reference Kane County historic landmark properties outside of the City on Red Gate Rd., specifically Red Gate Farm and Seven Oaks Farm  | The Residential Areas framework plan on pg. 34 references this on Site F as this was noted as a potential development site. A general reference would be better located in Chapter 9, p. 99 under Historic Preservation.<br><br><b>Text to be added under Historic Preservation noting the Kane County landmark sites located near the City also define the character of the community. Reference will be made to the farmsteads on Red Gate Rd (Seven Oaks and Red Gate Farm).</b> |
| 47.     | Chapter 9, p. 99<br>Community Character<br>Commission Comment<br><br>Branding   | Question if column 4 should state that the city needs to "sustain a clear brand" vs. "define a clear brand."   | The Task Force felt the City did not have a clear brand. It was noted in the outreach that the city is defined by the river, but many nearby communities are as well.<br><br>No changes proposed by PC.   |
| 48.     | Chapter 10<br>Design Guidelines<br>Commission Comment   | Some information about "how to use this plan" would be helpful, including a discussion of ideal goals vs. practical application.   | Page 6 has section discussing the purpose and use of the plan.<br><br>No changes proposed by PC.  |
| 49.     | Chapter 11<br>Implementation<br>Commission comment<br>Plan adoption action  | Suggestion that some text could be added into the implementation section outlining the formal steps to officially adopt the plan.  | <b>Text to be added describing the formal actions to be taken to officially adopt the plan and make reference to City Code sections that refer to the plan.</b>   |

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| 50. | Chapter 11<br>Implementation<br>SSAs for stormwater | This section doesn't reference back-up SSAs for stormwater, which are common and often misunderstood. | Backup stormwater SSAs are an ordinance enforcement tool, and although are not accomplishing a planning objective, they are the most common application of an SSA. | <b>Text will be added to the SSA section describing the City's typical use of SSAs, including the practice of using SSAs for backup maintenance of stormwater detention areas.</b> |
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