

 <b>ST. CHARLES</b> <small>SINCE 1834</small>		<b>AGENDA ITEM EXECUTIVE SUMMARY</b>					
		Title:	Presentation by CMAP and Kane County Staff - “Homes for a Changing Region: Draft Recommendations”				
		Staff:	Matthew O’Rourke Rita Tungare, Director of Community & Economic Development				
<i>Please check appropriate box:</i>							
	Government Operations				Government Services		
X	Planning & Development (3/10/14)				City Council		
Estimated Cost:	N/A			Budgeted:	YES		NO
If NO, please explain how item will be funded:							
<b>Executive Summary:</b>							
<p>In 2012, Batavia, Geneva, North Aurora and St. Charles applied to the Chicago Metropolitan Agency for Planning (CMAP) for a Local Technical Assistance grant to create a sub-regional housing plan. The plan is being prepared as part of the Metropolitan Mayors Caucus’ (MMC) Homes for a Changing Region project, at no direct cost to the four municipalities. The project is a planning process to determine future housing needs and to formulate strategies/policies to meet those needs. MMC partners with CMAP, the Metropolitan Planning Council and groups of communities to prepare housing plans. Kane County Development Department staff has also partnered with CMAP to provide assistance for projects located in Kane County.</p> <p>Alderman Rita Payleitner and Housing Commission Chair Cindy Holler, and staff members Matthew O’Rourke and Rita Tungare represent the City on the project's Steering Committee. CMAP and Kane County last updated the P &amp; D Committee on 10/14/2013. Since that time they have completed the public outreach workshops/online participation and created draft recommendations.</p> <p>Representatives from Kane County and CMAP are presenting the draft recommendations based on the information gathered during the outreach efforts, comments from City Staff, and comments from the City’s Housing Commission.</p> <p>*Kane County and CMAP are revising the Draft Recommendations Document based on the Housing Commission’s comments. Staff will include this document next week when the revisions are complete.</p>							
<b>Attachments:</b> <i>(please list)</i>							
Homes for a Changing Region - Outreach Summary Memo, Homes for a Changing Region – Draft Recommendations							
<b>Recommendation / Suggested Action</b> <i>(briefly explain):</i>							
Presentation by CMAP and Kane County Staff and discussion of the “Homes for a Changing Region: Draft Recommendations”							
<i>For office use only:</i>		<i>Agenda Item Number: 3a</i>					

**TO:** CITY OF ST. CHARLES  
**FROM:** HOMES PROJECT TEAM  
**SUBJECT:** OUTREACH SUMMARY  
**DATE:** JANUARY 9, 2014



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### **What is *Homes*?**

*Homes for a Changing Region* provides technical assistance to municipal leaders, charting future demand and supply trends for housing in communities and developing long-term housing policy plans. The communities of St. Charles, Geneva, Batavia, and North Aurora were awarded assistance to complete a *Homes* plan through the Chicago Metropolitan Agency for Planning's (CMAP) local technical assistance (LTA) program in the summer of 2012. Beginning in the spring of 2013, CMAP, Metropolitan Mayors Caucus (MMC), Metropolitan Planning Council (MPC), and Kane County Development Department have worked with the four communities free-of-charge.

### **Outreach Efforts**

Public input is a critical component of producing housing plans that can be implemented through policy. The public must have a chance to assess and understand options, communicate their preferences, and then see those preferences reflected in the final document. Since initially meeting with both elected officials and City staff this past summer, the project team has undertaken the following two outreach efforts to gather input:

- Designed, planned, and facilitated one public workshop for the City on Wednesday, November 20, where residents provided feedback on preferred types and locations for housing both throughout the City and in five focus areas along the Randall Road corridor. Approximately 14 residents and elected officials attended the workshop.
- To gather additional input, the project team created an interactive website to supplement responses from the public workshop. Through the website, 117 visitors left feedback.

### **Outreach Highlights**

This memo summarizes the feedback received at both the public workshop and through the website. The following pages contain a summary of the housing and image preference survey results and the community mapping exercise. Following the summary are charts that show the responses to the survey questions. At the end of the memo are a series of maps that synthesize the public workshop and interactive website feedback, showing where community members prefer various development types. Note that feedback on the focus area was gathered only at the in-person public workshop, and not through the website. Also note that not all participants chose to answer all survey questions or place chips on the map.

Outreach efforts predominantly reached homeowners over the age of 45, thus all results should be viewed with the understanding that the community contains other groups whose opinions may differ from those who participated. In reviewing the responses, the following feedback particularly stands out:

### ***Housing Preference***

- While most respondents currently live in single-family homes, over half expect to move to a different type of home in the future.
- Most respondents feel that seniors and young people (under 30 years old) prefer a type of housing other than single-family.
- Almost all respondents feel new growth and development should be accommodated only through redevelopment of previously developed areas, or a mix of redevelopment and vacant areas; few would like to see only greenfield development.
- A slight majority of respondents feel different housing types should be separated by neighborhood rather than in mixed-use buildings or a variety of housing types within neighborhoods.

### ***Image Preference***

- Respondents expressed interest in all of the housing types; a majority of respondents indicated they would like to see all of the housing types somewhere in the community.
- The strongest rated image was the duplex (#3), with just 4% indicating the structure would not fit in the city. Respondents also replied very positively to the small-scale, mixed-use structure (#2).
- Respondents answered positively to all images of non-single family housing types. A majority of residents indicate they would like to see townhomes, apartment buildings, duplexes, and quads either in their neighborhood or somewhere within the city. However, nearly half of respondents feel the larger apartment building (#5) would not fit in the city.
- Respondents also answered positively to both the small-lot and large-lot single family housing types. However, a larger percentage would like to see the large-lot single family home in their neighborhood rather than the small-lot single family homes.
- For the Transit Oriented Development (#8), respondents were nearly split between wanting to see it somewhere in the city and feeling it would not fit in the city.

### ***Community Mapping***

#### **Community-wide Maps<sup>1</sup>**

- The first community-wide map shows the location of all development type chips placed throughout the St. Charles study area. Most development types are scattered throughout the city, although some general trends can be seen. Overall, participants support residential development of all kinds in the northeastern area of the city. Participants specifically envisioned a townhouse/condo style of development at the Oliver Hoffman property. Townhouse/condo style developments were supported in large pockets throughout the city. Main street type

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<sup>1</sup> See Appendix 1 for a description of the development type “chips” used in the exercise.

development is preferred in and around the downtown area, and along Route 64 east of downtown, where retail is also supported. Along Randall Road, retail, TOD, and some residential uses are supported. TOD was also envisioned in areas along Kirk Road and in some locations downtown. Areas identified as in need of renovation are scattered around town, but generally are clustered around the Route 64 and Randall Road corridors.

- The second community-wide map shows the frequency of which development type chips were placed in certain areas. Most chips were placed at any given location only once or twice. However, chips were placed on the old St. Charles mall site with more frequency, indicating participants' desire for its redevelopment.
- The final community-wide map indicates areas of desired preservation and revitalization. This input was gathered only at the in-person public workshop, where community members gathered in two groups to give input. Therefore, the highest possible frequency is two. Both groups would like to see the St. Charles mall site and area around it revitalized. Revitalization is also desired in large areas throughout the city along the Randall Road, Route 64, and Dean Street corridors, as well as north of Crane Road. Areas of preservation include the riverfront and along Routes 25 and 31, centered on Route 64, as well as south of Red Gate Road.

#### **Focus Area Map**

- Input on the five sites along the Randall corridor that make up St. Charles' focus area was gathered only at the in-person public workshop, and not through the interactive website. The focus area map shows the location of all development type chips placed. In general, residents would like to see a mix of uses on all five sites. Residential development is supported on all sites, mostly in the form of multi-family or mixed-use buildings. Commercial development is also supported on all sites. Participants envisioned the inclusion of amenities, the possibilities of which included linear parks and trails, pocket parks, plazas, etc., for all five sites. Participants indicated specific interest in linear green space amenities which would provide connectivity, buffering between uses, as well as stand-alone parks in some cases.

**Housing Preferences**

Question	Response	Percent
What type of housing do you live in?	Single family	80%
	Apartment or condo	1%
	Townhome or duplex	19%
	Other	0%
Do you own or rent	Own	97%
	Rent	3%
In your next move, what types of housing do you see yourself living in?	Single family	44%
	Apartment or condo	10%
	Townhome or duplex	33%
	Other	14%
What type of housing do you imagine most seniors would prefer?	Single family	11%
	Apartment or condo	36%
	Townhome or duplex	33%
	Other	14%
What type of housing do you imagine most young people (under 30) would prefer?	Single family	24%
	Apartment or condo	44%
	Townhome or duplex	30%
	Other	3%
Where do you think new growth and development should occur?	Redevelopment	39%
	Vacant areas	10%
	A mix of the two	51%
How should housing be distributed in the city?	Mixed use buildings in neighborhoods	14%
	A variety of housing in neighborhoods	35%
	Separate housing types by neighborhood	51%

**Demographics**

Question	Response	Percent
Age	<25	0%
	25-44	19%
	45-64	54%
	65+	27%
Ethnicity	American Indian	0%
	Asian	2%
	Black or African American	1%
	Native Hawaiian or Pacific Islander	0%
	Hispanic or Latino/a	0%
	White	95%
	Other or choose not to respond	2%
Live and Work	I live in the city	60%
	I work in the city	2%
	I live AND work in the city	31%
	Neither	7%

**Image Preference Survey**

Question	Response	Percent
1. How does this building fit the village/city: 	I'd like to see this in my neighborhood	31%
	Not in my neighborhood, but elsewhere in the community	57%
	It wouldn't fit in the city	13%
2. How does this building fit the village/city: 	I'd like to see this in my neighborhood	29%
	Not in my neighborhood, but elsewhere in the community	65%
	It wouldn't fit in the city	6%
3. How does this building fit the village/city: 	I'd like to see this in my neighborhood	73%
	Not in my neighborhood, but elsewhere in the community	24%
	It wouldn't fit in the city	4%
4. How does this building fit the village/city: 	I'd like to see this in my neighborhood	10%
	Not in my neighborhood, but elsewhere in the community	65%
	It wouldn't fit in the city	25%
5. How does this building fit the village/city: 	I'd like to see this in my neighborhood	2%
	Not in my neighborhood, but elsewhere in the community	53%
	It wouldn't fit in the city	45%
6. How does this building fit the village/city: 	I'd like to see this in my neighborhood	31%
	Not in my neighborhood, but elsewhere in the community	50%
	It wouldn't fit in the city	19%

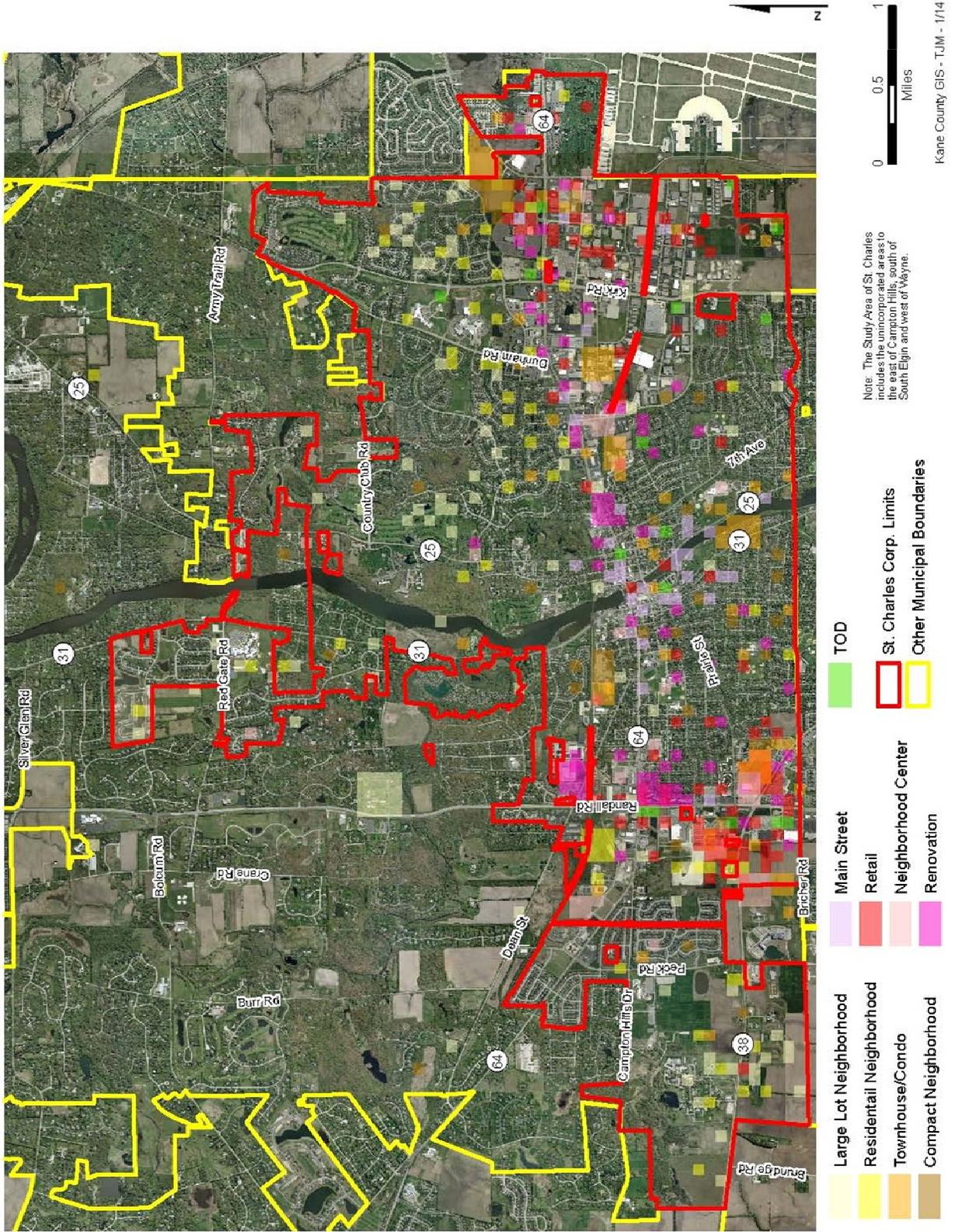
**Image Preference Survey (cont.)**

Question	Response	Percent
7. How does this building fit the village/city: 	I'd like to see this in my neighborhood	53%
	Not in my neighborhood, but elsewhere in the community	37%
	It wouldn't fit in the city	11%
8. How does this building fit the village/city: 	I'd like to see this in my neighborhood	7%
	Not in my neighborhood, but elsewhere in the community	46%
	It wouldn't fit in the city	48%
9. How does this building fit the village/city: 	I'd like to see this in my neighborhood	19%
	Not in my neighborhood, but elsewhere in the community	60%
	It wouldn't fit in the city	21%

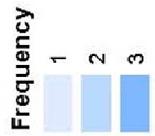
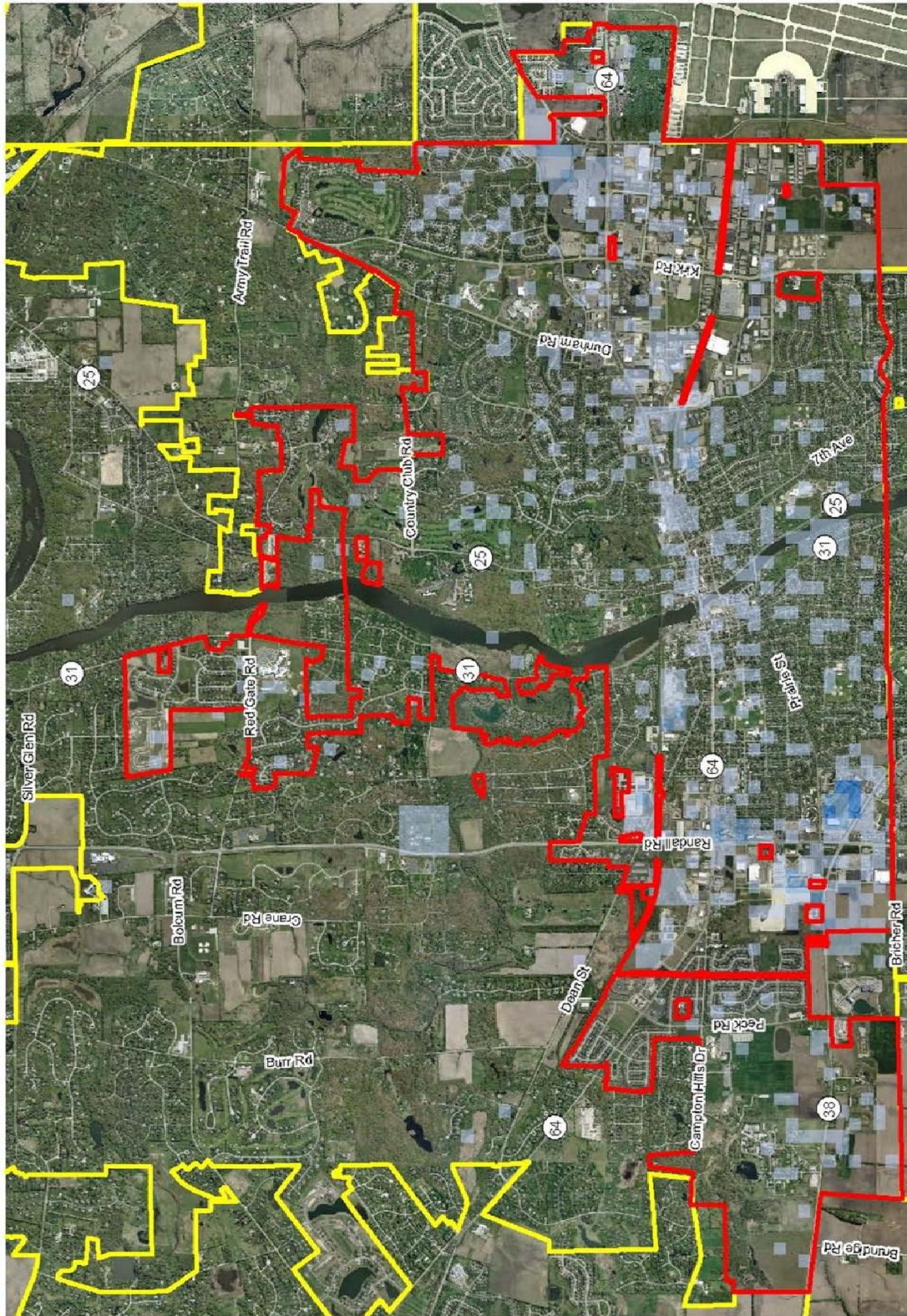
### Community Mapping

#### 1. Community-wide Maps

## St. Charles Study Area - All Chips Placed



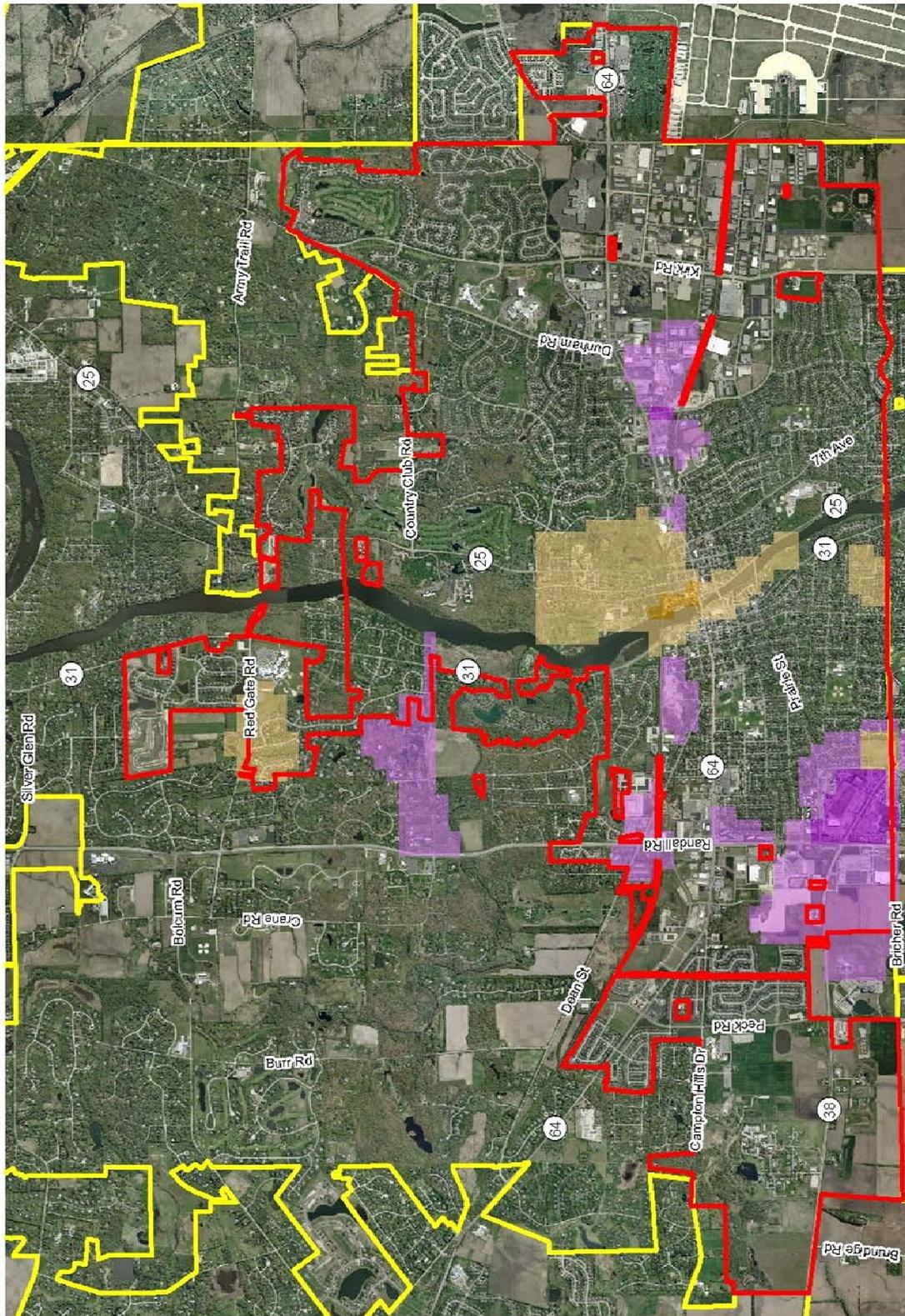
# St. Charles Study Area - Frequency



Note: The Study Area of St. Charles includes the unincorporated areas to the east of Campton Hills, south of South Elgin and west of Wayne.



# St. Charles Study Area - Preserve and Revitalize



**Revitalize**

- 1 (Light Purple)
- 2 (Dark Purple)

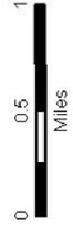
**Preserve**

- 1 (Light Orange)
- 2 (Dark Orange)

**St. Charles Corp. Limits** (Red outline)

**Other Municipal Boundaries** (Yellow outline)

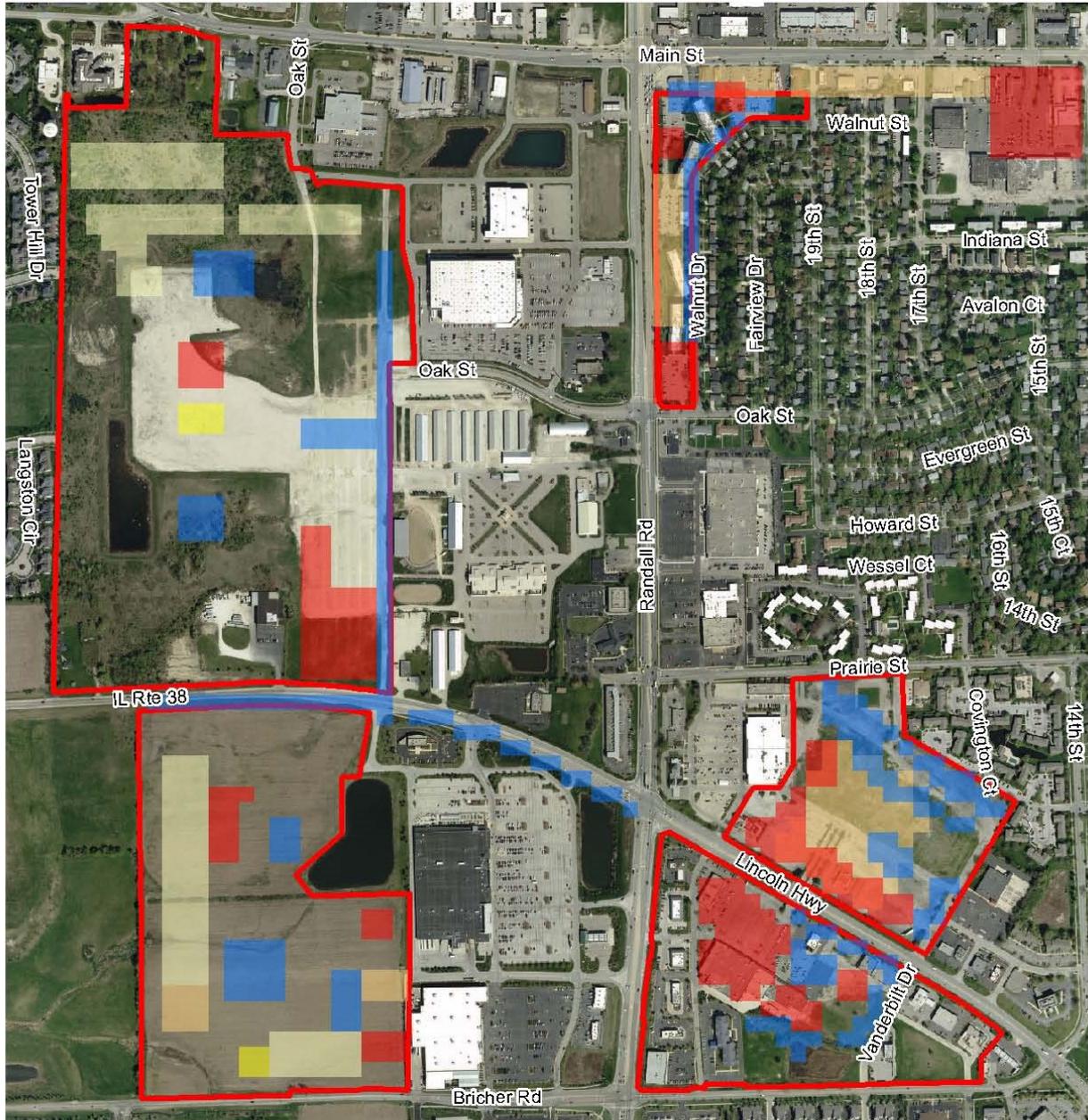
Note: The Study Area of St. Charles includes the unincorporated areas to the east of Campion Hills, south of South Elgin and west of Wayne.



Kane County GIS - T.I.M. - 1/14

2. Focus Area Map

# St. Charles Focus Area - All Chips Placed



Single Family Attached  
Multi-Family/Mixed Use

Commercial  
Amenities



1 inch = 700 feet

Kane County GIS - TJM - 1/14

**APPENDIX 1- Development Type Descriptions**

- **Large Lot Neighborhood-** Entirely single-family, detached homes. Large lot neighborhoods are typically isolated or far from employment and retail services. One acre lots and larger characterize this development of very large residences without sidewalks. Travel to and from destinations is usually by automobile travel.
- **Residential Subdivision-** A mix of large and small lot single-family, detached homes and duplexes. Street networks include many cul-de-sacs. Residential subdivisions are designed for automobile travel. Street connectivity and walkability are generally low.
- **Compact neighborhood-** Medium density residential areas comprised of small lot single family dwellings and duplexes. Street connectivity allows for a walkable environment and transit options.
- **Townhome/condo-** Single-family homes with shared walls that may be one or multiple stories. Townhomes and condos may be located on the edges of residential neighborhoods and along major roads.
- **Neighborhood Center-** Small scale, 1 to 3 story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They provide employment, entertainment and housing options such as apartments, condos and townhomes, with small lot single-family homes near the edges.
- **Main Street-** A mix of uses and a connected (“grid”) street network. Main streets are pedestrian oriented. Shared parking allows users to park once and walk to several destinations. Buildings typically stand 2 to 3 stories tall and include townhomes or apartments above storefronts.
- **Retail-** Retail centers provide shopping and services. Buildings are typically located away from the street, with entrances oriented toward surrounding parking lots. Smaller scale retail can be more oriented toward the street or can be arranged like an outdoor shopping mall.
- **Transit Oriented Development (TOD)-** TOD refers to new, usually infill development, along transit lines. Transit development areas are usually pedestrian oriented with a mix of housing, retail and office amenities.
- **Renovation-** Areas with great potential for reinvestment and redevelopment. Infill development will create new small lot single family homes, duplexes and townhomes. Storefronts are improved to create walkable main streets with retail and offices connected to neighborhoods.

**APPENDIX 2- Development Type Chips Placed**

Total Chips Placed (Excluding Preserve & Revitalize)	660
Large Lot Neighborhood	108
Residential Neighborhood	72
Townhouse/Condo	94
Compact Neighborhood	60
Main Street	41
Retail	126
Neighborhood Center	46
Renovation	93
TOD	20

**TO:** CITY OF ST. CHARLES  
**FROM:** HOMES PROJECT TEAM  
**SUBJECT:** REPORT OUTLINE AND  
PRELIMINARY DRAFT RECOMMENDATIONS  
– VERSION 3  
**DATE:** FEBRUARY 24, 2014



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### **What is *Homes*?**

*Homes for a Changing Region* provides technical assistance to municipal leaders, charting future demand and supply trends for housing in communities and developing long-term housing policy plans. The communities of St. Charles, Geneva, Batavia, and North Aurora were awarded assistance to complete a *Homes* plan through the Chicago Metropolitan Agency for Planning's (CMAP) local technical assistance (LTA) program in the summer of 2012. Beginning in the spring of 2013, CMAP, Metropolitan Mayors Caucus (MMC), Metropolitan Planning Council (MPC), and Kane County Development Department have worked with the four communities free-of-charge.

### **Summary of Progress to Date**

Since initially meeting with both elected officials and City staff, the project team has undertaken the following:

- Presented a preliminary analysis of the existing and projected housing data to a joint meeting of the Housing and Planning & Development Committees on Monday, October 14<sup>th</sup>.
- Designed, planned, and facilitated one public workshop for the City on Wednesday, November 20<sup>th</sup>. Residents provided feedback on preferred types and locations for housing both throughout the City and in five focus areas along the Randall Road corridor. Approximately 14 residents and elected officials attended the workshop.
- Collected additional public input through an interactive website which was open throughout the month of November. A total of 117 visitors from St. Charles left feedback through the website.

### **Next Steps: Feedback on Draft Plan Outline and Policy Recommendations**

By mid-March or so City of St. Charles staff will receive a draft plan that includes both analysis and recommendations, ensuring staff and elected officials have the opportunity to make revisions before design and layout take place. However, **at this time the project team is asking for feedback on the plan outline, and particularly the recommended strategies.** The following questions especially interest the project team:

- What revisions, if any, would you suggest for these recommendations?
- Are there any recommendations that you feel are missing from this outline?
- Do you anticipate that any of these recommendations would not meet with the Council's approval?

## Draft Plan Outline

### Project Summary

- I. Community Strengths
  - a. Fox River
  - b. Fox River Bike Trail
  - c. Historic downtown
  - d. Strong manufacturing base
  - e. Transportation network
    - i. Routes 64, 25, 31
    - ii. Randall and Kirk Roads
- II. Community Challenges
  - a. If and how to accommodate growth
  - b. Redevelopment of mall sites

### Existing Conditions

- I. Location – bordering towns
- II. Population and households

### Current Housing Analysis

- I. Housing units by type
- II. Housing units by tenure
- III. Tenure by household income
- IV. Affordability
  - a. Housing affordability for owners and renters
  - b. Utility Costs
    - i. Household energy use compared to Kane County
  - c. Transportation costs
    - i. Employment base
    - ii. Annual transportation costs
    - iii. Commuting patterns
- V. Current owner analysis
- VI. Current rental analysis
- VII. Market segmentation analysis

### Projecting Future Housing Needs

- I. Future ownership needs
- II. Future rental needs
- III. Combined housing needs
- IV. Urban Design Focus Area (visualization)
  - a. Five areas along and near the Randall Road corridor

### Capacity for Growth

- I. Total capacity for development and redevelopment by unit type
- II. Vacancy analysis

### Conclusion and Recommendations

- I. Capacity for growth vs. projected future housing need by unit type
- II. Recommendations (see next page)

## Recommended Strategies

### 1. Consider options to increase residential density in downtown St. Charles through context and design-sensitive development

The City of St. Charles should consider zoning code amendments and policies to encourage increased residential density in the downtown. The existing downtown infrastructure including retail stores, services, entertainment destinations, restaurants, jobs and mobility options make the downtown area an ideal location to increase population density. Increasing the downtown population would also result in more foot traffic to support downtown businesses. Through the First Street Redevelopment PUD, progress has been made to add housing to the downtown area. This has resulted in the construction of new apartment and townhome units, with subsequent phases anticipated to add more housing. Additional policies to encourage downtown residential development will expand on this success.

Methods to consider include creating a downtown building height overlay district, reducing parking standards, and amending per unit area requirements. Special attention should be given to architectural and public space design.

- A downtown building height overlay district could cover all or parts of the CBD-1 and CBD-2 zoning districts, as deemed appropriate, without impairing important sightlines and harming the historic character of the downtown. Currently, the highest permitted multi-family structures in the downtown area are five stories (CBD-1 Central Business District). Allowing for the development of slightly taller buildings would decrease the price per unit for the developer, resulting in the provision of lower-cost multi-family units, the demand for which data show is currently unmet and is expected to grow in the future. Increasing the height of downtown St. Charles would create the potential for increased mixed use development, including restaurants and entertainment, and multifamily housing, which appeals to the younger population the City wishes to attract. The City of Batavia has adopted a building height overlay district in their downtown and can be used as a resource.
- The City should also consider examining its parking standards for residential development in the CBD-1 and CBD-2 zoning districts to determine whether the existing standards could be revised to meet parking demand while avoiding unnecessary costs to developers, which in turn increases per-unit prices to renters and owners. CMAP has developed a parking toolkit (*Parking Strategies to Support Livable Communities*) to help communities address their parking concerns, which may be a good starting point for exploring changes to parking requirements. The City may consider applying to CMAP for completion of a parking study. This study would help the City analyze the existing zoning code and determine the ideal parking requirements for the downtown area.
- The City should explore options for reducing the lot size requirements for residential units in the CBD-1 and CBD-2 zoning districts in order to provide new opportunities for higher density residential development. The lot size requirement for the CBD-1 district, 1,000 sq. ft. per residential unit, results in a maximum density of 43 units per acre. For the CBD-2 district, 2,200 sq. ft. per residential unit is required, for a maximum density of 19 units per acre. Reducing the per unit lot size requirements would allow for increased residential density, create new opportunities for adding residential units, encourage the adaptive reuse of existing buildings, and would help developers to reduce per-unit costs, dropping the unit price or rent for consumers.

- While encouraging new downtown residential and mixed-use development, the City should ensure the architecture of new structures is compatible with the historic character of the downtown, taking cues from architectural elements present among the City’s iconic downtown buildings. While architectural design itself is important, elements of surrounding public spaces should be given special consideration. This includes supporting open space, particularly along and connecting to the riverfront, and sidewalk width able to accommodate outdoor café seating, inviting benches, and increased foot traffic and street life. Through good urban design that creates a “living room” of sorts for residents and patrons of downtown, the area will become a more attractive place to live, work, play, and invest.

*References:*

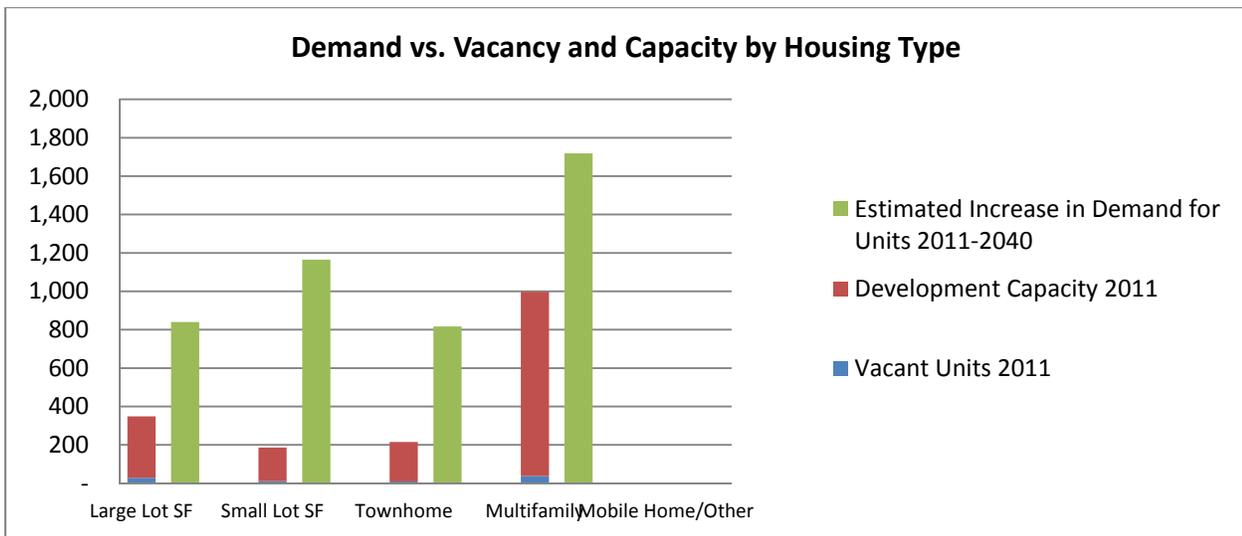
*Batavia Downtown Building Height Overlay District:* [http://www.cityofbatavia.net/content/articlefiles/6867-3-4\\_Downtown%20Building%20Height%20Overlay-5-17-10.pdf](http://www.cityofbatavia.net/content/articlefiles/6867-3-4_Downtown%20Building%20Height%20Overlay-5-17-10.pdf)

*Parking Strategies to Support Livable Communities:*  
<http://www.cmap.illinois.gov/documents/10180/57858/Parking+2012.pdf/c31f6573-37d3-4bec-989b-bcebe3e120ae>

**2. Consider zoning and rezoning redevelopable and newly annexed land to accommodate current and future housing demand.**

St. Charles staff and *Homes* data have identified multiple parcels that may be suitable for annexation and redevelopment within the City’s planning area. These areas present the opportunity for the development of diverse housing types within and directly adjacent to the city’s current boundary. City staff has identified up to 103 acres that could be annexed in the short-term. This acreage is immediately adjacent to St. Charles’ existing municipal boundary and is within the city’s planning area.

Additionally, the *Homes* capacity analysis identified 98 acres of currently redevelopable land within the City’s incorporated area. Data indicates that there is, and will continue to be, high demand for a variety of housing types in the city, affordable to a range of incomes. The most significant unmet demand is expected for multi-family units, including mixed use development, and for small-lot single family units. The zoning of any newly annexed land and the rezoning of redevelopable parcels can help accommodate anticipated gaps in the city’s housing supply.



### 3. Explore options for Employer-assisted housing programs.

The City should educate St. Charles employers about opportunities for employer-assisted housing (EAH). EAH programs assist employees in obtaining rental and/or ownership housing within the community with tax credits helping to offset the cost to the employer.

In St. Charles, where demand for housing affordable to moderate-income households exceeds supply, and where many of the jobs provided in the community pay moderate wages, EAH programs could help those working in St. Charles to obtain affordable housing within the community.

EAH programs not only benefit employees; employers benefit, as research shows lower turnover rates for employers with EAH programs, as does the community itself, by allowing for the provision of attainable housing to support the workforce. An additional employer benefit is the significant reductions in employee travel times to work, creating a workforce that is more invested in their workplace and the communities in which they now live (which are typically the communities that the employers sought to impact in the first place). Examples of successful EAH programs include:

- Chicago Public Schools
- Loyola Medical Center
- Mercy Hospital
- University of Chicago
- City Colleges of Chicago

St. Charles has a strong base of manufacturing jobs, with 4,613 (22.3%) of jobs provided in St. Charles in the manufacturing sector (as of 2011), as well as a large percentage of jobs in educational services (2,331; 11.3%). Employers working in these sectors generally earn modest incomes, and may have difficulty finding attainable housing within St. Charles.

Metropolitan Planning Council (MPC) recommends that employers connect with nonprofit housing counselors to assist in starting and managing EAH programs. MPC is currently developing an EAH guide that the City could reference to administer the program.

#### **4. Incorporate attainable workforce housing along major transportation corridors**

St. Charles should consider residential uses as a component of redevelopment projects along primary transportation corridors within the city. Developers should be encouraged to utilize the density bonus provisions established in Chapter 17.18 “Inclusionary Housing” for providing affordable housing units, as well as Kane County’s Transportation Impact Fee Discount Program for dense housing constructed near Pace bus stops within St. Charles’ city limits. Along the Randall Road corridor in particular, the inclusion of residential uses is consistent with Kane County’s Randall/Orchard Corridor Bus Rapid Transit (BRT) Feasibility Study that shows the need for housing developments on transit routes to reduce traffic congestion and provide affordability for residents through decreased transportation costs. St. Charles should also consider recommendations from the forthcoming joint CMAP/Kane County Primary Transit Network Study. Long-term plans for BRT on Randall Road will lead to increased pressure for residential development along the corridor.

#### *References:*

*Randall / Orchard Corridor Bus Rapid Transit Feasibility Study:*

<http://kdot.countyofkane.org/Randall%20Orchard%20Bus%20Rapid%20Transit%20Study/Randall%20Orchard%20BRT%20Feasibility%20Study.pdf>

*CMAP / Kane County Primary Transit Network Study:* To be completed summer of 2014

*Kane County Transportation Impact Fee Discount:*

[http://www.co.kane.il.us/dot/impactFees/flexible/Section\\_Eighteen\\_Discount\\_Program.pdf](http://www.co.kane.il.us/dot/impactFees/flexible/Section_Eighteen_Discount_Program.pdf)

#### **5. Encourage housing options for seniors**

St. Charles understands the need to provide senior housing options in the community. A variety of senior housing options currently exist in the City, such as Hunt Club Village, Carriage Oaks, and Carol Towers independent living apartments, as well as Delnor Glen which offers independent living townhomes, memory care, and assisted living. Given the projected increases in the local senior population out to the year 2040, the City should continue to support senior housing developments, including continuum of care facilities. These facilities offer a range of housing types and services for seniors depending on need. The City should continue to encourage a mix of senior housing options through the following efforts:

- Actively seek to attract senior housing development, particularly a continuum of care facility, by working to market St. Charles as an attractive location for senior development and forming relationships with potential developers. Special consideration should be given to affordable senior housing/continuum of care developments.
- Consider creating an incentive package to attract the type of senior housing the City desires. Incentives could include density bonuses, reduced permitting fees, and reduced parking requirements.
- The City should work with the Central Fox Valley Subregion to develop “aging in place” information for residents, which would identify important modifications needed to improve accessibility, eliminate barriers and create safer spaces for seniors who wish to remain in their current home. *(Note: we plan for this to be a subregional recommendation; if the subregion decides against this recommendation, we can change the wording to reflect that the City could developing these materials on their own)*

## **6. Reaffirm the City's commitment to be an open community**

A key component for any community seeking to maintain an efficient and effective housing market is ensuring that local housing and service providers show openness to current and future residents of all backgrounds. The following strategies outline ways St. Charles can continue fostering openness throughout the City.

The St. Charles website provides information to new and existing residents about services available in the City, including information on local, county, and state resources. The City's website does not appear to currently provide information about how residents can file complaints about housing discrimination. St. Charles should provide such contact information on its website. Moreover, the City should ensure that all of the service information reflects its commitment to openness by including a statement of welcome for people of all backgrounds. The City should also consider installing a translation widget like Google Translate to its website to provide a variety of language options in which City materials can be viewed. City materials should also be accessible to persons with disabilities, including those with sight or hearing impairments.

Care should be taken to make sure that multi-family housing meets both the design standards of the Illinois Accessibility Code (IAC) and the Fair Housing Act. Statewide, the IAC requires that new residential housing be accessible to persons with disabilities. Under the IAC, prior to issuing permits, municipalities must evaluate whether the designs comply with the IAC. However, municipalities are not obligated to assess whether the plans comply with the federal Fair Housing Act under the IAC. The federal law requires that multi-family housing with four or more units include basic attributes of accessibility (e.g., accessible entrances, accessible routes, accessible kitchens and bathrooms, and accessible common areas).

The City should make a concerted effort to actively partner with non-profit organizations that assist lower-income individuals and households obtain, retain, and maintain housing in the community. Partnerships with organizations serving St. Charles, including Habitat for Humanity of Northern Fox Valley, Mercy Housing, Lazarus House, and Community Contacts, Inc. should be pursued and supported.