

**AGENDA  
CITY OF ST. CHARLES  
PLAN COMMISSION  
CHAIRMAN TODD WALLACE**

**TUESDAY, JUNE 3, 2014 - 7:00 P.M.  
COUNCIL CHAMBERS  
2 E. MAIN ST., ST. CHARLES, IL 60174**

**1. Call to order.**

**2. Roll Call -**

Chairman Todd Wallace	Brian Doyle	Tom Pretz
Vice Chairman Tim Kessler	Steve Gaugel	Tom Schuetz
Sue Amatangelo	James Holderfield	

Auditory Members - Holly Cabel, St. Charles Park District  
- Donald Schломann, School District #303

**3. Presentation of minutes of the May 6, 2014 meeting.**

**PUBLIC HEARING**

**4. General Amendment (City of St. Charles)**

Chapter 17.24 “Off-Street Parking, Loading & Access”, Section 17.24.070 “Design of Off-Street Parking Facilities” pertaining to requirements for access drives (driveways) for one/single and two-family dwellings.

**MEETING**

**5. The Bluffs of St. Charles (Avanti Acquisition Company LLC)**

Application for Concept Plan  
- Concept Plan dated 4/7/14

**6. General Amendment (City of St. Charles)**

Chapter 17.24 “Off-Street Parking, Loading & Access”, Section 17.24.070 “Design of Off-Street Parking Facilities” pertaining to requirements for access drives (driveways) for one/single and two-family dwellings.

**7. Meeting Announcements**

Tuesday, June 17, 2014 at 7:00pm Council Chambers  
Tuesday, July 8, 2014 at 7:00pm Council Chambers  
Tuesday, July 22, 2014 at 7:00pm Council Chambers

- 8. Additional Business from Plan Commission Members, Staff, or Citizens.**
- 9. Adjournment**

**MINUTES  
CITY OF ST. CHARLES, IL  
PLAN COMMISSION  
TUESDAY, MAY 6, 2014**

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Members Present:                   Chairman Todd Wallace  
                                          Vice Chair Tim Kessler  
                                          Brian Doyle  
                                          Steve Gaugel  
                                          Tom Pretz  
                                          Sue Amatangelo  
                                          James Holderfield

Members Absent:                   Tom Schuetz

Also Present:                      Matthew O'Rourke, Economic Dev. Manager  
  
                                          Court Reporter

**1. Call to order**

The meeting was called to order at 7:00 p.m. by Vice Chair Kessler.

**2. Roll Call**

Vice Chair Kessler called the roll. A quorum was present.

**3. Presentation of minutes of the April 22, 2014 meeting.**

**A motion was made by Ms. Kessler, seconded by Mrs. Amatangelo and unanimously passed by voice vote to accept the minutes of the April 22, 2014 meeting.**

**4. 2701 E. Main St. - Drive-Through Stacking Reduction Request (Kolbrook Design)**  
Stuart's Crossing PUD- Proposed Dunkin Donuts

The attached transcript prepared by Chicago Area Real Time Court Reporting is by reference hereby made a part of these minutes.

**A motion was made by Mr. Kessler to recommend approval of the drive-through stacking reduction request with conditions: 1) to include signage to encourage movement to the signalized exit to the east, and 2) to add one more stacking space (from 7 spaces to 8 spaces). Motion seconded by Mr. Gaugel.**

Roll Call Vote:

Ayes: Wallace, Gaugel, Pretz, Doyle, Amatangelo, Holderfield, Kessler

Nays:

Absent: Schuetz

Motion carried:           7-0

**5. Meeting Announcements**

Tuesday, May 20, 2014 at 7:00pm Council Chambers

**Minutes – St. Charles Plan Commission**

**Tuesday, May 6, 2014**

**Page 2**

Tuesday, June 3, 2014 at 7:00pm Council Chambers

Tuesday, June 17, 2014 at 7:00pm Council Chambers

**6. Additional Business from Plan Commission Members, Staff, or Citizens. None.**

**7. Adjournment at 8:18PM.**

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STATE OF ILLINOIS            )  
                                          ) SS.  
COUNTY OF K A N E         )

BEFORE THE PLAN COMMISSION  
OF THE CITY OF ST. CHARLES

In Re the Matter of:         )  
                                          )  
Drive-Through                 )  
Stacking Reduction         )  
Request, 2701 East         )  
Main Street.                 )

REPORT OF PROCEEDINGS  
City Council Chambers  
2 East Main Street  
St. Charles, Illinois 60174  
May 6, 2014  
7:01 p.m. - 8:18 p.m.

Reported by: Joanne E. Ely,  
CSR, RPR  
Notary Public, Kane County, Illinois

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PRESENT:

- MR. TODD WALLACE, Chairman;
- MR. TIM KESSLER: Vice Chairman;
- MS. SUE AMATANGELO, Member;
- MR. BRIAN DOYLE, Member;
- MR. STEVE GAUGEL, Member;
- MR. JAMES HOLDERFIELD, Member; and
- MR. THOMAS PRETZ, Member.

ALSO PRESENT:

- MR. MATTHEW O'ROURKE, Planner.

**REPORT OF PROCEEDINGS -- 05/06/2014**

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1 CHAIRMAN WALLACE: The meeting of the  
2 St. Charles Plan Commission will come to order.  
3 Tim, roll call.  
4 MEMBER KESSLER: Amatangelo.  
5 MEMBER AMATANGELO: Here.  
6 MEMBER KESSLER: Doyle.  
7 MEMBER DOYLE: Here.  
8 MEMBER KESSLER: Pretz.  
9 MEMBER PRETZ: Here.  
10 MEMBER KESSLER: Gaugel.  
11 MEMBER GAUGEL: Here.  
12 MEMBER KESSLER: Holderfield.  
13 MEMBER HOLDERFIELD: Here.  
14 MEMBER KESSLER: Wallace.  
15 CHAIRMAN WALLACE: Here.  
16 MEMBER KESSLER: Kessler, here.  
17 CHAIRMAN WALLACE: Item No. 3 is  
18 presentation of the minutes of the April 22nd, 2014,  
19 meeting. Is there a motion to approve?  
20 MEMBER KESSLER: So moved.  
21 MEMBER AMATANGELO: Second.  
22 CHAIRMAN WALLACE: Second. All in  
23 favor.  
24 (Ayes heard.)

**REPORT OF PROCEEDINGS -- 05/06/2014**

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1 CHAIRMAN WALLACE: Anyone opposed?

2 (No response.)

3 CHAIRMAN WALLACE: All right. That  
4 motion passes unanimously.

5 Item 4 on the agenda is 2701 East Main  
6 Street, drive-through stacking reduction request from  
7 Kolbrook Design, Stuart's Crossing PUD, proposed  
8 Dunkin' Donuts. All right. Hold on.

9 Okay. Before we begin -- or actually to  
10 begin, staff would you like to summarize what we're  
11 doing here.

12 MR. O'ROURKE: Sure. This item was  
13 before the Plan Commission at the February 4th  
14 meeting. What is being requested this evening is a  
15 request for a stacking space reduction for the  
16 drive-through.

17 If you recall, the zoning entitlements are  
18 already in place for a drive-through on this property.  
19 As far as a PUD, it's not necessarily part of our  
20 normal process, but as such the zoning code has  
21 provisions for stacking reduction requests which have  
22 to be considered by the Plan Commission before it can  
23 be passed on with a recommendation to the City Council.  
24 So really the item in front of the Plan Commission is

1 basically limited to the stacking space reduction  
2 request.

3 Since the last meeting, the applicant has  
4 revised his plan. That plan has been supported in the  
5 packet. They've also submitted a revised traffic study  
6 to support that plan, and they're here to present those  
7 changes to everybody this evening.

8 CHAIRMAN WALLACE: All right. And the  
9 applicant is here?

10 MR. KOLBER: Yes, I'm here.

11 CHAIRMAN WALLACE: Okay.

12 MR. KOLBER: There's more on the way.  
13 I'm with Kolbrook Design. I can speak to the --

14 CHAIRMAN WALLACE: Okay.

15 MR. KOLBER: -- to the layout, and the  
16 gentleman from the traffic study, from Gewalt  
17 Hamilton --

18 MR. DORON: Yes, I'm here.

19 MR. KOLBER: Oh, he's here. So he's  
20 here to speak about the traffic study itself.

21 So to recap, when we spoke last time, we  
22 presented a plan that showed what we wanted for the  
23 overall drive-through, and the big concern was  
24 circulation on top of the amount of cars stacking.

1           What we did is we went back to the plan and  
2 came up with a way to minimize circulation issues.  
3 We're going one way around the building itself, so  
4 you'd have cars get in front of you.

5           The other big concern was where the  
6 drive-through let out, that it would be too much  
7 confusion on that side drive. So we extended the drive  
8 all the way down so it's very clear. Around the  
9 building, it's one way all the way around.

10          The landlord, you know, has approved of this.  
11 So he has no issues with it, and we think it really  
12 takes away a lot of the circulation issues that we were  
13 discussing last time.

14          Our parking still meets requirements for the  
15 parking on this site. We have extensive landscaping  
16 that we're adding because of this. So it will spruce  
17 up the site tremendously.

18          And the stacking issue, which the gentleman  
19 here from Gewalt Hamilton will discuss, their studies  
20 of more similar -- as you recall, the Commission here  
21 asked for similar studies for other Dunkin's of the  
22 same size, as well as they took a look at the Dunkin'  
23 locally that some concerns were raised of how the  
24 traffic was backing up and how that would compare to

**REPORT OF PROCEEDINGS -- 05/06/2014**

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1 what this store would do.

2 So in the overall plan, we feel that we  
3 really conquered some of the circulation issues that  
4 minimizes or actually takes away a lot of the confusion  
5 that was brought up to our attention at the last  
6 meeting.

7 CHAIRMAN WALLACE: Okay.

8 MR. KOLBER: Also we have the franchisee  
9 here, Karim Khoja.

10 CHAIRMAN WALLACE: Okay.

11 THE COURT REPORTER: Can I get your  
12 name?

13 MR. KOLBER: Steven Kolber, K-o-l-b-e-r.

14 CHAIRMAN WALLACE: Okay. Let's go ahead  
15 with the Plan Commission. Since this is not a public  
16 hearing; correct?

17 MR. O'ROURKE: No. This is not a public  
18 hearing.

19 CHAIRMAN WALLACE: Since it's not a  
20 public hearing, we aren't following the same procedures  
21 as we would in a public hearing. So I think probably  
22 the most appropriate thing would be for Plan  
23 Commissioners to lead the discussion, ask questions,  
24 or, you know, provide any concerns or comments that

1 they may have which would then relate to a motion that  
2 would be entertained by the Chair.

3 Plan Commission.

4 MEMBER GAUGEL: I'll start.

5 I guess, to Matt, the 15 stacking spaces  
6 that's currently there, is it designed to take the max  
7 queue? I mean, is that -- is the purpose of it to  
8 accommodate an average, the maximum that's going to be  
9 there? You know, I guess how did the number 15 come  
10 about?

11 MR. O'ROURKE: Are you referring to  
12 what's in the zoning ordinance standard?

13 MEMBER GAUGEL: That's correct. Yes.

14 MR. O'ROURKE: Essentially, the staff --  
15 and this was done again when the ordinance was revised  
16 in 2006. We looked to the manual from the Institute of  
17 Transportation Engineers who study parking standards  
18 and drive-through standards.

19 They go out, and they survey these various  
20 kinds of driving studies. There's some varying degree  
21 of how many they will get, and they generated some  
22 standards. So the majority of what staff uses for  
23 parking and stacking space was standard coming from  
24 that manual.

1                   MEMBER GAUGEL: So the next question  
2 would be: How many other facilities within the city  
3 are less than that 15 stacking spaces? Do we have a  
4 number, or is there, you know, an 80 percent figure?  
5 Is this the only applicant that would be outside of  
6 that?

7                   MR. O'ROURKE: I couldn't give you any  
8 sort of actual number without having to look into it,  
9 but I would say based on anecdotal experience since  
10 I've been here, every drive-through that's come through  
11 has requested a stacking space reduction or just  
12 about -- at least 80 percent of them.

13                   I can think of one off the top of my head  
14 that meets this, and that's the east side McDonald's.

15                   CHAIRMAN WALLACE: Okay. Brian.

16                   MEMBER DOYLE: I'm going to piggyback on  
17 what was just asked about maximum versus average.

18                   Looking at Section 17.24.100.C, the ordinance  
19 states that quantifiable evidence based on comparable  
20 facilities that demonstrates the number of stacking  
21 spaces may be reduced without the affecting the ability  
22 of the proposed facility to meet the applicable  
23 requirements.

24                   So I think we have implicitly in the

1 presentation materials that are presented an argument  
2 that the quantifiable evidence is there based on the  
3 average queue of cars for -- with the maximum queue of  
4 seven, and in the St. Charles -- on the other side of  
5 town, we have an additional study that showed -- I'm  
6 looking for that. I know that it was a maximum --  
7 average queue of cars, queue four with a maximum queue  
8 of 11 cars.

9 I know one of the -- the third study had a  
10 maximum queue of eight, I believe. Didn't one of the  
11 initial through ones have a --

12 MR. O'ROURKE: That might have been --

13 MEMBER DOYLE: No. It was seven. It  
14 was seven.

15 So we're right at the maximum for the Elgin  
16 location, but we're above the maximum based on the  
17 St. Charles location.

18 Even for, you know, maybe a half hour per  
19 day, the queue goes above seven, what I'm looking at is  
20 the effect that if the queue goes right across the  
21 handicapped parking spaces and blocks those cars in or  
22 out of those spaces.

23 I think the question for the Plan Commission  
24 is how strict should we be on whether or not the

1 evidence demonstrates that the reduction will allow the  
2 site to meet its requirements, assuming that that's the  
3 only place on the parcel where the handicapped parking  
4 spaces can be placed. If they're blocked in, then for  
5 at least that moment in the day, they're not  
6 accessible.

7 I don't know whether -- you know, the  
8 evidence seemed to suggest that maybe for 15 minutes a  
9 day or a half hour a day that's going to be a problem.  
10 If you're the person in that car, and you can't get  
11 out -- I mean, to your question, we looked at a  
12 reduction in the application for a Burger King on the  
13 east side of town, and we specifically were looking at  
14 making certain that the queue went through the middle  
15 of the lot so that cars when they're parked will still  
16 be able to get out and not be trapped in by the queue.  
17 So that's my concern here.

18 I'm concerned, if we just follow the letter  
19 of the ordinance, whether we can find that this  
20 application can meet the requirements of the ordinance.

21 CHAIRMAN WALLACE: Okay. Go ahead.

22 MR. DORON: Chairman, thank you. My  
23 name is Tim Doron, director of transportation for  
24 Gewalt Hamilton, a professional engineering firm that

1 performed a number of parking and queuing analyses for  
2 Dunkin' Donuts and specifically related to this site.

3 So I'm just hearing the discussion about the  
4 requirement, the code requirements for stacking and  
5 so on. I think it was cited -- maybe it was  
6 Commissioner Doyle who cited the study we did on the  
7 other side of town at the Dunkin' Donuts.

8 And that 11 number is parking, not stacking.  
9 I don't know if that was made clear, but that was a  
10 parking, highest parking demand, not queue demand at  
11 1711. That's a parking demand. That's the highest  
12 parking demand.

13 The other thing I would like to mention is  
14 that the tenant, the nearby tenant of AT&T is not open  
15 during our busy hours in the morning, which relieves a  
16 lot of the parking demand in that sector -- in that  
17 lot.

18 With me is Mr. Khoja, who is the owner, but  
19 I'm here to discuss anything about parking, queuing,  
20 stacking.

21 CHAIRMAN WALLACE: Okay.

22 MEMBER DOYLE: May I ask a follow-up  
23 question --

24 MR. DORON: Sure.

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1                   MEMBER DOYLE: -- here? I'm looking on  
2 page 6 of the staff report, Section B, Revised Plan,  
3 Supplemental Drive-Through Stacking Space Study.

4                   DORON: Yes.

5                   MEMBER DOYLE: The second bullet in the  
6 first main bullet: "An average of queue of four cars  
7 and a maximum queue of 11 cars were observed."

8                   MR. DORON: At 1711 West Main.

9                   MEMBER DOYLE: So maximum queue of 11  
10 cars. So you're saying that's not the drive-through.

11                   MR. DORON: Yeah. In our report, which  
12 is dated March 17th, I don't know if you have that or  
13 not, some drive-through queuing and parking added. The  
14 queue range is from zero to a maximum of 9.

15                   MEMBER DOYLE: Okay.

16                   MR. DORON: Okay. From the  
17 drive-through window, not the order board, from the  
18 drive-through window, there's usually about two cars  
19 between the order board window with an average queue of  
20 about four. In fact, out of the 37 data points or the  
21 times we collected, 33 of them showed a queue of seven  
22 cars or less, seven or less, and the highest parking  
23 demand was 11 cars. So I don't know if that was just a  
24 transcribed error.

1 MR. O'ROURKE: I think that was a  
2 misread by staff.

3 MEMBER DOYLE: Okay.

4 MR. O'ROURKE: I interpreted the results  
5 of the study wrong when I summarized it in the staff  
6 memo.

7 MEMBER DOYLE: Thank you.

8 MR. DORON: I would like to mention,  
9 parenthetically, if I could, Chairman and Commissioner  
10 Doyle, that we do a lot of Dunkin' Donuts work. So  
11 there's no secrets.

12 We went around and surveyed 11 different  
13 Dunkin' Donuts throughout suburban areas, and we  
14 gathered data on parking supply and demand, occupied  
15 spaces, and the longest queue, and there's just two  
16 things I'd like to bring up. The longest we found out  
17 at 1711 was eight cars, and the shortest was three.

18 Now, the difference is that Dunkin' --  
19 different Dunkin' Donuts do different volumes. Access  
20 to this one is going to be specifically attributable  
21 almost to one side of the street. I suppose somebody  
22 traveling the other way could see a DD sign and say,  
23 Oh, I'm going to go in. But it's specifically  
24 attributable mostly to one side of North Avenue.

1           The other thing is that unlike sometimes the  
2 idea that all of us have conjured in our mind about  
3 coffee and drive-throughs, unlike that other supplier,  
4 that other coffee place, yeah, the green, they deal  
5 specifically -- I hate to say this, but I was in one  
6 with my wife because she drinks it this morning, and  
7 they deal so specifically with specialized drinks that  
8 the wait time, the queue time is enormous.

9           The typical queue time here is about  
10 90 seconds. That's what we found, and we did a lot of  
11 surveys, a lot of them. It's about 90 seconds. So  
12 from the time you order to the time you pick up your  
13 hot cup of Dunkin' Donuts coffee is about a minute and  
14 a half. The other place is much longer. So that queue  
15 moves through rather rapidly.

16           So if we can just focus a little bit on the  
17 site plan here, so we have stacking available one, two,  
18 three, four, five, six, seven, and in the -- I don't  
19 want to say rare case or extreme case, but sometimes if  
20 there was an eighth car, it would go there and block  
21 the handicapped space of which there's two other  
22 handicapped spaces, and that would move rather rapidly  
23 and dispel that queue rather rapidly.

24           So there's two things. There's the operation

1 of how quickly they serve coffee, and it's the amount  
2 of space, and the fact that this is a one-way  
3 operation, so if we block half that aisle, people can  
4 get around. So that was our recommendation to make it  
5 a one-way operation through there.

6 CHAIRMAN WALLACE: Other questions, Plan  
7 Commi ssi oners?

8 MEMBER GAUGEL: Yes. I have a question.  
9 In your letter, the one dated March 17th,  
10 under the discussion point, it says, "It should be  
11 noted that the Dunkin' Donuts at 1711 West Main Street  
12 in St. Charles does much more business than is  
13 projected at the proposed site at 2701."

14 I think everybody here is very familiar with  
15 the volume that goes through the site on the west side  
16 of town. Why is that?

17 MR. DORON: Again, from my perspective,  
18 because it's one-sided -- it's relatively one-side  
19 loaded because North Avenue is a six-lane median  
20 divided highway. So unless you're going in that  
21 direction on that side of the road where you can pull  
22 in, get your coffee, and pull out, you probably won't  
23 make the U-turn or turn in and to go back. I hope they  
24 do, but I don't think many will. Most of them will be

1 single loaded.

2 MEMBER KESSLER: Wait. Where are we  
3 talking now?

4 MR. DORON: I'm sorry?

5 MR. KESSLER: It's the same condition on  
6 the east side.

7 CHAIRMAN WALLACE: It's not the east  
8 side. It's the west side.

9 MR. DORON: You mean, the west side.

10 MEMBER KESSLER: The west side.

11 MR. DORON: The one on the west side.

12 CHAIRMAN WALLACE: We're not median  
13 divided there. It's the same thing as the west side.

14 MR. DORON: Yeah. It's a different  
15 roadway, a different type roadway.

16 MEMBER GAUGEL: It's the same.

17 CHAIRMAN WALLACE: No. It's the same.

18 MR. DORON: But there's no median in the  
19 middle.

20 MEMBER GAUGEL: There is no median in  
21 the middle.

22 MR. DORON: Yeah.

23 CHAIRMAN WALLACE: No. There is not.

24 MR. DORON: Yeah. There is a median in

1 the middle of this -- no.

2 CHAIRMAN WALLACE: No.

3 MR. DORON: You are correct. I stand  
4 corrected. I stand corrected.

5 MEMBER GAUGEL: Again, to go back to my  
6 question, what's different from what you're doing  
7 that -- the way you say does much more business than  
8 projected. How do you quantify that?

9 MR. DORON: If I may have the owner  
10 address that. That's kind of a business plan issue.  
11 I'll let him --

12 MR. KHOJA: Do I need to be sworn in?

13 CHAIRMAN WALLACE: No. It isn't a  
14 public hearing.

15 MR. KHOJA: Okay. Karim Khoja,  
16 K-a-r-i-m K-h-o-j-a, and I have an operating partner  
17 with me Tom Thiem.

18 Commissioners and Ladies and gentlemen, we  
19 have been -- me and Tom operate 44 stores in the  
20 Chicagoland area. We're the largest Dunkin' Donuts  
21 operator in the Chicagoland area. We have got 13  
22 stores in the city of Chicago, ranging from the  
23 Wisconsin border, and we just opened a store in DeKalb,  
24 Illinois.

1           Some of our other stores in the neighborhood  
2 include Aurora at Kirk and Butterfield, and we just  
3 bought the Goody's property in St. Charles, so that's  
4 going to be a two-tenant Dunkin' Donuts/Baskin-Robbins,  
5 and we just signed -- just under construction in North  
6 Aurora --

7           MR. THIEM: Orchard Road across from  
8 Woodman's.

9           MR. KHOJA: Orchard Road across from  
10 Woodman's. So we're making our way towards the western  
11 suburbs. We have another site identified in  
12 St. Charles, which we're not going to mention, that  
13 we're negotiating with which is on the other side of  
14 North Avenue not too far from this site.

15           So I have been doing this since I was seven  
16 years old. We are perfectionists at what we do.  
17 Obviously, the brand is very, very loyal to us, and  
18 we're very loyal to them. We have been in the business  
19 for a long time. We run some of the fastest  
20 drive-throughs in the city.

21           So going back to your question, why is the  
22 other one -- I don't want to share numbers. I know  
23 what the franchisee does in volume. He has been the  
24 only store there for a long, long time, and when you

1 have a store that's been established for so many years,  
2 and he recently remodeled, does a great job. I have  
3 never been in there, but assuming he does a great job.

4 The stacking and the queuing is all internal  
5 in the lot. AT&T has a long-term lease with this  
6 landlord. So I don't believe they're going anywhere.  
7 The point I'm trying to make is if for that 20 or  
8 30 minute expanse that this queue goes past, AT&T  
9 doesn't even open up until 11:00 a.m. Our busiest hour  
10 is 7:00 to 8:00 in the morning.

11 Our stacking, if you look at it, if it's got  
12 worse than the seven or eight cars, there is no way any  
13 of these cars are getting on to North Avenue or  
14 hindering any of the traffic on North Avenue.

15 Tom can speak more of our service and speed.

16 MR. THIEM: Tom Thiem. On average, our  
17 cars make it through the drive-through in about 100  
18 seconds. So that's the time that they stop at the  
19 first menu board to the time they pick up their coffee.  
20 We put through an average of 2- to 300 cars per day,  
21 which is from 5:00 a.m. until 10:00 a.m. Pretty much  
22 that's our whole business. So I really don't see the  
23 cars going outside the stack, if we're moving that  
24 fast.

1 CHAIRMAN WALLACE: What do you  
2 anticipate for movement after the point of service?  
3 Because it seems like cars potentially have two  
4 choices: They can either move behind the Walgreens  
5 next door and go out the light-controlled point on  
6 Route 64 --

7 MR. THIEM: True.

8 CHAIRMAN WALLACE: -- or they can circle  
9 back around the restaurant next to where they just were  
10 going through the drive-through and come out to the  
11 private street and go back up to 64 and make a right or  
12 left turn there.

13 MR. THIEM: Then they'll get to the  
14 light too behind the Walgreens there.

15 CHAIRMAN WALLACE: Well, yeah, that  
16 would be the first one.

17 MR. THIEM: Right. Exactly.

18 CHAIRMAN WALLACE: And the second one  
19 would be going out the private street.

20 Do you have any other Dunkin' Donuts where  
21 you could even just -- I mean, at any of your other  
22 stores, do you have the same situation because one of  
23 the issues that I think came up in the public hearing  
24 was the fact that now you have cars that are waiting,

1 that are queued, and you have other cars that are  
2 coming around those queue of cars that are then going  
3 against cars trying to back out of spaces.

4 If you've ever been to the other Dunkin'  
5 Donuts, I think that's what everyone has in their mind  
6 of what a madhouse that is in the morning with cars  
7 trying to get in and out and cars being queued, not  
8 knowing where to go, et cetera, and that's -- you know,  
9 that's the main thing that we want to prevent.

10 MR. KHOJA: What would you prefer? We  
11 can put signs -- you know, if the Plan Commission says,  
12 you know, we would like everyone to exit off of, you  
13 know, the signalized intersection, we would force  
14 everybody to go that way and not make that --

15 CHAIRMAN WALLACE: Well, it's not what I  
16 prefer, but the reason we have a zoning ordinance is  
17 because we know that there are certain ways that humans  
18 will behave. That's why we want to plan the site in  
19 such a way that they will do what makes the most sense.

20 If we're trying to get them to exit in a way  
21 that doesn't make sense or that's too far away from  
22 where they came in, they're not going to do it.  
23 They're going to turn the wrong way. They're going to  
24 go around. They're going to -- you know, who knows

1 what's going to happen.

2 My question is based on the site plan that's  
3 in front of us, what do you anticipate happening?

4 MR. DORON: I think that what we've seen  
5 in the 11 Dunkin' Donuts we surveyed, including the  
6 1700 Main Street, that this is on the south side of the  
7 street catching eastbound traffic. That's what we're  
8 not --

9 CHAIRMAN WALLACE: Okay.

10 MR. DORON: -- because of North Avenue.  
11 It may not have a barrier in the area -- in the middle,  
12 but it's still six lanes wide at that point. This will  
13 capture a predominant amount of its traffic going in,  
14 eastbound, in, taking their coffee, and going back out  
15 the same direction.

16 There will be some destination people coming  
17 through from the west. We all know that. If you need  
18 a Dunkin' Donuts cup of coffee, you're going to get it.

19 The only one I can remember that did this,  
20 and it's going to do volumes, I believe, well in excess  
21 of this was in Morton Grove, a similar situation. But  
22 please keep in mind that the drive aisles are 24 feet  
23 wide. So there is plentiful room, and even though,  
24 like I said before, I don't anticipate the queue.

1 Maybe for a few minutes in the morning it could stack  
2 to eight cars, but generally most of the time it will  
3 be four and five cars; and that's data that we've  
4 collected, that we know because we do a lot of Dunkin'  
5 Donuts, that that's probably the typical queue. So at  
6 that time people will bypass or go around.

7 Now, I think what you're saying is if the  
8 person gets their cup of coffee and they want to go  
9 back to the east, how are they going to go. They're  
10 going to have to circle the site -- you are correct  
11 because of the one-way operation -- come back out to  
12 the private drive and then go to the east again or head  
13 down to the signal and go to the east.

14 I suppose if, you know, all the sites in the  
15 world are optimal, you have one set path, and it would  
16 be right next to an intersection. It doesn't work that  
17 way. One thing about these places, as the owner said,  
18 they are busy in the morning, and that's it. The rest  
19 of the day has some things going on, but they do most  
20 of their business in that three hours in the morning.

21 MR. KHOJA: Five hours.

22 MR. DORON: Five hours in the morning.

23 MR. KHOJA: 80 percent of our business  
24 is between 5:00 and 10:00 a.m.

1 MR. DORON: So with the 24-foot-wide  
2 aisle and plenty of space to circulate around, I  
3 just -- I professionally don't have a problem with  
4 that.

5 MR. KHOJA: AT&T doesn't open until  
6 11:00.

7 MEMBER HOLDERFIELD: I have a concern  
8 here. I'm very impressed with all the improvements  
9 that you made from the last time we met with the  
10 diagonal parking around the perimeter here.

11 As I sit here, and I'm not really -- the  
12 stacking problem I understand, and the flow I think is  
13 going to be okay; but I'm looking at the handicapped  
14 parking, and the rest of the parking is diagonal. I  
15 never even thought about this until this afternoon when  
16 I went out to the site.

17 If the handicapped parking were to be  
18 diagonal, you'd probably pick up another stacking  
19 space, and it would be easier for the handicapped  
20 people to make a diagonal turn left into instead of  
21 trying to make a 90-degree turn into that spot. I  
22 really think you could pick up another stacking space.

23 Just looking at my little sketch here, as I  
24 draw it, I don't know if we end up -- I think you could

1 still get three handicapped spaces in there. You might  
2 have to trim off that corner on the northeast, but that  
3 would be easier to access than trying to make a  
4 90-degree turn right into that.

5 I think it would solve two problems there.  
6 We were talking about the handicapped and not blocking  
7 them in, which would make it more accessible, and I  
8 think you'd end up with another stacking space.

9 So I just see that as a possibility, and the  
10 flow -- if you're going to have a drive-through, I  
11 don't know how you can do it any differently. It's  
12 just where it's at. I think you can just shift a  
13 little bit, turn those diagonal, and you get your three  
14 spaces in there, and I think you'll have the parking.

15 MR. DORON: I'll certainly take that  
16 under advisement. I have to plead some ignorance on  
17 this because I'm not sure what you can do with  
18 handicapped spaces. If you can go to 75 degrees. It's  
19 the loading. I don't think it's the spaces. It's the  
20 loading adjacent to it, the loading space adjacent. I  
21 don't know.

22 MEMBER HOLDERFIELD: Well, I'm talking  
23 about the accessibility for -- you have handicaps or  
24 not, if you make a 90-degree turn --

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1 MR. KOLBER: Right.

2 MEMBER HOLDERFIELD: -- it's going to be  
3 tough.

4 MR. KOLBER: It is doable, what you're  
5 requesting. We thank you for that. That certainly  
6 is -- it's absolutely doable.

7 MR. DORON: Good thought. So now, we  
8 would shift as going -- let's say go to 75 degrees, so  
9 not a real --

10 MEMBER HOLDERFIELD: Well, whatever the  
11 angle would be.

12 MR. DORON: Yeah.

13 MEMBER HOLDERFIELD: I'm sure --

14 MR. DORON: Yeah. That's 90, so 75. I  
15 don't think you'd go to 45 or 60.

16 MEMBER HOLDERFIELD: I'm talking about  
17 the accessibility too here, and I just see that as --

18 MR. DORON: Sure.

19 MEMBER HOLDERFIELD: -- you know, if you  
20 take a little bit.

21 MR. DORON: It frees up a little space,  
22 another car in there, another 20 feet, sure.

23 MEMBER HOLDERFIELD: That's my comment.

24 CHAIRMAN WALLACE: Brian.

1 MR. DORON: That's a good point.

2 MEMBER DOYLE: A question for staff,  
3 what's the required number of handicapped spaces for  
4 the 29 required, 29 shared spots; is it three?

5 MR. O'ROURKE: I don't know those rules.  
6 That's really administrative, more in the building and  
7 code enforcement division. It's based on total number  
8 of parking spaces. So the applicant might know better  
9 than I do.

10 MR. KOLBER: Don't quote me on this, but  
11 I think it's two for that amount. One to 20 is one,  
12 and then from there it's two. I think it will fall in  
13 that two range, but that's off the top of my head.

14 MR. O'ROURKE: It's based on total  
15 number of parking spaces. Right. Not zoning.

16 MEMBER DOYLE: I looked in the zoning  
17 ordinance, and the zoning ordinance on that point says  
18 the same thing. It says that it is -- it references  
19 state law.

20 MR. O'ROURKE: Yeah. The ADA.

21 MEMBER DOYLE: It doesn't include the  
22 amount here.

23 I will say that if the amount is two and I'm  
24 looking at the current diagram here, it looks to me

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1       I like you've got a space -- on the east side, you've got  
2       an accessible space, you've got the loading area --

3               MR. DORON: This one here?

4               MEMBER DOYLE: -- south.

5               MR. DORON: Oh, down here.

6               MEMBER DOYLE: No, no, no, no, no. Up  
7       here. That one, then the loading area, and then you  
8       have a nonhandicapped space right in there.

9               If that were made a handicapped space and if  
10       it clearly then -- do you understand what I mean? To  
11       push both handicapped spaces as far to the east as  
12       possible.

13              MR. DORON: To the east.

14              MEMBER DOYLE: And if, in fact, two  
15       meets the standard, then you have -- then even if the  
16       queue goes -- there's an additional car into that  
17       area --

18              MR. DORON: Right in here.

19              MEMBER DOYLE: -- it's not blocking  
20       those two required handicapped spaces.

21              MR. KOLBER: What's shown there now is  
22       exactly the way it is now. We just have to pull the  
23       section with the depressed -- we see where the loading  
24       area is, and we can look at the sidewalk. Those are

1 depressed areas where you can wheel like -- we have to  
2 line it up, so it lines up with the depressed concrete  
3 area as it is, but it's certainly something we can  
4 work on --

5 MEMBER DOYLE: Yeah.

6 MR. KOLBER: -- to make that work.

7 MEMBER DOYLE: If we could find out, I  
8 would be in a position to recommend for approval of  
9 this application if the requirement is two. That would  
10 remove all of my reservations because then I would feel  
11 confident that your -- that the numbers that you're  
12 presenting, and even if it does go to a queue of eight,  
13 which is getting pretty close to the maximum that we  
14 observed at any time, the likelihood of one of those  
15 handicapped spots being blocked in --

16 MR. DORON: Yep.

17 MEMBER DOYLE: -- is much lower.

18 CHAIRMAN WALLACE: Just a suggestion, I  
19 mean, we could recommend approval -- I mean, if this is  
20 the direction we're going, what we can do is recommend  
21 approval on the condition that one more stacking space  
22 be added. I mean, if they have to, if there was one  
23 additional stacking space on the plan, they could  
24 accommodate those handicapped spaces whether by making

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1       them diagonal or moving them around, whatever they need  
2       to do.

3                   MEMBER DOYLE: Yes. And how many spots?  
4       We currently have how many spots on the -- if I go back  
5       to the --

6                   CHAIRMAN WALLACE: The number of parking  
7       is in excess of what --

8                   MEMBER DOYLE: It's in excess right now?

9                   CHAIRMAN WALLACE: Right. By quite a  
10       bit, I think 15 spaces, isn't it?

11                  MR. O'ROURKE: The number required by  
12       the ordinance?

13                  CHAIRMAN WALLACE: Yes.

14                  MR. O'ROURKE: It's 15.

15                  CHAIRMAN WALLACE: Yeah.

16                  MEMBER KESSLER: They're at 29.

17                  CHAIRMAN WALLACE: Yeah. Way in excess,  
18       so. . .

19                  MEMBER DOYLE: Okay. So would the  
20       applicant be amenable to --

21                  MR. KOLBER: I got it. Thanks for  
22       Smartphones. It is 1 to 25 is one space, and then 26  
23       to 50 is two spaces. So we would be at the two spaces  
24       for this.

1                   MEMBER DOYLE: Okay. And the required  
2 amount for this parcel is 29; right?

3                   MR. O'ROURKE: That's correct for the  
4 Dunkin' Donuts.

5                   MEMBER DOYLE: So the applicant could  
6 reduce the number of spaces, push the two handicapped  
7 spaces all the way to the west, even bump out that  
8 walkway there potentially; right?

9                   MR. DORON: Well, this is depressions  
10 for the -- obviously, your load, and then the  
11 wheelchair could go up the depression there. So if  
12 that became the next handicapped space, then we'd still  
13 have to line up with the depression for the wheelchair  
14 to go up over the curb.

15                   MEMBER DOYLE: Sure. Sure. But then  
16 you'd have one more stacking.

17                   MR. DORON: Or until we alter the  
18 depression.

19                   MR. KOLBER: It may be we can alter the  
20 depression. The amount of work -- curbing that we're  
21 doing anyway, we can alter the depressions to line up  
22 so that it will work.

23                   MR. DORON: So we can do it.

24                   MEMBER DOYLE: Yeah. I would feel much

1 more comfortable with a reduction to eight spaces.

2 MR. DORON: Eight stacking.

3 MEMBER DOYLE: If that can be done,  
4 then --

5 MR. KHOJA: If we go to eight, then  
6 you're okay with blocking the regular spots since we're  
7 over parked?

8 MEMBER DOYLE: I don't even think you  
9 need those parking spots there.

10 MR. KHOJA: So just go three handicapped  
11 and -- or two handicapped and no parking.

12 MR. O'ROURKE: That would reduce the  
13 overall parking count to 35, but assuming the zoning  
14 ordinance is at --

15 MEMBER DOYLE: Yeah. I'd rather not  
16 have a parking space blocked in. I'd rather, you know,  
17 see the site design truly accommodate an eight stack  
18 drive-through, you know, in terms of how the curbing  
19 and how that sort of bump-out island is configured.

20 MR. KHOJA: So since I'm a tenant and  
21 not the landlord, I can speak -- I can't speak for the  
22 landlord since I have to go back to him and say you're  
23 going to lose, you know, one of your prime spots in the  
24 front.

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1                   Would you guys be okay with one spot there if  
2 it gets blocked?

3                   MEMBER DOYLE: Yes, I would be.

4                   MR. KHOJA: Because at worst case, if it  
5 goes to eight cars, it's going to get blocked for maybe  
6 20 minutes a day at worst.

7                   MEMBER DOYLE: Yes. I don't have a  
8 problem with a surplus parking spot being blocked.

9                   MR. KHOJA: Being blocked. Okay.

10                  MEMBER DOYLE: I do have a problem --

11                  MR. KHOJA: Because it's an easier sell  
12 for me to tell the landlord. If I owned the property,  
13 I could make decisions right now on the fly, and, you  
14 know, do whatever it takes; but since I'm not the  
15 landlord, I'm the tenant, I have to be careful. I've  
16 got to go back to Mr. Landlord, and, you know, and tell  
17 him that, you know, even though I'm paying for all this  
18 stuff that's going on on this property, it's his final  
19 decision because he owns the property.

20                  CHAIRMAN WALLACE: I'm sure you have  
21 sufficient leverage.

22                  MEMBER HOLDERFIELD: Let me catch up  
23 here. So I think what you're saying is we're reducing  
24 this from three handicapped to two.

1 MEMBER DOYLE: There's a third  
2 handicapped spot there, but we have on record -- we  
3 know that it's one surplus.

4 CHAIRMAN WALLACE: Right.

5 MEMBER KESSLER: Yes. Right.

6 MEMBER DOYLE: I'm concerned about  
7 approving a motion that would possibly result in a  
8 required handicapped spot being blocked in. Even if  
9 there is a third handicapped spot there and it's not a  
10 required spot, then --

11 MEMBER HOLDERFIELD: I see what you're  
12 saying.

13 MEMBER DOYLE: Yeah.

14 MEMBER HOLDERFIELD: But I still want to  
15 maintain this diagonal thing because of accessibility  
16 as we're talking about handicaps and being able to get  
17 in. It would be a tight turn in that first one. So  
18 going down to two, with the diagonal, I think that's an  
19 answer that's acceptable. If there's a third one,  
20 that's fine too.

21 MEMBER DOYLE: Yeah.

22 MR. DORON: It looks like you can do  
23 both, go down to two and go diagonal.

24 MEMBER HOLDERFIELD: Say it again.

1 MR. DORON: I think what you're  
2 concerned with is geometry here. Although that  
3 geometry works, obviously, because that's a --

4 MEMBER HOLDERFIELD: Well, I'm talking  
5 about the turn radius.

6 MR. DORON: It's a tighter radius, but  
7 truthfully it's there now, so it's working. So if we  
8 went diagonal, like you suggested which is a good  
9 suggestion, and eliminated one spot, I think that  
10 covers it.

11 So this would go. This handicapped spot  
12 would go. These would slide over. So you'd have two  
13 handicapped spots.

14 MEMBER HOLDERFIELD: That gets to your  
15 stacking problem.

16 CHAIRMAN WALLACE: Really the focus  
17 would be to add one stacking space.

18 MEMBER DOYLE: Yes.

19 CHAIRMAN WALLACE: If in doing that you  
20 have to take away unnecessary space, then that's fine,  
21 but really our concern is adding one.

22 MR. DORON: Sure.

23 MEMBER DOYLE: I think you're right.

24 CHAIRMAN WALLACE: So, I mean, we can

1 make those things conditions of the motion.

2 MEMBER GAUGEL: One clarification, can  
3 you just state where you read -- what you were reading  
4 from that said only two is required?

5 MR. KOLBER: That's the Illinois  
6 Accessibility Code --

7 MEMBER GAUGEL: Okay.

8 MR. KOLBER: -- which is the state code  
9 that drives most municipality handicapped parking.

10 MEMBER GAUGEL: Thank you.

11 CHAIRMAN WALLACE: Sue.

12 MEMBER AMATANGELO: We focused all of  
13 our discussion here on the hours of 7:00 a.m. to  
14 10:00 a.m. I was curious as to whether or not there  
15 were any plans to include a Baskin 31 ice cream piece  
16 of this because I know a lot of times Dunkin' Donuts do  
17 have that.

18 MR. KHOJA: What's your favorite flavor?

19 So the Goody's will have a Baskin-Robbins.  
20 That decision is not up to me. I wish it was. If it  
21 was, then we would have a Baskin-Robbins in here. That  
22 decision is up to corporate because they have certain  
23 radius that they cannot -- you know, Baskin-Robbins is  
24 a very -- very low profitable -- ice cream is very low

1 profitable, and they don't want too many too close.

2 So even though I'm the same owner as the  
3 Goody's, they're going to be very careful on putting a  
4 Baskin-Robbins in.

5 How many square feet do we have total?

6 So it's approximately 2200 square feet. So  
7 we could add a Baskin in here if we wanted to.  
8 Understand, the majority of -- I own 22 Baskin-Robbins  
9 currently. So the majority of the Baskin-Robbins  
10 business gets done after 7:00 p.m., and it's the  
11 complete opposite of Dunkin' Donuts. Dunkin' is 7:00  
12 a.m. to 10:00 a.m. Baskin is 7:00 p.m. to 10:00 p.m.  
13 So the complete opposite ends of the spectrum when it  
14 comes to the time when they are at their peak.

15 MEMBER AMATANGELO: Thank you.

16 CHAIRMAN WALLACE: All right. Any other  
17 questions or comments from the Plan Commission? Okay.  
18 Anything else from Plan Commission?

19 (No response.)

20 CHAIRMAN WALLACE: All right. Members  
21 of the audience, if anyone wishes to offer comments or  
22 ask any questions.

23 MS. BAYER: Yes.

24 CHAIRMAN WALLACE: Yes, ma'am.

1 MS. BAYER: I'm Carol Bayer, 45 Stirrup  
2 Cup Court. I have been a resident for 30 years. I  
3 have no financial interest, no political interest,  
4 however, I have two concerns.

5 I am partially deaf. So I am really into  
6 disability acts, and I'm concerned -- I surveyed local  
7 bus companies that take disability people, and their  
8 buses average 14.5 feet wide by 45.4 feet long, and  
9 that takes into consideration the space needed for the  
10 mechanics which require 5 to 6 feet to lower a  
11 wheelchair and help the people who need assistance.

12 So I'm concerned will this plan accommodate a  
13 bus of those dimensions, or would they not be able to  
14 enter Dunkin' Donuts?

15 This comes under the Architectural Act, which  
16 is under the American Barrier Act, which is under the  
17 American Disabilities Act, which is under the U.S.  
18 Department of Justice. This is my concern.

19 While I'm here, I have another concern, or  
20 should I talk to you about that?

21 CHAIRMAN WALLACE: Would you like that  
22 question answered first?

23 MS. BAYER: Yes.

24 CHAIRMAN WALLACE: Okay. Does the

1 applicant wish to offer a response?

2 MR. KOLBER: We appreciate the need to  
3 park something like that, but there is no code  
4 requirement to do that. You know, you'll see some  
5 restaurants that have bus parking, but generally, the  
6 Illinois Accessibility Code only requires, for parking  
7 for ADA compliance, the sizes of the spaces shown here  
8 and the required loading, that hatched pattern next to  
9 the spaces, and the depressed area.

10 So you have, you know, without barriers, that  
11 wheelchairs can access the establishment, whether it's  
12 a store or retail or whatever, but to accommodate a bus  
13 is nice, but it's not a requirement.

14 MS. BAYER: So they would not be  
15 permitted to park there. There wouldn't be room.

16 MR. KOLBER: I'm not saying that. I'm  
17 just saying that we're not required to do that. If  
18 there's a need for such, you know, accommodations, I'm  
19 sure it's something that can be addressed, but it's not  
20 required by code. The site itself as it stands now,  
21 the previous restaurant never accommodated that. You  
22 would be hard pressed to find a normal restaurant that  
23 would have that type of accommodation unless it was a  
24 roadside-type place like a Cracker Barrel. Those kind

1 of places have accommodations for buses and larger  
2 transportation, but in a normal retail, restaurant,  
3 that's not a requirement by code.

4 MS. BAYER: The other concern I have --  
5 did I misunderstand because of my hearing that you said  
6 that there were three handicapped parking places?

7 MR. KOLBER: Yes. There's three  
8 handicapped parking places shown.

9 MS. BAYER: My only comment too, sir, I  
10 beg your pardon. I was over there the other day.  
11 T-Mobile has two, and there are two at the -- in front  
12 of the building that you want to be in.

13 MR. KOLBER: The requirement isn't for a  
14 tenant. It's for the whole space, the whole lot there  
15 for the parking, and we have what we're showing here.  
16 Even if it's not there, we have the space to put it in,  
17 and per the commissioner's suggestion, we're going to  
18 change that anyway and have potentially three parking  
19 spots, which is one in excess of what the code  
20 requires, which is shown on our plan now.

21 MS. BAYER: Okay. I'll move on. Bear  
22 with me.

23 I assume that you have asked permission or  
24 talked to the owner of the Toyota dealership regarding

1 the private drive next to the property that you're  
2 talking about. This is the property you're talking  
3 about. This is Toyota.

4 This space here is a private drive, and the  
5 Toyota dealership pays taxes and maintains that, and  
6 there's always been a problem when cars come around --  
7 if there's another car and they don't want to wait,  
8 they shoot out there and go down the private drive  
9 onto 64.

10 Has this been addressed? Has this been  
11 addressed?

12 MR. KOLBER: I will defer to --

13 MS. BAYER: Has this been addressed?  
14 Have you asked permission from the Toyota owner to use  
15 that private drive? I know you haven't because I have  
16 asked --

17 MR. DORON: Would you address the  
18 chairman?

19 MS. BAYER: -- him, and he says you  
20 haven't.

21 CHAIRMAN WALLACE: Ma'am. Ma'am.  
22 Ma'am.

23 MS. BAYER: He sits right here.

24 CHAIRMAN WALLACE: First of all --

1 MS. BAYER: He has not been asked.

2 CHAIRMAN WALLACE: Okay. First of all,  
3 I'm letting you speak tonight as a courtesy. We have  
4 already had a public hearing on this, and that was the  
5 time to present information -- to present testimony, to  
6 present information.

7 I appreciate the fact that you're bringing  
8 this up; but if the Toyota dealer doesn't want them  
9 using Toyota dealer's property, then they have legal  
10 remedies to prevent them from doing so. So I don't  
11 know if there is an easement agreement. I don't know  
12 if there's an access agreement.

13 MS. BAYER: There is not.

14 CHAIRMAN WALLACE: Ma'am, do you own the  
15 Toyota dealership?

16 MS. BAYER: Pardon me?

17 CHAIRMAN WALLACE: This is not up to you  
18 to determine what legal rights the Toyota dealer has  
19 nor is it up to the city.

20 MS. BAYER: But you're going to make --

21 CHAIRMAN WALLACE: Ma'am, I'm speaking.  
22 They are here before us on an application for something  
23 very specific. There was already a public hearing, and  
24 we have to follow the process of law. The process says

1 that we have a public hearing, we entertain evidence  
2 for and against an application, and then after that is  
3 done, we vote on it.

4 Now, I'm happy to have you address the  
5 arguments and the information that has been made here  
6 tonight, but I'm not just going to have a free-for-all  
7 where you're sitting here yelling at them about things  
8 you don't know about.

9 MS. BAYER: I just asked a question. I  
10 didn't mean to say it so loud. I am deaf, and so I  
11 speak loudly.

12 CHAIRMAN WALLACE: Okay. Well, I  
13 appreciate that, but I would also appreciate it if you  
14 would address the points that were made in the  
15 presentation if you have any other questions or any --

16 MS. BAYER: These were the only two.

17 CHAIRMAN WALLACE: -- points to make.

18 MS. BAYER: These are the only two that  
19 I have.

20 CHAIRMAN WALLACE: Okay. All right. Is  
21 there anything else?

22 MS. BAYER: So I cannot have the owner  
23 of Toyota talk to you about this?

24 CHAIRMAN WALLACE: If the owner of

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1 Toyota wants to speak with us about it, he can do so.  
2 That's up to him.

3 MS. BAYER: Would you like to speak,  
4 sir?

5 MR. ALF: Yes.

6 CHAIRMAN WALLACE: Do you have anything  
7 to add?

8 MR. ALF: I just would like to say that  
9 I didn't know about the public meeting.

10 CHAIRMAN WALLACE: Okay.

11 MR. ALF: The private drive is a private  
12 drive. Mayor Klinkhammer, when they put that in, she  
13 came to me and said that that driveway would be used as  
14 a fire exit only. We have utilities easements there,  
15 but as far as that road.

16 I welcome them coming to the street, you  
17 know, more business is more business for the city and  
18 for everything. We went through a tough period in  
19 time, anybody who is on Route 64. I bought another  
20 building, and my tenant failed during that tough time.

21 Our business dropped off 30 percent. I'll  
22 equate that to \$20 million a year lost sales. That's  
23 been a tough time for anybody on North Avenue as you  
24 can recognize, and as your coffers show too because the

1 sales tax dropped off.

2 I am concerned that that road will become  
3 even a more prevalent deal when we have a drive-up.  
4 I'm concerned. I'd like the new tenant, the new  
5 business to please come and talk to me so we can  
6 somehow manage that and work that through.

7 Coming around this way generally says that  
8 the people should egress that way, generally. We'd  
9 have to emphasize that to a much greater extent because  
10 coming that way -- your hours of peak operation are the  
11 same hours that my customers come in. At 6:30 in the  
12 morning, service opens up.

13 Now, I can tell you we lost most of our  
14 service business during the highway because people  
15 wouldn't tolerate being backed up, tolerate it at all.  
16 Our best customers would go someplace else.

17 So we have to work together with this  
18 situation, and exiting through the stoplight is the  
19 safest way, you know, because if they come through this  
20 thing, come back, and angle back through, they're going  
21 to be facing, you know, things there.

22 I really can't give up any more months of  
23 poor business in that situation, but it is my road. It  
24 was set up -- if you don't know, the reason that road

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1 was put in and I bought the property in the back was to  
2 ease traffic on Route 64. I've spent millions of  
3 dollars trying to do that and have egress of my  
4 service, my delivery, and my testing of cars out that  
5 back. I need customers to be able to come in the  
6 front.

7 And I'd like you to understand that, and  
8 you're in error to go this far and not visit your  
9 neighbor.

10 MR. KHOJA: No sir.

11 MR. ALF: In fact, in the past -- yes,  
12 you are.

13 MR. KHOJA: With all due respect, sir,  
14 this is the first time I'm hearing this. As I said,  
15 I'm a tenant. You would assume, as a tenant, the  
16 landlord has taken care of -- if I was a landlord, if I  
17 owned this building, believe me, you and I would be  
18 having coffee 10 times a day trying to figure this out.

19 Okay. Obviously, the Qdoba was there way  
20 before I was there, and I apologize. Listen, I  
21 apologize for not knowing that this is a private road.  
22 This is all new information to me tonight. Here's my  
23 business card. I would love to share business cards.  
24 I'd love to sit down with you. Like I said, we own 44

1 of these. We are the greatest neighbors that can ever  
2 be. I would never want to do anything to hurt even a  
3 dime of your business. Believe me.

4 MR. ALF: I welcome you to come to the  
5 street. I do. But to not know until this point is my  
6 error, but really as somebody moves in affects  
7 business, we should handle this a little better.

8 In the past, when things were going on, the  
9 city came to me and said are you aware of this  
10 happening next to you, and all parties. Somehow maybe  
11 because it's established, it didn't happen. I'm not  
12 trying to blame. I'm just here. I can't take another  
13 hit, guys.

14 I mean, I bought another building in town  
15 basically because I didn't want the purchasing person  
16 to come in and run a heebie-jeebie used car outfit out  
17 of it, you know, and I'm working through that building  
18 right now without a tenant and expanding this.  
19 St. Charles has been very important to me. So I come  
20 here at this point --

21 CHAIRMAN WALLACE: Mr. Alf, I just have  
22 a question for you.

23 MR. ALF: Yes.

24 CHAIRMAN WALLACE: If there is potential

1 approval, it would be on the condition that signage be  
2 erected on the site to strongly encourage an exit to  
3 the east. Do you think that that would address --

4 MR. ALF: You're a traffic specialist.  
5 I think we could sit down, and we could talk, and we  
6 could look at some of that.

7 MR. DORON: Sure.

8 MR. ALF: And the safest thing is going  
9 out to the stoplight. Unquestionably, that's where  
10 you'd want all the customers.

11 CHAIRMAN WALLACE: And I have a feeling  
12 that that's what most people are going to do anyway.  
13 You don't think so? I would be interested to know.

14 MR. ALF: A traffic pattern and study  
15 was done at our dealership, and what we thought was  
16 practical and reasonable we found out that when people  
17 test drove their cars, they would take our car, the new  
18 car, and they'd park it in front, and then other people  
19 would back up, and they'd collide into each other.  
20 Yeah. They'd collide into each other.

21 So we purposely now take their car, go  
22 around, do the test drive, and park it on the other  
23 side, gated, so that they can't collide into each  
24 other, and it flows so much better.

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1                   Now, that was somebody like him who sat down  
2 and said, hey, these are the potential problems, plus  
3 we had a couple of accidents, you know.

4                   So discussion should be made there --

5                   CHAIRMAN WALLACE: Yes.

6                   MR. ALF: -- even if it's in arrears  
7 now. The dumbest thing I could do is irritate a guy  
8 buying a cup of coffee that potentially could be buying  
9 a Toyota, right, you know.

10                  MEMBER KESSLER: I have a question for  
11 staff.

12                  Who would be notified of the public hearing?

13                  MR. O'ROURKE: I need to clarify. There  
14 was no public hearing for this proposal.

15                  MEMBER KESSLER: Okay.

16                  MR. O'ROURKE: This drive-through use  
17 was approved as part of the PUD back when the PUD was  
18 approved in the late '90s, 1997. So all the  
19 surrounding applicants would have been notified at that  
20 time. The PUD was amended over the course of many  
21 years to allow different uses and different things, and  
22 you certainly would have been notified of all those  
23 public hearings.

24                  In this particular case, there was no

1 requirement to send out notices because there was no  
2 public hearing required.

3 MEMBER KESSLER: Okay.

4 MR. ALF: I didn't miss a public  
5 hearing.

6 CHAIRMAN WALLACE: I misspoke.

7 MR. ALF: Because I try to watch you  
8 guys on the Internet every morning to see what's  
9 happening to me.

10 MR. O'ROURKE: This item was before the  
11 Plan Commission as a meeting item just like this  
12 evening, but there was no public hearing required.

13 MEMBER KESSLER: So there was no notice.

14 MR. O'ROURKE: There was no notice or  
15 publishing.

16 MEMBER KESSLER: I bet you're going to  
17 call the landlord. I bet you're going to be calling  
18 that landlord tomorrow morning.

19 Let me finish really quickly. Do you feel  
20 satisfied that we did make some conditions to strongly  
21 suggest that they --

22 MR. ALF: Well, we've got to live  
23 together.

24 MEMBER KESSLER: I understand that.

1 MR. ALF: We've got to live together  
2 somehow. We've got to see more dollars coming to Main  
3 Street. You know, I'm all for that, and the fair and  
4 reasonable action.

5 I'd rather not have my road be a major road  
6 for this business. That's not why I built it, put it  
7 together, and extended it to the other end. I'd rather  
8 not because it's -- it hits my pocketbook.

9 I went and saw my service manager, and I  
10 says, what do you think? And he pulled what little  
11 hair he's got out of his head. You know, he just said,  
12 you can't -- he said after the last two-and-a-half  
13 years, I can't believe there's another hill to climb.

14 But I think that's probably all. It's  
15 just -- here, I'll ask the question. Was Mayor  
16 Klinkhammer correct in saying that had to be a fire  
17 exit? Because if it didn't, again, Mr. Specialist over  
18 here, knock those stupid curbs off, run it over there,  
19 and make this thing flow as an integral unit totally.  
20 I mean, why do you need a drive there other than my  
21 customers that come over that way.

22 MEMBER KESSLER: That's a question for  
23 staff.

24 MR. ALF: Does it have to be there?

1 MR. O'ROURKE: I mean, I can't verify  
2 what Mayor Klinkhammer may or may not have said. All I  
3 can say is that --

4 MR. ALF: Oh, I could bring her here.

5 MR. O'ROURKE: -- I remember this came  
6 up -- this had come up previously, and staff did the  
7 research on it. I did see it I remember. On all the  
8 plats, there was an easement for ingress and egress  
9 recorded on the west side of this property. It was  
10 recorded in 1987. There was nothing in those  
11 provisions that specifically call out for a fire exit,  
12 and that's the best the research can tell me.

13 If it was, you know, kind of promised at some  
14 point --

15 MR. ALF: Just a political slip maybe --

16 MR. O'ROURKE: I can't speak for any of  
17 that. I can just tell you what the recorded easements  
18 tell me.

19 MR. ALF: I'm asking. I'm not telling  
20 you.

21 CHAIRMAN WALLACE: This is kind of -- I  
22 don't know. It's the first time that I have had this.

23 MEMBER KESSLER: Yeah. I would have  
24 thought that there would have been discussion, and I

1 can see what happened. It's like tripping all the way  
2 along. He doesn't know, and if the landlord doesn't  
3 get in touch with you. There wasn't a public hearing,  
4 so there was no notification, and it appears that it  
5 was, like I said --

6 MR. ALF: Carol gave me a call this  
7 morning, and she says, I'm not a complaining customer,  
8 but did you know.

9 I said, no. I wake up in the morning, and I  
10 didn't know it either.

11 MEMBER KESSLER: Well, I wonder if the  
12 landlord here never had any idea.

13 MR. ALF: That's Amli; right?

14 MEMBER KESSLER: I don't know.

15 MR. ALF: Actually --

16 MR. O'ROURKE: It's owned by a group  
17 that's a limited liability company now. They purchased  
18 this lot when Boston Market went away, and it was Qdoba  
19 and T-Mobile.

20 MEMBER KESSLER: So it's not a local  
21 owner.

22 MR. O'ROURKE: It is not. They're out  
23 of --

24 MR. ALF: Here today, gone tomorrow.

1 MR. O'ROURKE: -- the northeast side, I  
2 believe.

3 MR. ALF: Well, we only have one Toyota  
4 store. It's the largest Toyota store in St. Charles.

5 MEMBER KESSLER: Thank you for that.

6 MR. DORON: Could we at the end of the  
7 drive-through, which is the predominant amount of their  
8 business, since the driveway, since the drive aisles  
9 are one way, put a sign there that says, "Exit this way  
10 to traffic signal." Somebody will probably sneak out  
11 onto your road, but at the exit of the driveway, it  
12 would just be turn left for traffic there.

13 MR. ALF: Okay. They exit in the south.  
14 This is new to me.

15 MR. DORON: They come down through here.

16 MR. ALF: Right.

17 MR. DORON: So that's one way. It's  
18 going one way going that way, so they have to turn left  
19 out of the driveway.

20 MR. ALF: And if they do that, they're  
21 using the safest route --

22 MR. DORON: Absolutely.

23 MR. ALF: -- to the sign --

24 MR. DORON: So we could put a sign --

1 MR. ALF: -- emphasizing that.

2 MR. DORON: Put a sign right here left  
3 turn only to traffic signal.

4 MR. ALF: Yeah.

5 MR. DORON: Then that probably solves  
6 90 percent of the traffic.

7 MR. ALF: If that's graphic enough.

8 MEMBER KESSLER: I mean, it is a one  
9 way. It's a one way.

10 MR. ALF: That doesn't stop them.

11 MEMBER AMATANGELO: Can you, where your  
12 arrow is right now, actually add on to that curb and  
13 turn it?

14 MR. DORON: So like --

15 MR. ALF: Yeah, but --

16 MR. DORON: Like that. Channelize it  
17 like that.

18 MEMBER AMATANGELO: Additional.

19 MR. ALF: A channel thing.

20 MEMBER AMATANGELO: Right.

21 MR. KHOJA: I'm not an architect, but  
22 this is only going one way.

23 MR. DORON: This is one way in. I have  
24 no problem with that. That's a good point. That's a

1 good point. Channelize it so that it's a radius there.

2 We could make it one way left turn, no right  
3 turn. We'll sign it no right turn or something like  
4 that or even emphasize "to traffic signal."

5 CHAIRMAN WALLACE: Brian.

6 MEMBER DOYLE: So I was reading through  
7 the minutes from our meeting of February 4th, 2014,  
8 where we discussed the issue here, and at that time we  
9 recognized that it was a private street owned by the  
10 Toyota dealership and speculated that there was a cross  
11 easement access, which Matt just substantiated.  
12 There's a cross easement access.

13 MR. O'ROURKE: There is an ingress,  
14 egress access over there.

15 MEMBER DOYLE: And there are no  
16 conditions placed on that.

17 MR. O'ROURKE: Not that staff  
18 researched and was able to uncover.

19 MEMBER DOYLE: Okay. So I guess I  
20 wonder given the application that's in front of us, the  
21 application which is a minor change to a PUD, that the  
22 minor change to the PUD doesn't actually have any  
23 bearing on whether any customer of this business or any  
24 other business is going to use, is going to avail

1 themselves of that easement. I mean, it would be  
2 incumbent on the property owners to renegotiate the  
3 terms of that easement and close off that driveway if  
4 that was legally possible.

5 But I just feel like the Commission -- in  
6 terms of the question that's in front of the  
7 Commission, I'm not clear on what bearing this issue  
8 has on the Commission's deliberations. Because that  
9 question predates this Commission, predates this  
10 administration.

11 According to the information we have from  
12 staff, it's sort of already a matter of legal fact, and  
13 so the argument that -- we would be putting ourselves  
14 in a place of denying -- deciding to deny the applicant  
15 a right that they the owner has, and I'm not certain  
16 what basis we would have to do that.

17 MR. ALF: Planning Commission, that's  
18 who you are. We're supposed to plan things. Now, this  
19 is number three on this plot; right? We didn't plan  
20 real well when we put it together, time one -- first,  
21 the chicken stand; second, Boston Market, third, Qdoba,  
22 and the other thing. We're not planning real good,  
23 guys. The results is what we're measuring here.

24 So we're going to put something else in there

1 right now, and as the plan -- as we keep trying to make  
2 deuces into aces, and it's shadowing over into my  
3 business. As a Planning Commission, I want you to  
4 respect my business, and I have been here 25 years. In  
5 good years, \$67 million, and you get a take on that.

6 Now, that's why we plan. That's why we sit  
7 here. We don't legislate and look for a good line and  
8 a bad line, okay, and a way in and a way out. We plan,  
9 and we get judged on how many of those plans we put  
10 into place over the years, put tax dollars into it  
11 often, and it goes up in smoke. That's the results of  
12 the Planning Commission, the things that went up in  
13 smoke or the things that succeed.

14 MEMBER DOYLE: The Plan Commission does  
15 not develop businesses in the city. We are not the  
16 economic development department. We don't provide tax  
17 incentives. That's the City Council's discretion. We  
18 simply adjudicate on zoning issues, period, and we're  
19 not in a position to make proposals for plans.

20 We see the applications, and we adjudicate  
21 those applications. We make recommendations to the  
22 City Council based on whatever legal frameworks are in  
23 evidence for us. So, of course, we have no interest  
24 and no desire to do any injury to your business or any

1 other business.

2 I'm asking the other commissioners what basis  
3 we would have to deny the specific application in front  
4 of us based on evidence that -- based on the claim that  
5 contradicts the information we have from staff.

6 MEMBER KESSLER: Well, my take on it is  
7 simply that all of the deliberations that we've had  
8 have been for the safety of the customers in that lot.

9 MEMBER HOLDERFIELD: I can't hear you,  
10 Tim.

11 MEMBER KESSLER: All of the  
12 deliberations that we've had up to this point have been  
13 surrounding the safety of the customers that are  
14 entering and leaving that lot -- not stacking spaces,  
15 not blocking handicapped spaces, went to one way  
16 because we didn't want cars going against.

17 Frankly, I would be very -- after all of this  
18 discussion and what we've learned, I would be very  
19 uncomfortable not making a recommendation that we send  
20 them to a signalized exit on Main Street, period,  
21 Regardless of private ownership of that drive,  
22 regardless of what happens; and I think that's what  
23 we're talking about is, you know, asking the applicant  
24 to, you know, make it firm that this is a one way and

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1 that they should exit through the signalized --

2 MEMBER DOYLE: Are we saying that we  
3 don't want -- like if you were parking along, you know,  
4 this western face, you can't exit that way?

5 MEMBER KESSLER: Well, I think you can,  
6 but we're going to encourage that. We can't tell them  
7 not to, but the applicant can --

8 MEMBER DOYLE: Through signage.

9 MEMBER KESSLER: -- through signage --

10 MEMBER DOYLE: Yeah.

11 MEMBER KESSLER: -- direct those  
12 customers to leave through a signalized intersection  
13 because it just -- you know, it goes to the safety of  
14 the patrons in the parking lot.

15 MEMBER DOYLE: Yes, I agree.

16 MR. KHOJA: Commissioner Kessler, I  
17 agree with you. We can put the right signage up. And  
18 as -- let's just assume Dunkin' Donuts was not coming  
19 in, and any other retail that would go there today, I  
20 don't know who, but let's just take some other  
21 retailer, food or not food, would go there today.

22 Those customers that are parked in those  
23 parking stalls would still have the access to exit off  
24 that private road; correct?

1 MEMBER KESSLER: Oh, sure. You can't  
2 stop it, but you surely can --

3 MR. KHOJA: Well, what I can control is  
4 the people getting out of that drive-through.

5 MEMBER KESSLER: Yeah.

6 MR. KHOJA: What I can't control is the  
7 handicapped person parked right in front of the store.  
8 I can't make them go all the way around. Their most  
9 likely inclination is going to be to exit off that  
10 private road.

11 MEMBER KESSLER: But we can ask you to  
12 install signage that would --

13 MR. KHOJA: Sure. Sure. The majority  
14 of my business is drive-through, so I can force the  
15 drive-through patrons, but if someone is parked right  
16 next to that private driveway --

17 MEMBER KESSLER: I understand. You  
18 can't force them.

19 MR. KHOJA: -- I can put a ton of signs  
20 up. They're going to -- like they would today. If  
21 Qdoba was there today, what are they doing today?  
22 Let's say Qdoba was open today. What do those people  
23 that go to Qdoba doing today? They're parking right  
24 there, and they're exiting off the private drive.

1                   MEMBER KESSLER: My experience is that  
2 half the people I know follow rules and the other half  
3 don't. So if we could cut it down by half, we could  
4 put the signage up. Okay.

5                   MR. KHOBA: Okay. I understand.

6                   MEMBER KESSLER: Also I will tell you  
7 this, that I believe if something else came up on this  
8 site at a future date, I'll remember this --

9                   MR. KHOBA: Sure.

10                  MEMBER KESSLER: -- and I will still  
11 encourage somebody to exit through the signalized  
12 intersection.

13                  MEMBER HOLDERFIELD: This has gone off  
14 the tracks here, so I'm really not prepared for this,  
15 but I'm thinking here the problem is not the entrance  
16 to your facility. It's leaving; correct?

17                  MR. KHOBA: Correct.

18                  MEMBER HOLDERFIELD: That's the big  
19 thing. So we've talked about the stacking here  
20 tonight, and that's what I thought we were going to  
21 deal with, but the ingress on the west side is  
22 90 degrees to your private road.

23                         I'm wondering -- I'm just thinking out loud  
24 here if that were diagonal to the southeast where they

1 have to go in this way and they come around, and they  
2 cannot make the turn to go back out. They have to go  
3 around out to the stoplight, that seems to me that it  
4 would be alleviating the problem. I thought this was  
5 the proposal, but that way it would be impossible to  
6 jump the curb.

7 MEMBER KESSLER: Entrance only.

8 MEMBER HOLDERFIELD: Entrance only. And  
9 outside of putting barriers up -- but if this were  
10 angled, you'd lose a couple of parking spaces south of  
11 that entrance, but there is no way you could make a  
12 right turn to get back out on that private road.

13 I don't think they will -- I agree with the  
14 gentleman from Toyota. I don't think people are going  
15 to pay attention to the signs.

16 MEMBER KESSLER: I agree. That's why I  
17 said half the people do and half the people don't.

18 MEMBER HOLDERFIELD: But if there is no  
19 possibility to get out other than -- I don't --

20 MEMBER KESSLER: I don't think this is  
21 to going to be a problem. I think that we're -- I  
22 don't know.

23 MEMBER HOLDERFIELD: It's out of our  
24 scope.

1                   MEMBER KESSLER: I believe that's going  
2 out of our scope to make a requirement like that. I  
3 think that if we -- you know, if we can say, as Brian  
4 points out, the fact that it's a private drive is not  
5 under our purview.

6                   We can encourage -- we can encourage the  
7 applicant to work with the owner of the private drive  
8 to mitigate the problem, the exit out of that private  
9 drive; and from a safety standpoint, as far as we're  
10 concerned, we want those patrons to be safe, and so  
11 they encourage them to go out through the signalized  
12 intersection. I think that's about as far as we  
13 can go. I don't think we -- I don't really believe  
14 that we can --

15                  MEMBER HOLDERFIELD: I have problems  
16 about going forward at all because now that I know  
17 that, this is the kind of an issue that bothers me  
18 deeply, you know, because we're talking about one thing  
19 here, and this should have been addressed earlier.

20                  MEMBER DOYLE: May I ask a question of  
21 the applicant? May I ask a question of the applicant?

22                  MR. KHOBA: Yes.

23                  MEMBER DOYLE: There is a public access  
24 to this site; correct?

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1 MR. ALF: Stoplight.

2 MEMBER DOYLE: There is a public access  
3 to this site; correct?

4 MR. KHOJA: Correct.

5 MEMBER DOYLE: With cross streets and  
6 access from the Walgreens.

7 MR. KHOJA: Correct.

8 MEMBER DOYLE: If this access from the  
9 private drive didn't exist --

10 MR. KHOJA: We would not do this site.

11 MEMBER DOYLE: You would not do this  
12 site.

13 MR. KHOJA: Dunkin' Donuts corporate  
14 would never approve it.

15 MEMBER DOYLE: Okay. Your whole  
16 business model is really contingent on the current  
17 configuration.

18 MR. KHOJA: Yes, sir.

19 MEMBER DOYLE: Okay.

20 MR. O'ROURKE: I've got to say too from  
21 a staff perspective, doing those sorts of things from a  
22 fire protection standpoint, the fire department really  
23 likes to have two ways to get inside a site. This  
24 would have one blocked. I would really think that

1 that's -- thank you. I would really think that you're  
2 running a risk of doing or requiring things that the  
3 fire department would not really appreciate at this  
4 point.

5 MR. KHOJA: Could also the commissioners  
6 understand that it's not my total shop. You know, I  
7 stand up with 7,000 stores. It is the Dunkin' brand  
8 that controls the final approval of this site, and this  
9 site was presented to them with this site plan. It  
10 goes all the way up to the CEO of Dunkin' Donuts in  
11 Boston. If I told him that that driveway was closed,  
12 this site would definitely get disapproved. I mean,  
13 knowing what I know of the business in 30-some years,  
14 this site would get disapproved, and they'd say  
15 move on.

16 MEMBER AMATANGELO: And how is that  
17 other site looking?

18 MR. KHOJA: Across the street?

19 MEMBER AMATANGELO: Yes.

20 MR. KHOJA: We have two options. One is  
21 in front of the mall, you know, what we're talking  
22 about, and the other one is Tin Cup.

23 So any traffic heading the other way, this  
24 site is not going to pick up. So I'm definitely going

1 to be putting one across the street, and I'm not  
2 opposed to doing that. I did that in Highland Park.  
3 I'm in front of the Glenview board next week. I'm in  
4 front of Deerfield Thursday, and I'm in front of Lake  
5 Forest the week after. So I've been through the ringer  
6 many, many times.

7 MEMBER KESSLER: Well, I have to say  
8 that I am prepared to make a motion, and I would also  
9 encourage everybody here -- we just make a motion to  
10 recommend approval. We don't make a motion to approve  
11 because there will be another committee hearing; and if  
12 you feel at that time that you strongly and strongly --  
13 you have some strong opinions about this at that time,  
14 I would encourage you to attend that. That would be  
15 the community planning and development committee of the  
16 City Council. They're the ones who actually vote to  
17 approve or not approve. Our job here is to make a  
18 recommendation one way or the other.

19 So if I don't hear any objection, I would  
20 like to make a motion to recommend approval of the  
21 drive-through stacking reduction request by Kolbrook  
22 Design, 2701 East Main Street, Stuart Crossing PUD, the  
23 proposed Dunkin' Donuts, with some conditions: a  
24 condition to include signage to encourage movement to

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1 the signalized exit to the east, to add one more  
2 stacking space, and that's it. So that would be my  
3 motion.

4 MEMBER AMATANGELO: You don't want to  
5 reconfigure the handicapped spaces.

6 MEMBER KESSLER: I would encourage them  
7 to do that, but I don't think I would want to make that  
8 a condition of my motion.

9 CHAIRMAN WALLACE: All right. Is there  
10 a second?

11 MEMBER GAUGEL: Second.

12 CHAIRMAN WALLACE: Okay. It's been  
13 moved and seconded with those two conditions.

14 Any further discussion on the motion?

15 MEMBER DOYLE: I just want to say for  
16 the benefit of the people in the audience, I'm a patron  
17 of the Toyota dealership. My wife and I have serviced  
18 our Islander there, and we go right next door to Qdoba  
19 for dinner.

20 Again, I want to reiterate that none of the  
21 commissioners have any interest in doing anything that  
22 is injurious to a business or to the residents of the  
23 city. I simply feel that the consideration that has  
24 been put forward in terms of this private access, this

**REPORT OF PROCEEDINGS -- 05/06/2014**

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1 private drive because there is an existing easement, it  
2 is not the place of this Commission to litigate that or  
3 to deny the application on the limited basis of what  
4 the application is. So I hope that that rationale is  
5 understood and appreciated.

6 CHAIRMAN WALLACE: All right. Anything  
7 further on the motion?

8 MEMBER HOLDERFIELD: Well, I just have  
9 to say that I am troubled by this, but the fact that  
10 we're dealing with the stacking issue only tonight and  
11 that's the way the motion read and this proposal was  
12 put together; and as the chairman said, this was done  
13 further down the line, and we have offered our advice  
14 and our input on what was before us as this was brought  
15 to us -- that's all I have to say. This was just  
16 unexpected.

17 CHAIRMAN WALLACE: All right. Anything  
18 else?

19 (No response.)

20 CHAIRMAN WALLACE: All right. Tim.

21 MEMBER KESSLER: Amatangelo.

22 MEMBER AMATANGELO: Yes.

23 MEMBER KESSLER: Doyle.

24 MEMBER DOYLE: Yes.

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1 MEMBER KESSLER: Pretz.  
2 MEMBER PRETZ: Yes.  
3 MEMBER KESSLER: Gaugel.  
4 MEMBER GAUGEL: Yes.  
5 MEMBER KESSLER: Holderfield.  
6 MEMBER HOLDERFIELD: Yes.  
7 MEMBER KESSLER: Wallace.  
8 CHAIRMAN WALLACE: Yes.  
9 MEMBER KESSLER: Kessler, yes.  
10 CHAIRMAN WALLACE: All right. That  
11 motion passes unanimously, and that concludes Item  
12 No. 4 on your agenda. Thank you gentlemen.  
13 MR. KHOJA: We will be inviting you to  
14 the Goody's grand opening soon.  
15 CHAIRMAN WALLACE: All right. Item 5 on  
16 the agenda, meeting announcements, May 20th, June 3rd,  
17 June 17. If you know you will not be able to attend  
18 any of those meetings, please let staff know.  
19 Any additional business from Plan Commission  
20 members? Staff?  
21 MR. O'ROURKE: No.  
22 MEMBER KESSLER: We have the invites to  
23 the Plan Commission workshop.  
24 CHAIRMAN WALLACE: Actually, I know I'm

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1 not going to be able to attend. I already have  
2 something that evening.

3 MEMBER KESSLER: I'm going.

4 CHAIRMAN WALLACE: You are. Okay. And  
5 anyone else?

6 MEMBER AMATANGELO: I do have something  
7 that evening, but I'm trying to rearrange it.

8 CHAIRMAN WALLACE: Do you know how late  
9 that goes?

10 MEMBER KESSLER: 9:30.

11 CHAIRMAN WALLACE: Okay. I may be able  
12 to get there by 7:30.

13 MR. O'ROURKE: I will just advocate that  
14 this is the same group I'm been working with on Homes  
15 for a Changing Region Study with the Housing  
16 Commission. It's the same person, and they are very,  
17 you know --

18 MEMBER KESSLER: Berenice.

19 MR. O'ROURKE: Yeah, specifically  
20 Berenice. I have been working with her and her staff.  
21 They are very good and to the point. They know their  
22 stuff, and I'm sure they're going to put on a really  
23 good workshop.

24 CHAIRMAN WALLACE: Okay. All right.

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Ci ti zens?

(No response.)

CHAIRMAN WALLACE: All right.

MEMBER DOYLE: Move to adjourn.

CHAIRMAN WALLACE: Motion to adjourn.

MEMBER AMATANGELO: Second.

CHAIRMAN WALLACE: Second. All in

favor.

(Ayes heard.)

CHAIRMAN WALLACE: Opposed.

(No response.)

CHAIRMAN WALLACE: The meeting of  
St. Charles Plan Commission is adjourned at 8:18 p.m.

PROCEEDINGS CONCLUDED AT 8:18 P.M.



	<b>PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY</b>			
	<b>Project Title/ Address:</b>	General Amendment for Single Family Residential Driveways		
	<b>City Staff:</b>	Russell Colby, Planning Division Manager		
<b>Please check appropriate box (x)</b>				
	<b>PUBLIC HEARING 6/3/14</b>	X	<b>MEETING 6/3/14</b>	X
<b>APPLICATIONS UNDER CONSIDERATION:</b>				
General Amendment				
<b>ATTACHMENTS AND SUPPORTING DOCUMENTS</b>				
Staff Memo				
Application				
<b>EXECUTIVE SUMMARY:</b>				
<p>The City last amended its regulations for driveways in summer 2013. At that time, staff presented concerns regarding issues encountered with both the percentage of pavement allowed in the front or exterior side yard and with regulations for the width and number of driveway access points allowed into a single family residential lot.</p> <p>Over the past year, staff has continued to encounter issues with the percentage limitation in front or exterior side yards. This is particularly problematic when a homeowner wishes to replace an existing driveway that is considered non-conforming based on the current restrictions, or when a homeowner wants to install a similar driveway design to what exists in their neighborhood, only to find out the City no longer allows driveways of this size.</p> <p>Staff proposes to increase the maximum percentage of front and exterior side yard coverage for driveway paving for the following reasons:</p> <ul style="list-style-type: none"> <li>• The current requirement is difficult to administer, particularly in developed neighborhoods where larger driveways are common.</li> <li>• A higher percentage of front yard coverage could still place a reasonable limitation on driveways within front yards without allowing for excessively large driveways.</li> </ul>				
<b>RECOMMENDATION / SUGGESTED ACTION</b> <i>(briefly explain):</i>				
Conduct the public hearing. During the hearing, Staff will present more information and images for feedback from the Plan Commission.				

Community & Economic Development  
Planning Division

Phone: (630) 377-4443

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**STAFF MEMO**

**TO:** Chairman Todd Wallace  
and Members of the Plan Commission

**FROM:** Russell Colby, Planning Division Manager

**RE:** Application for a General Amendment to Title 17 of the City Code (Zoning Ordinance)  
regarding Residential Driveways

**DATE:** May 16, 2014

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**I. GENERAL INFORMATION**

Project Name: General Amendment for Residential Driveways

Applicant: City of St. Charles

Purpose: Modify driveway regulations for single and two family residential  
properties to better reflect existing conditions.

**II. BACKGROUND**

Prior to 2006, the City did not regulate the area of driveway pavement on residential lots. This regulation was introduced in the 2006 Zoning Ordinance in order to place a reasonable limitation on the amount of a residential front or exterior side yard that could be paved. Yards with excessive driveway pavement were viewed as aesthetically unattractive and inconsistent with the character of residential neighborhoods in St. Charles.

Currently, there are restrictions on the overall percentage of a front yard or exterior (corner) side yard that can be paved for a driveway. For single-family residential lots, there are no limitations on paved areas in the buildable area of the lot, within the interior side yards, or within the rear yard.

The City last amended its regulations for driveways in summer 2013. At that time, staff presented concerns regarding issues encountered with both the percentage of pavement allowed in the front or exterior side yard and with regulations for the width and number of driveway access points allowed into a single family residential lot.

Generally, the regulations adopted last year which modified requirements for the number and width of driveway access points have resolve most issues staff was encountering with circular drives and other situations with multiple access points.

However, over the past year, staff has continued to encounter issues with the percentage limitation in front or exterior side yards. This is particularly problematic when a homeowner wishes to replace an

existing driveway that is considered non-conforming based on the current restrictions, or when a homeowner wants to install a similar driveway design to what exists in their neighborhood, only to find out the City no longer allows driveways of this size.

### **Current Regulations**

#### **17.24.070 Design of Off-Street Parking Facilities**

All off-street parking facilities shall comply with the following standards:

##### **A. Setbacks and Yard Coverage**

###### **1. Single-family, two-family and townhouse dwellings**

Off-Street parking facilities and access drives may be located in any yard, but shall not cover more of the front or exterior side yard in which it is located than is specified below:

- a. For circular driveways, up to fifty percent (50%) of the front yard, if both access points intersect with the front lot line, b) up to fifty percent (50%) of the exterior side yard, if both access points intersect with the exterior side lot line or c) up to twenty-five percent (25%) of the total area of the front and exterior side yards, if one access intersects the front lot line and the other intersects the exterior side lot line.
- b. For driveways to access three-car front loaded garages, thirty-three percent (33%).
- c. For all other driveways, twenty-five percent (25%), except that one driveway of at least 18 feet wide generally perpendicular to the street is permitted regardless of the percentage of the yard it occupies.
- d. Prior to January 1, 2014, an existing driveway may be reconstructed at the same size regardless of yard coverage, provided the driveway otherwise complies with all other applicable requirements.

##### **C. Access**

a. For single and two-family dwellings, a maximum of twenty-four (24) feet in width for a single driveway, or for a lot with two driveways, a maximum of eighteen (18) feet in width per driveway. No more than two driveways shall be permitted per lot.

### **III. PROPOSAL**

Staff proposes to increase the maximum percentage of front and exterior side yard coverage for driveway paving for the following reasons:

- The current requirement is difficult to administer, particularly in developed neighborhoods where larger driveways are common.
- A higher percentage of front yard coverage could still place a reasonable limitation on driveways within front yards without allowing for excessively large driveways.

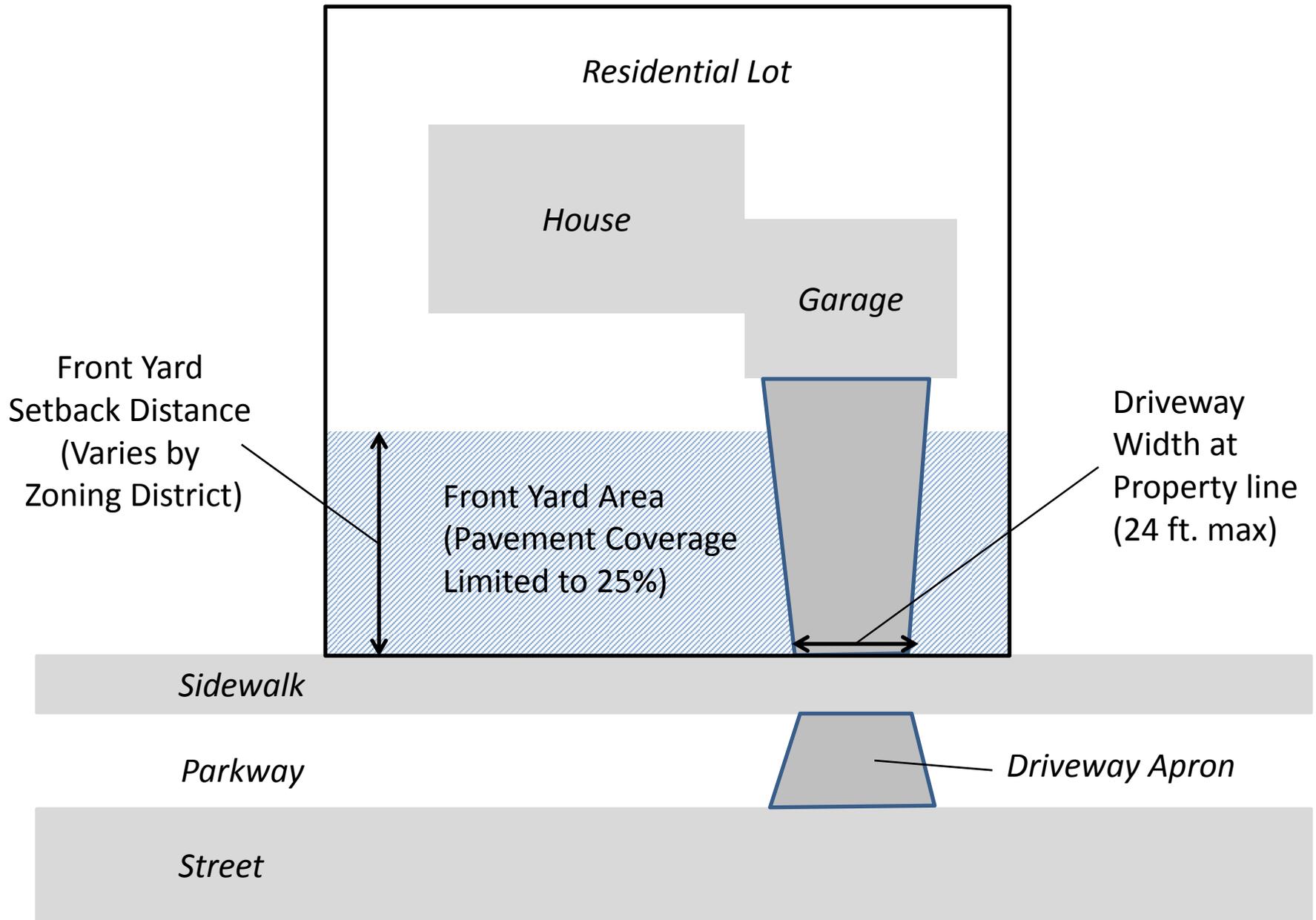
### **IV. RECOMMENDATION**

Conduct the public hearing. During the hearing, Staff will present more information and images for feedback from the Plan Commission.

# Yard Diagram



# How driveways are regulated in the Zoning Ordinance



	<b>PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY</b>			
	<b>Project Title/ Address:</b>	Concept Plan for The Bluffs of St. Charles		
	<b>City Staff:</b>	Russell Colby, Planning Division Manager		
<b>Please check appropriate box (x)</b>				
	<b>PUBLIC HEARING</b>		<b>MEETING 6/3/14</b>	X
<b>APPLICATIONS UNDER CONSIDERATION:</b>				
Concept Plan				
<b>ATTACHMENTS AND SUPPORTING DOCUMENTS</b>				
Staff Memo	Comments from the City of Geneva			
Application	Comments from the Village of Campton Hills			
Comments from Kane County	Letter from Heritage Prairie Farm			
<b>EXECUTIVE SUMMARY:</b>				
<p>Avanti Acquisition Company LLC has filed a Concept Plan application seeking feedback on the potential to annex a 96 acre property into the City of St. Charles for residential development.</p> <p>The site is located at the southeast corner of Illinois Route 38 and Brundige Road, and is contiguous to the City of St. Charles corporate limits on the north and east property lines. The site is currently used for agricultural purposes and a farmstead exists near the center of the site.</p> <p>The applicant has proposed that the property be annexed, be served by City utilities, and be subdivided to create approximately 285 single family residential lots. The applicant has suggested a zoning designation of RS-4 Suburban Single-Family Residential District, which has a minimum lot size of 6,600 square feet.</p> <p>The subject property is within the City’s planning area and is designated with a future land use of “Rural Residential” in the 2013 Comprehensive Plan. However, the City has not recently discussed whether the site should be annexed or how the site should be developed.</p> <p>Kane County has provided a significant amount of information on long-range planning and development approvals for site that were reviewed in recent years. This information is referenced in the staff memo.</p> <p>The staff memo also lists a number of questions where staff is looking for feedback from the Plan Commission on the proposal.</p>				
<b>RECOMMENDATION / SUGGESTED ACTION</b> <i>(briefly explain):</i>				
Provide feedback on the Concept Plan.				

Community & Economic Development  
 Planning Division

Phone: (630) 377-4443  
 Fax: (630) 377-4062



ST. CHARLES  
 SINCE 1834

**STAFF MEMO**

**TO:** Chairman Todd Wallace  
 And the Members of the Plan Commission

Chairman Dan Stellato  
 And the Members of the Planning & Development Committee

**FROM:** Russell Colby  
 Planning Division Manager

**RE:** Concept Plan for The Bluffs of St. Charles

**DATE:** May 16, 2014

**I. APPLICATION INFORMATION:**

**Project Name:** The Bluffs of St. Charles

**Applicant:** Avanti Acquisition Company LLC

**Purpose:** Concept Plan review for potential annexation to the City of St. Charles and single family residential subdivision of approximately 285 units

<b>General Information:</b>		
<b>Site Information</b>		
Location	Southeast corner of Illinois Route 38 (Lincoln Hwy.) & Brundige Road in unincorporated Campton Township	
Acres	96 acres	
Applications	<b>Concept Plan</b>	
Applicable Zoning Code Sections	17.04 Administration 17.12 Residential Districts	
<b>Existing Conditions</b>		
Land Use	Agriculture with a residence, barn & outbuildings	
Zoning	Kane County – Settlements of LaFox PUD	
<b>Zoning Summary</b>		
North	PL- Public Lands	State of Illinois Youth Center
East	PL- Public Lands	Agricultural/open space owned by the St. Charles, Geneva, Univ. of Illinois
South	Kane County- Settlements of LaFox PUD	Kane County Forest Preserve property- Mill Creek Greenway
West	Kane County – F, F2, E-1, and Settlements of the LaFox PUD	Heritage Prairie Farm& Store Agricultural lands
<b>Comprehensive Plan Designation</b>		
Rural Residential		

## II. PROJECT OVERVIEW:

Avanti Acquisition Company LLC has filed a Concept Plan application seeking feedback on the potential to annex a 96 acre property into the City of St. Charles for residential development.

The applicant has proposed that the property be annexed to the City of St. Charles, served by City utilities, and be subdivided to create approximately 285 single family residential lots. The applicant has suggested a zoning designation of RS-4 Suburban Single-Family Residential District, which has a minimum lot size of 6,600 square feet.

The subject property is within the City’s planning area and is designated with a future land use of “Rural Residential” in the 2013 Comprehensive Plan. However, the City has not recently discussed whether the site should be annexed or how the site should be developed.

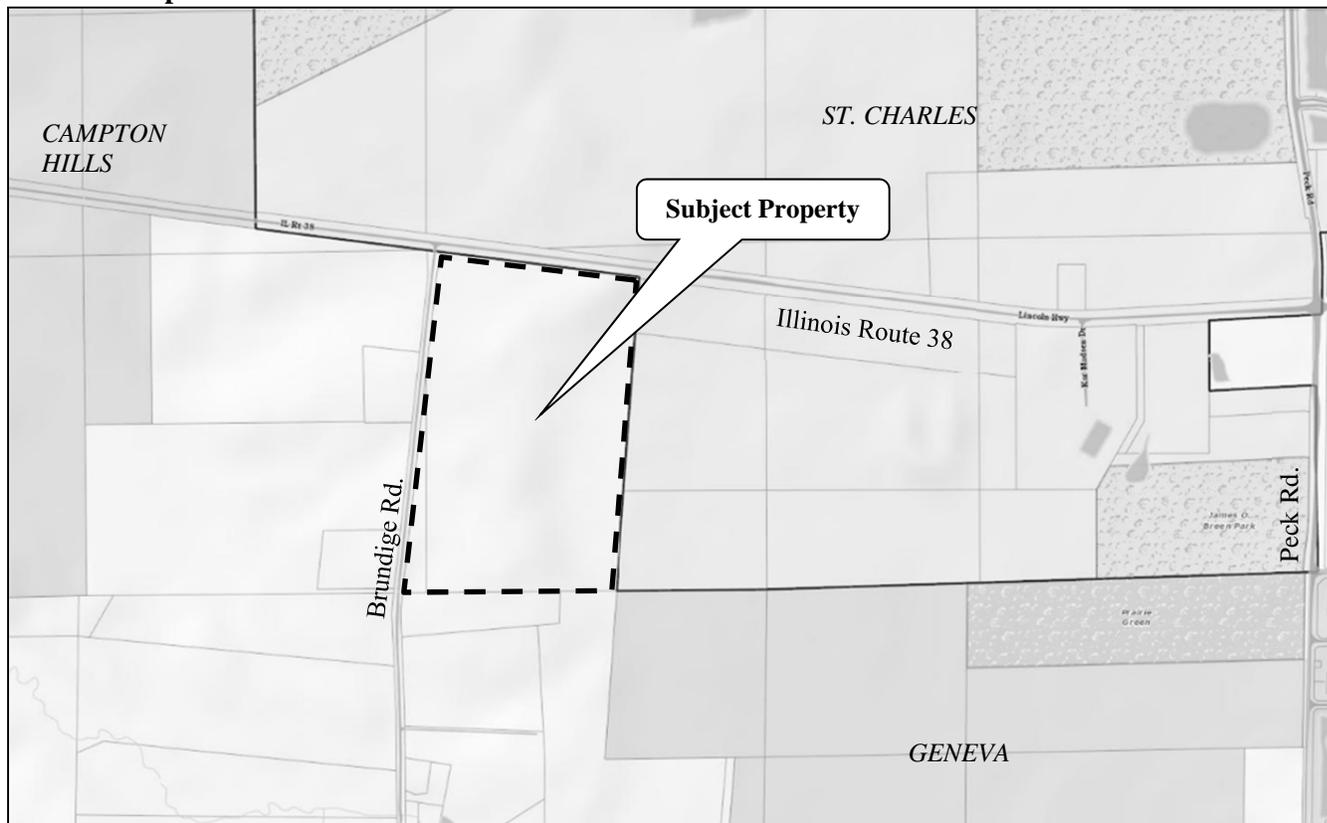
Kane County has provided a significant amount of information on long-range planning and development approvals for site that were reviewed in recent years. This information is referenced in this memorandum.

### QUESTIONS TO CONSIDER:

Staff recommends providing feedback on the following:

- ✓ Should the City of St. Charles consider annexation of this property? If so, for what reasons is it desirable for the site to be developed with City services?
- ✓ If St. Charles were to annex this property, what is the logical location for a future western boundary? (As this would impact how the site is planned and serviced by the City)
- ✓ The Comprehensive Plan designates this site as “Rural Residential”. The development proposal is not consistent with this land use designation. What character of development is most appropriate for this site? What lot sizes and overall unit count are appropriate?
- ✓ How can the development be designed to be compatible with the surrounding land uses and rural site features?
- ✓ What is an appropriate balance between open space and developed area?
- ✓ How should the existing historic features of the site (Brundige Road Rustic Road Corridor, Johnson Farmstead) be addressed in the site plan? Currently, there is no information provided as these features are not shown on the plan.
- ✓ Is a dedicated park site desirable?
- ✓ Given the Market Study information provided, is it desirable to try to meet the current demand for single-family residential development through development of this site?
- ✓ Should the City ask the developer to conduct a Fiscal Impact Study?

## Location Map



## III. BACKGROUND

### SITE CONTEXT

The site is located at the southeast corner of Illinois Route 38 and Brundige Road, and is contiguous to the City of St. Charles corporate limits on the north and east property lines. The site is currently used for agricultural purposes and a farmstead with a house, barn and outbuildings exists near the center of the site. Historic preservation information regarding both Brundige Road and the Johnsen Farmstead are included in the information submitted from Kane County.

An overview of the surrounding property ownership is provided in the attached Context Map.

- To the north is the State of Illinois Youth Center, which is within the City of St. Charles.
- To the east are open spaces parcels within the City that are owned by the University of Illinois Extension, City of St. Charles and the City of Geneva. These parcels are primarily used for agriculture.
- To the south is the Mill Creek Greenway, owned by the Kane County Forest Preserve. This preserve is part of an extensive open space corridor along Mill Creek through central Kane County. To the southeast of the site is the City of Geneva's Prairie Green Preserve, a 580 acre open space parcel.
- To the west of Brundige Road is the Heritage Prairie Farm and store, which is surrounded by agricultural fields. West of the agricultural fields is Mongerson Park, an open space parcel owned by Campton Township that is within the Village of Campton Hills.

## JURISDICTION

The subject property is located in unincorporated Campton Township and is currently under the zoning and subdivision jurisdiction of Kane County. The property is within the City's Planning Area as identified in the 2013 Comprehensive Plan due to the following:

- The property is located within the City's extra-territorial jurisdictional area, which enables the City to review and impose subdivision improvement standards to property located within 1.5 miles of the City's corporate limits.
- The property is not currently designated to be under any municipality's jurisdiction due to a boundary line agreement.
  - The City's agreement with the City of Geneva does not continue west past the southeast corner of the subject property.
  - The City does not have a boundary line agreement with the Village of Campton Hills. The corporate limits of Campton Hills are approximately ¼ mile west of Brundige Rd. Campton Hills has submitted comments regarding the Concept Plan that request that the City not consider future annexations west of Brundige Rd.

The subject property is located within Community Unit School District #303, the St. Charles Park District, and St. Charles Public Library District.

The portion of Brundige Road adjacent to the site is under the jurisdiction of Campton Township. The portion to the south of the site is under the jurisdiction of Blackberry Township. Upon annexation of the subject property, the portion of Brundige Road adjacent to the site would come under the jurisdiction of the City of St. Charles.

The property is currently located in the Elburn Fire Protection District but once annexed would be served by the City of St. Charles Fire Department.

## PAST DEVELOPMENT PROPOSALS

The subject property comprises the northeastern section of the Settlements of La Fox master planned project approved by Kane County in 2005. The Settlements of La Fox project covered a larger area of approximately 1,200 acres extending to the south and west of the subject property, including development around the town of La Fox and the La Fox Metra Station.

According to information provided by Kane County, the portion of the Settlements of La Fox site located on the subject property included 90 single family homes on lots ranging from 14,000 to 16,800 square feet. The plan also included a 5 acre St. Charles Park District site which included the existing farmstead barn. Large setbacks were provided from Illinois Route 38 and Brundige Road.

The City of St. Charles previously discussed annexation of the entire Settlements of La Fox site in 2002. The development known as "Grand Prairie" was presented as a Concept Plan. At that time, the City Council did not support annexation of the project and the project did not move forward with the City.

#### IV. ANALYSIS OF CONCEPT PLAN

##### LAND USE

A development under the proposed RS-4 Suburban Single Family zoning would allow for lots sizes for single-family detached houses at a minimum size of 6,600 sf. The developer has estimated a total of 285 units on the site, or roughly 3 units per acre. The nearest comparable development with similar lot sizes in St. Charles is Harvest Hills, which is identified on the Site Context Map submitted by the applicant.

##### COMPREHENSIVE PLAN

The following sections of the 2013 Comprehensive Plan address recommendations applicable to this proposal:

###### **Residential Areas Framework Plan, p. 45**

The subject property is identified as a portion of Site “A”:

*“This is the site of the once proposed Settlements of La Fox. The site should develop as Rural Single Family Residential with Open Space along the stream corridor.”*

###### **Definition and Recommendations regarding Rural Residential Land Use, p. 41**

*The Rural Residential land use designation is intended to accommodate large-lot single-family development on the outer limits of the City. Rural Residential areas are characterized by large lots that may have developed as part of a formal subdivision or independently in unincorporated Kane County prior to annexation. These areas are typically located on the periphery of the City, removed from the busier commercial areas, providing a unique opportunity to live in a rural setting near a vibrant city. Rural Residential areas are characteristic of estate properties, including the absence of sidewalks and street trees, and open swale drainage systems as opposed to curb and gutter. Lot sizes in areas designated as Rural Residential are generally one-half acre or larger.*

*Although the regional goals articulated in both CMAP’s Goto 2040 Plan and the Kane County 2040 Plan promote more compact livable centers that make public transit and commercial areas more viable, there is a need in St. Charles to balance the desired character of the City and provide a range of residential areas that are respectful of both rural and urbanized areas. The designated Rural Residential areas identified in the Land Use Plan reflect primarily existing areas within the City’s future growth areas, with abundant natural resources and an existing rural character.*

###### **Residential Land Use Policies, p. 43**

***Maintain a diverse and affordable mix of housing types to allow St. Charles to continue to attract and retain families and residents.***

*The City defines affordable housing as “housing in which mortgage, amortization, taxes, insurance, and condominium or association fees, if any, constitute no more than 30% of the gross annual household income for a household of the size that may occupy the unit.” Making affordable housing available also provides workforce housing – housing that is affordable to “critical service” employees that contribute to the quality of life in the City, as well as providing a range of housing options for first time home buyers, young families and to facilitate “aging in place”. Title 17.18 Inclusionary Housing of the City Code seeks to provide Affordable Dwelling*

*Units within new residential developments by requiring developers to provide a proportionate share of affordable housing, or fees in lieu thereof, to ensure that an adequate stock of affordable housing is, and remains, available in the City of St. Charles.*

***Consider the potential impact of new residential development on schools, municipal services and traffic.***

*As a mature community, the City's infrastructure is well established, particularly in the older areas of the community. Unlike emerging suburbs that are continuously growing, widening roads and building schools as necessary, the community infrastructure in St. Charles is well established and not as easily adaptable. Although road and intersections can be widened, and schools expanded, a less costly approach would be to work within the framework of the City's well established infrastructure, evaluating proposed development's impact on City systems and working with developers to mitigate and minimize strains on local systems.*

***Prioritize infill development over annexation and development***

*While the era of substantial residential growth is over in St. Charles, there remain some isolated opportunities for residential development on the City's west side. While most of these opportunities are within unincorporated Kane County, they fall within the City's 1.5-mile extraterritorial planning jurisdiction defined by State statute. It is recommended that the City carefully consider annexation and growth into these areas while vacant and/or underutilized residential properties exist within the City's boundaries. When residential development does occur within the City's growth areas, it should occur in areas immediately adjacent to existing developed areas so as to prevent "leap frog" development and the resulting costs and burdens of unnecessarily extending infrastructure systems in an unwise manner.*

***Continue to work with the St. Charles Park District to ensure the residential areas of the City are well served by neighborhood parks and recreation.***

*Parks are a contributing factor to the high quality of life in St. Charles. To ensure the community continues to be well served by parks and recreation, the City should continue to administer its parkland dedication as specified in Title 16.10 Dedications of the City Code. [The remaining text under this policy which discusses infill subdivisions has been omitted.]*

**Parks & Open Space Plan, p. 65**

In the section referencing the St. Charles Park District Master Plan acquisition strategy, it is noted that the subject property is a potential land donation site.

**Culture & Identity Plan, p. 123**

The section discussing Historic Preservation notes the value of historic sites in semi-rural areas around St. Charles, which help define the character of the community.

**SITE ACCESS**

The subject property has frontage on Illinois Route 38 and Brundige Road. No details on the road improvements have been provided at this stage.

- Illinois Route 38 is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has been improved as a two-lane rural highway. Any access locations or improvements to Illinois Route 38 will require IDOT approval.

- Brundige Road adjacent to the site is under the jurisdiction of Campton Township and is improved as a local rural access road. The portion of Brundige Road south of the subject property is under the jurisdiction of Blackberry Township and is a gravel surface.
- No pedestrian or bicycle infrastructure exists in the area.

Kane County has designated Brundige Road as a “Rustic Road”. Information on the Rustic Road program and the designation of Brundige Road is attached in the information provided by Kane County and the Village of Campton Hills. Kane County has requested that if the subject property is annexed that the City enter into an intergovernmental agreement with the County to maintain the Rustic Road designation and protection. This has been done in similar situations in Kane County where municipalities have annexed designated Rustic Roads.

A Traffic Study will be required in connection with any development or zoning entitlement request for the property. The study will need to consider:

- Access locations to Illinois Route 38.
- Whether Brundige Road is to be improved, or if an alternate north-south route should be established through the subject property.
- Potential impacts to off-site locations, including Brundige Road south of the subject property, the Brundige Road bridge over Mill Creek, and the intersections of Brundige Road and both Illinois Route 38 and Keslinger Road to the south.

## UTILITIES

If annexed, the site would be provided with utility service from the City of St. Charles. No City utility infrastructure exists in the vicinity of the site. All utilities would need to be extended to service the property. This site is currently located in the Mill Creek Facilities Planning Area and would need to be moved to the St. Charles Facilities Planning Area.

### Sanitary Sewer

Sanitary Sewer would need to be installed to connect the site to the Westside Wastewater Treatment Plant, which is located east of the site on Illinois Route 38. The Westside Treatment Plant will need to be expanded to accommodate additional sanitary sewer flow from this development. A capacity analysis of the sanitary sewer system will need to be completed.

### Water Service

Water main would need to be extended to the site. The City will require that the water main system be looped to another portion of the system to maintain adequate flow and water quality. The developer has shown a conceptual water main layout to the north that has the potential to serve the Illinois Youth Center, which is not connected to the City’s water system. System modeling will need to be performed.

### Electric Service

All new electrical service would be provided by the City. Currently there is no electric mainline capable of serving the property adjacent to the site. The City would require the system to be looped so that electric service to the site follows two independent paths. Upgrades to existing electric distribution facilities may be required. The developer will be responsible for all cost associated with bringing electrical service to the property. The City requires underground service at the front of the lots for new residential subdivisions.

## STORMWATER & DRAINAGE

The site drains into Mill Creek. Much of Mill Creek north and south of the site is protected through public ownership. This area has been identified by Kane County as a significant green infrastructure resource. In particular, the County has noted that the Mill Creek drainage basin plays a significant role in recharging the St. Charles aquifer, which is the source of the City's water supply.

Any development of the site will need to follow the Kane County Stormwater Ordinance, which has been adopted by the City. Given the significance of the Mill Creek drainage way and the potential impact from development of the site, Kane County has recommended:

- Considering the context of the site in the County's Green Infrastructure planning.
- Not disturbing the existing topography and vegetation.
- Ensuring that site grading and stormwater management is handled in manner that enhances groundwater infiltration and protects Mill Creek from being degraded.
- Utilizing sanitary treatment graywater from the treatment plant for irrigation and to recharge groundwater. (Currently, cleaned graywater from the West Side Treatment Plant is discharged into Mill Creek further south near Keslinger Road).

## SCHOOL & PARK DISTRICT

The Concept Plan and Land-Cash Worksheets submitted by the developer have been forwarded to the School District #303 and the St. Charles Park District for review and comment.

The St. Charles Park District had previously agreed to a 5 acre land donation for a park site on the subject property as a part of the Settlements of LaFox project. If this project moves forward, the Park District would like more information on the type of residential units to be constructed to determine what type of dedication would be most appropriate given the anticipated population characteristics.

## HOUSING

The developer has submitted a market study as a part of the Concept Plan application. The market study found there is an imbalance in St. Charles between current single family residential demand and the type/price point of new residential lots available (which are generally larger and marketed to the higher end price points). The study also highlights a demand for an active adult development. The findings of the study are generally consistent with the Homes for Changing Region Study that Batavia, Geneva, North Aurora and St. Charles have been collaborating on with Kane County and the Chicago Metropolitan Agency for Planning (CMAP).

The City has an Inclusionary Housing Ordinance that requires construction of or fee-in-lieu for affordable units as a percentage of any new residential development. Currently, the requirement to provide affordable unit is not active, due to a determination by the City that the stock of affordable housing has exceed a threshold on 25%. If the ordinance requirement were applicable when the project is approved, based on 285 units, anywhere from 11 to 43 of the units would be required to be affordable, depending on the percentage of affordable housing stock at that time. The developer would also have the ability to request a set requirement through an Annexation Agreement.

### IMPACT TO SERVICES

Should the applicant wish to proceed with requesting annexation to the City, a Fiscal Impact Study is recommended determine the net impact to the City of annexing the property and serving the development. Other governmental jurisdictions may also participate in the study.

The Fire Department has provided comments to developer regarding the Concept Plan. The comments are attached. The Fire Department has provided a drive time analysis that demonstrates the department will be able to serve to site from existing facilities within adopted standards.

### **V. RECOMMENDATION**

Review the Concept Plan and provide feedback to the applicant.

### **ATTACHMENTS**

- Context Map
- Staff Review Comments
- Application for Concept Plan for the Bluffs of St. Charles
- Comments from Kane County
- Comments from the Village of Campton Hills
- Comments from the City of Geneva

# Bluffs of St. Charles Site Context Map



**Community & Economic Development  
Development Engineering Division**

Phone: (630) 443-3677

Fax: (630) 377-4062



# Memo

Date: 5/7/2014

To: Russell Colby

From: Christopher Tiedt, P.E. 

RE: The Bluffs of St. Charles

---

I have reviewed the concept plan application submittal, including the concept plan and off-site engineering plan, for the afore-mentioned project dated April 7, 2014 for general conformance with the City of St. Charles Ordinances, Kane County Stormwater Ordinances and general engineering and construction practices. The following comments are offered up for your consideration:

1. It is anticipated that the Illinois Department of Transportation (IDOT) will require some improvements on Route 38 as a result of this proposed subdivision. A traffic impact analysis will need to be performed during preliminary engineering to determine what these impacts and improvements are.
2. Any anticipated connections from the proposed subdivision to Route 38 will need to be approved and permitted by IDOT.
3. The City would want Brundige Road to be brought up to City standards, although currently Kane County has designated Brundige Road as a "Rustic Road", between Keslinger and Route 38.
4. The Facilities Planning Area (FPA) boundary map will need to be amended to include this parcel within the City's FPA boundary. The cost associated with this amendment shall be the responsibility of the developer.
5. The westside treatment facility will need to be expanded to accommodate the additional flows generated from the proposed subdivision. A capacity analysis will need to be completed to determine the extent of this expansion.
6. A capacity analysis for the proposed sanitary sewer system will need to be completed.
7. The proposed water main layout would provide benefit to the Illinois Department of Juvenile Justice (IDJJ). Should this project move forward, coordination with the IDJJ will be critical and necessary to accommodate everyone.

8. Water modeling will need to be performed for the proposed water main to determine proper sizing and infrastructure improvements that may be necessary to meet all future demands placed on the system and comply with pressure and fire flow requirements.
9. Third party utility easements will need to be negotiated with the St. Charles Park District, University of Illinois and IDJJ for the proposed water main layout.
10. Utility layout internal to the subdivision will be reviewed as part of preliminary engineering.
11. The existing sanitary sewer main at the southwest corner of Peck Road and Illinois Route 38 is shown to be flowing in the wrong direction. This main is flowing west to the westside treatment facility.
12. The proposed stormwater management basin should be setback from the Route 64 R.O.W. in accordance with Public Act 86-616.
13. A stormwater report will be required to demonstrate compliance with the Kane County Stormwater Ordinance.

The applicant's design professionals will be responsible for performing and checking all design computations, dimensions, details and specifications in accordance with all applicable codes and regulations, and obtaining all permits necessary during preliminary and final engineering. In no way does this review relieve the applicant's design professionals of the duties to comply with the law and any applicable codes and regulations.



# Memo

Date: 05/14/2014  
To: Russell Colby  
From: Lt. Brian Byrne  
Project: 2014PR011 - Bluffs of St. Charles  
Application Number: 2014AP018

---

## Concept Plan-Review

The Fire Department offers the following Comments:

1. An examination of the attached Drive Time Analysis Map demonstrates that the Fire Department will be able to serve the proposed annexation within the requirements of the established response standards as adopted through the Accreditation Process. Additionally, in and of itself, the Bluffs of St. Charles will not require the addition of any new fire stations or the purchase of new apparatus. Please see the attached Drive Time Analysis map provided by GIS.
2. The plan shows two access points to the development. The access points are shown to be off Brundige Rd., although dimensions are not given, they appear to meet the requirements listed in *Section D107-(One or Two Family Residential Developments)* and *D104.3- (Remoteness)* of the 2009 edition of the International Fire Code.
3. The plan shows new 8 inch water main being extended and looped thru the site. The extension is shown from 2 existing locations which are in the area of 3795 Campton Hills Rd. and 901 S. Peck Rd. We would request that water modeling be provided to ensure adequate fire flows can be achieved as described in *Appendix B-(Fire Flow Requirements for Buildings)* of the 2009 edition of the International Fire Code.



# The Bluffs of St. Charles

Avanti Properties Group - Concept Plan Application

April 7, 2014



# Project Team

Avanti  
Properties  
Group

**Avanti Properties Group /  
Hudson Burnham**  
Applicant

Joe Segobiano  
800 Roosevelt Road  
Glen Ellyn, IL 60137  
630.474.9329



**Wills Burke Kelsey Associates, Ltd**  
Planning & Engineering

Chuck Hanlon  
116 West Main Street, Suite 201  
St. Charles, IL 60174  
630.701.2245



**Metro Study**  
Market Analysis

Chris Huckstead  
1331 Davis Road  
Elgin, IL 60123  
847.241.6570

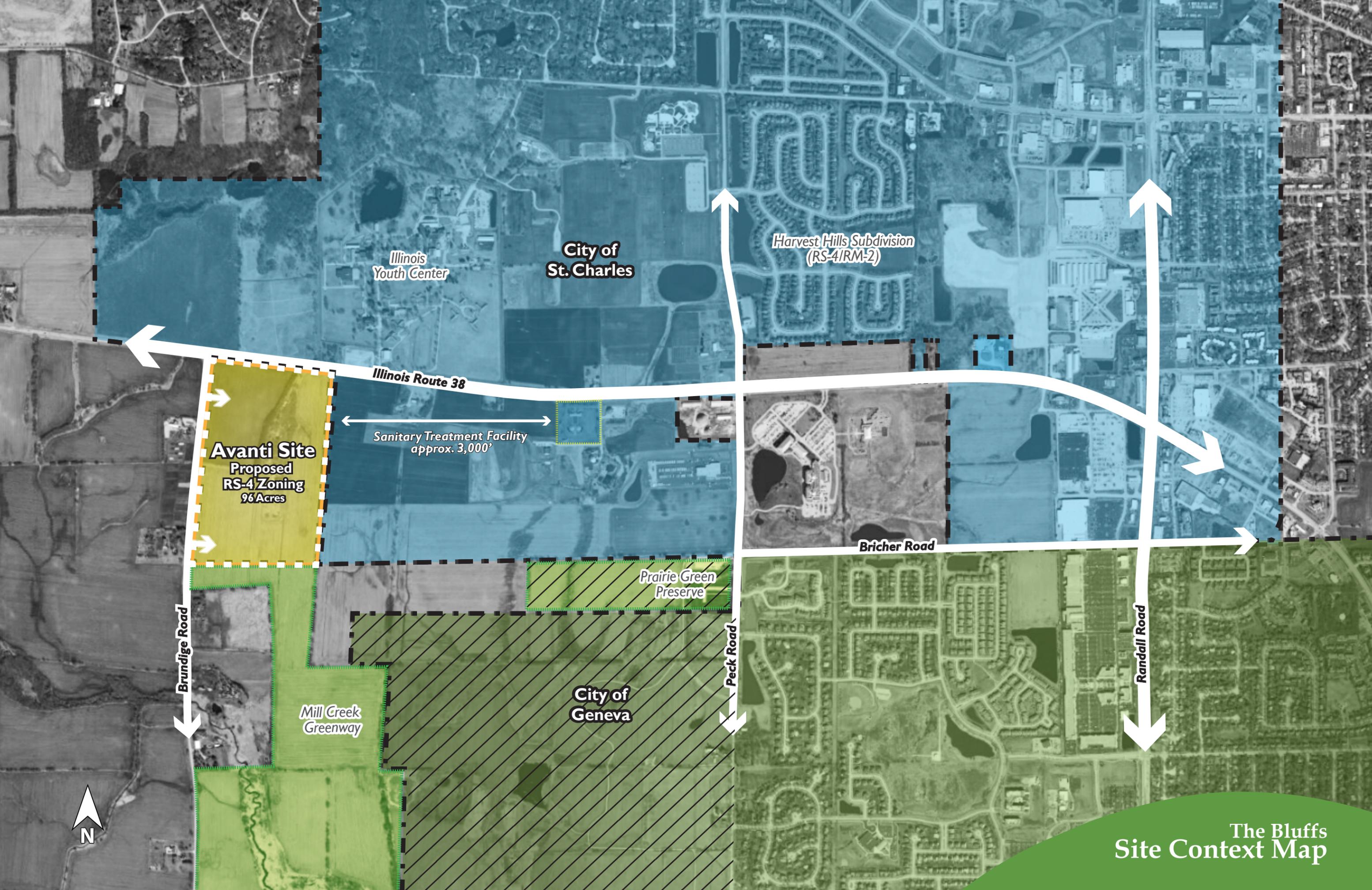
# Table of Contents

- 1 Plan Exhibits**.....5
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# Exhibits

The Bluffs of St. Charles





Illinois Youth Center

City of St. Charles

Harvest Hills Subdivision (RS-4/IRM-2)

Illinois Route 38

Sanitary Treatment Facility approx. 3,000'

Avanti Site Proposed RS-4 Zoning 96 Acres

Bricher Road

Prairie Green Preserve

Brundige Road

Peck Road

Mill Creek Greenway

City of Geneva

Randall Road



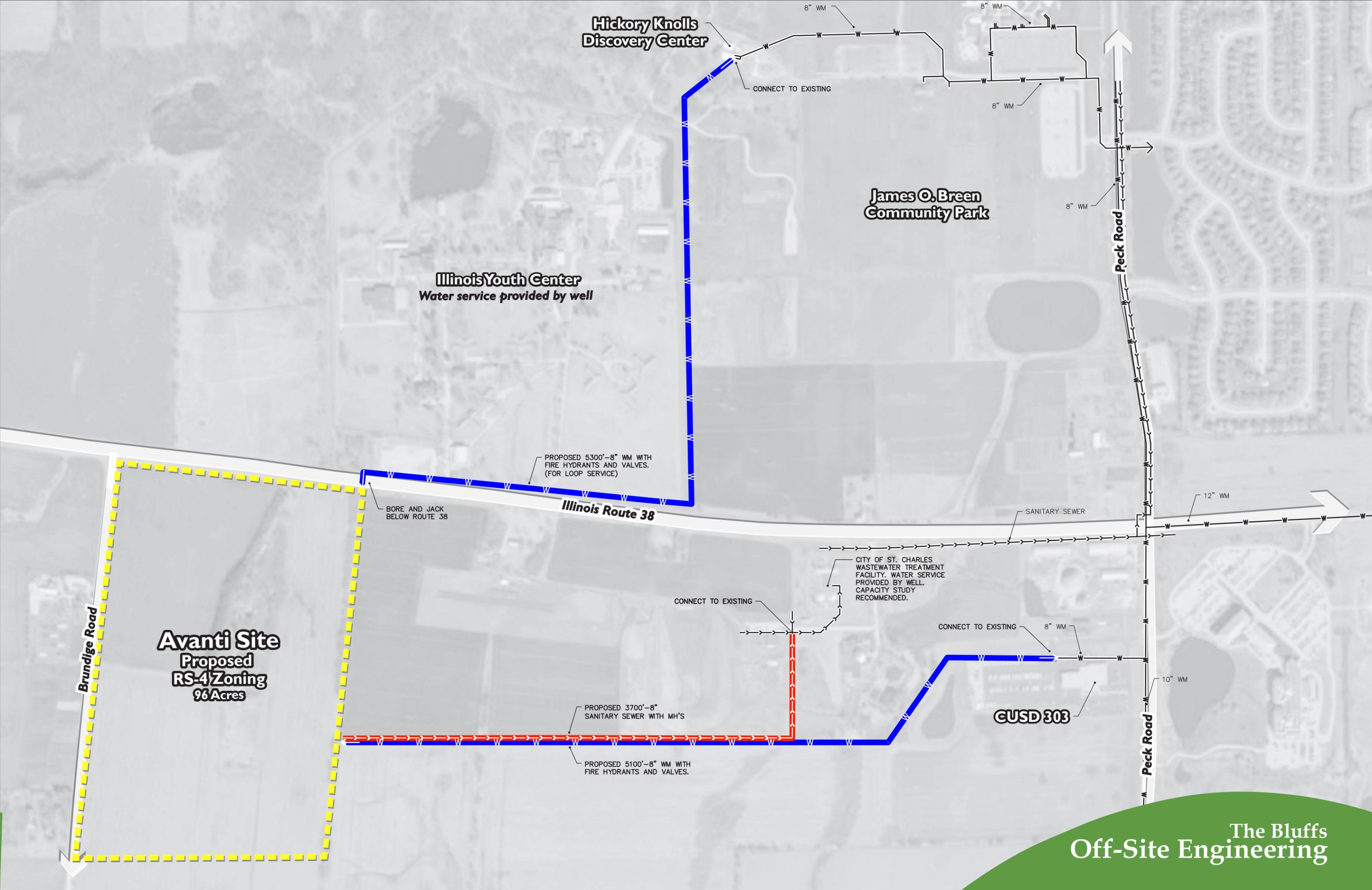
Hickory Knolls  
Discovery Center

James O. Breen  
Community Park

Illinois Youth Center  
Water service provided by well

Avanti Site  
Proposed  
RS-4 Zoning  
96 Acres

CUSD 303





# Application

The Bluffs of St. Charles



**CITY OF ST. CHARLES**  
TWO EAST MAIN STREET  
ST. CHARLES, ILLINOIS 60174-1984



COMMUNITY DEVELOPMENT/PLANNING DIVISION

PHONE: (630) 377-4443 FAX: (630) 377-4062

**CONCEPT PLAN APPLICATION**

<b>CITYVIEW</b>	
Project Name:	<i>Bluffs of St Charles</i>
Project Number:	<i>2014 -PR- 011</i>
Application Number:	<i>2014 -AP- 018</i>

*Received Date*  
**RECEIVED**  
**St. Charles, IL**  
**APR 09 2014**  
**CDD**  
**Planning Division**

*To request review of a Concept Plan for a property, complete this application and submit it with all required attachments to the Planning Division.*

*When the application is complete and has been reviewed by City staff, we will schedule a Plan Commission review, as well as a review by the Planning and Development Committee of the City Council. While these are not formal public hearings, property owners within 250 ft. of the property are invited to attend and offer comments.*

*The information you provide must be complete and accurate. If you have a question please call the Planning Division and we will be happy to assist you.*

<b>1. Property Information:</b>	Parcel Number (s): 08-36-400-003 and 08-36-300-004	
	Street Address (or common location if no address is assigned): 96 acres at Southeast corner of Brundige Road and Rte. 38	
<b>2. Applicant Information:</b>	Name Avanti Acquisition Company, LLC	Phone 407-628-8488
	Address 923 N. Pennsylvania Ave. Winter Park, FL	Fax
		Email
<b>3. Record Owner Information:</b>	Name <del>Reliable Materials of Illinois, Inc.,</del> <del>an Illinois corporation</del>	Phone 630-698-4700
	Address 2250 Southwind Blvd., Bartlett, IL 60103	Fax 630-690-9652
		Email rich@wydp.com
<b>4. Billing:</b> <i>To whom should costs for this application be billed?</i>	Name Avanti Acquisition Company, LLC	Phone 407-628-8488
	Address 923 N. Pennsylvania Ave. Winter Park, FL	Fax
		Email



**Zoning and Use Information:**

Current zoning of the property: Kane County Agriculture

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

Current use of the property: Agriculture and residential

Proposed zoning of the property. RS-4 PUD?

Proposed use of the property: Single Family Residential Homes

Comprehensive Plan Designation: Rural Residential

**Attachment Checklist**

**APPLICATION:** Completed application form signed by the applicant

**PROOF OF OWNERSHIP and DISCLOSURE:** Exhibit A

- a) a current title policy report; or
- b) a deed and a current title search.

If the owner is not the applicant, an original letter of authorization from the owner permitting the applicant to act on his/her behalf is required. If the owner or applicant is a Trust, a disclosure of all beneficiaries; if the owner or applicant is a Partnership, a disclosure of all partners; if the owner or applicant is a Corporation, a disclosure of all owners with an interest of at least ten percent (10%).

**LEGAL DESCRIPTION:** For entire subject property, on 8 1/2 x 11 inch paper Exhibit B

**PLAT OF SURVEY:** Exhibit C

A current plat of survey for the Subject Realty showing all existing improvements on the property, prepared by a registered Illinois Professional Land Surveyor.

**AERIAL PHOTOGRAPH:** Exhibit D

Aerial photograph of the site and surrounding property at a scale of not less than 1"=400', preferably at the same scale as the concept plan.

**PLANS:** Exhibit E

All required plans shall be drawn on sheets no larger than 24" x 36", unless the Director of Community Development permits a larger size when necessary to show a more comprehensive view of the project. All required plans shall show north arrow and scale, and shall be drawn at the same scale (except that a different scale may be used to show details or specific features). All plans shall include the name of the project, developer or owner of site, person or firm preparing the plan, and the date of plan preparation and all revisions. A pdf document file or files of all plans shall be required with each submittal. The number of paper plans required shall be as determined by the Director of Community Development, based upon the number of copies needed for review.

**Copies of Plans:**

- Initial Submittal - Fifteen (15) full size copies, Three (3) 11" by 17", and a PDF electronic file on a CD-ROM.
- Revision Submittal for Plan Commission - Twenty-Two (22) full size copies, Three (3) 11" by 17" and a PDF electronic file on a CD-ROM.



**Concept Plans shall show:**

**1. Existing Features:**

- Name of project, north arrow, scale, date
- Boundaries of property with approximate dimensions and acreage
- Existing streets on and adjacent to the tract
- Natural features including topography, high and low points, wooded areas, wetlands, other vegetative cover, streams, and drainage ways.
- General utility locations or brief explanation providing information on existing sanitary sewer, storm sewer, water, and other utilities necessary to service the development.

**2. Proposed Features:**

- Name of project, north arrow, scale, date
- Boundaries of property with approximate dimensions and acreage
- Site plan showing proposed buildings, pedestrian and vehicular circulation, proposed overall land use pattern, open space, parking, and other major features.
- Architectural elevations showing building design, color and materials (if available)
- General utility locations or brief explanation providing information on existing sanitary sewer, storm sewer, water, and other utilities necessary to service the development

**□ SUMMARY OF DEVELOPMENT:**

**Written information including:**

- List of the proposed types and quantities of land use, number and types of residential units, building coverage, floor area for nonresidential uses and height of proposed buildings, in feet and number of stories.
- Statement of the planning objectives to be achieved and public purposes to be served by the development, including the rationale behind the assumptions and choices of the applicant
- List of anticipated exceptions or departures from zoning and subdivision requirements, if any

- INCLUSIONARY HOUSING SUMMARY:** For residential developments, submit information describing how the development will comply with the requirements of Chapter 17.18, Inclusionary Housing.

**Not Applicable**

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

  
Record Owner

4/3/14  
Date

  
Applicant or Authorized Agent

3/26/14  
Date

MARVIN STAPIKO  
President



## RESIDENTIAL ZONING COMPLIANCE TABLE

Name of Development: The Bluffs of St. Charles

PLAT TO COMPLY WITH CITY ORDINANCES

	Zoning District Requirement	Existing PUD Requirement (if applicable)	Proposed
	District: RS-4	Ordinance #:	
Minimum Lot Area			
Minimum Lot Width			
Maximum Building Coverage			
Maximum Building Height			
Minimum Front Yard			
Interior Side Yard			
Exterior Side Yard			
Minimum Rear Yard			
Yards Adjoining Major Arterials <sup>1</sup>			
% Overall Landscape Area			
Building Foundation Landscaping			
% Interior Parking Lot Landscape			
Landscape Buffer Yards <sup>2</sup>			
# of Parking spaces			

<sup>1</sup> For purposes of this Section, Major Arterials include Randall Road, Main Street west of Randall Road, Main Street East of Tyler Road, and Kirk Road.

<sup>2</sup> Within the zoning districts specified, a Landscape Buffer Yard shall be provided along any lot line that abuts or is across a street from property in any RE, RS, or RT District. See Chapter 17.26 for planting and screening requirements for Landscape Buffers.



# City of St. Charles Land Cash Worksheet

\*Number of units subject to change

Dwelling Type/Bedroom Count	# of Units	Park	Est. Park Pop.	Elem.	Est. Pop.	Middle School	Est. Pop.	High School	Est. Pop.
Detached Single Family									
2 bedroom	70.000	2.017	141.190	0.136	9.520	0.048	3.360	0.020	1.400
3 bedroom	145.000	2.899	420.355	0.369	53.505	0.173	25.085	0.184	26.680
4 bedroom	70.000	3.764	263.480	0.530	37.100	0.298	20.860	0.360	25.200
5 bedroom	0.000	3.770	0.000	0.345	0.000	0.248	0.000	0.300	0.000
Attached Single Family (Townhomes)									
1 bedroom	0.000	1.193	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2 bedroom	0.000	1.990	0.000	0.088	0.000	0.048	0.000	0.038	0.000
3 bedroom	0.000	2.392	0.000	0.234	0.000	0.058	0.000	0.059	0.000
4 bedroom	0.000	3.145	0.000	0.322	0.000	0.154	0.000	0.173	0.000
Multi Family (Condo/Apartment)									
Efficiency	0.000	1.294	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1 bedroom	0.000	1.758	0.000	0.002	0.000	0.001	0.000	0.001	0.000
2 bedroom	0.000	1.914	0.000	0.086	0.000	0.042	0.000	0.046	0.000
3 bedroom	0.000	3.053	0.000	0.234	0.000	0.123	0.000	0.118	0.000
<b>Estimated Population</b>	<b>285.000</b>		<b>825.025</b>		<b>100.125</b>		<b>49.305</b>		<b>53.280</b>
<b>Park Acreage @ 10 acres per 1,000 population</b>			<b>8.25025</b>	<b>acres</b>					
<b>Park Land Dedication</b>			<b>0.000</b>	<b>acres</b>					
<b>Park Cash in Lieu @ \$240,500 per acre</b>			<b>\$1,984,185.13</b>						
<b>Elementary School Acreage @ .025 acres per student</b>					<b>2.503125</b>				
<b>Middle School Acreage @ .0389 acres per student</b>						<b>1.9179645</b>			
<b>High School Acreage @ .072 acres per student</b>								<b>3.83616</b>	
<b>Total School Acreage</b>			<b>8.2572495</b>						
<b>Total School Cash in Lieu @ \$240,500 per acre</b>			<b>\$1,985,868.50</b>						

1 1/2 Mile Jurisdiction Park Cash in Lieu  
 1 1/2 Mile Jurisdiction School Cash in Lieu

**\$1,443,793.75**  
**\$1,445,018.66**

(Not for development within City of St. Charles)  
 (Not for development within City of St. Charles)



# Metro Study Market Study

The Bluffs of St. Charles



April 3, 2014

Mr. Joe Segobiano  
Hudson Burnham Development Partners  
800 Roosevelt Road, Building E, #420  
Glen Ellyn, Illinois 60137

Re: City of St. Charles New Home Market

Dear Mr. Segobiano:

This brief letter is in response to your request for a summary on residential market activity and inventory in the area surrounding the proposed development of Bluffs of St. Charles in St. Charles, Illinois. The following contains summary statements regarding the local housing market. Metrostudy compiled data for a trade area bounded by the city boundaries of St. Charles. An appendix attached to this document contains a map outlining the trade area as well as all pertinent reports referred to in the following statements.

- 🔥 The City of St. Charles saw single-family new home production fall from nearly 350 starts in 2001 to just 4 starts in 2009. Since the bottom of the market in 2009, the market has slowly grown, to 17 single-family housing starts in 2012 and 33 single-family housing starts in 2013. New home closings have followed a similar trend, bottoming in 2011 with 5 total closings, and improving to 15 closings and 29 closings in 2012 and 2013 respectively.
- 🔥 New home inventory (finished and vacant new homes) is almost non-existent, relative to the current rate of demand. There are currently just 3 new single-family detached homes in inventory in the entire trade area. Based on annual demand of 29 closings, this represents a 1.2 month supply, down dramatically from the 10.0 month supply from two years ago. If the number of units under construction is included, total housing inventory increases to 12 units, a 6.6 month supply. Both of these figures are considered to be well below equilibrium levels.
- 🔥 There are a total of 114 vacant and developed lots for new single-family detached homes in the trade area. Based on the 33 annual new home starts that occurred, this equates to a 41.5 month supply, above typical equilibrium levels. It is important to note that there is an imbalance between the lot inventory on the ground in St. Charles and the activity that is occurring. The 114 lots are all located in communities targeting the higher price points, above \$500,000 while the 33 new home starts are predominantly in those price ranges from \$250,000 to \$350,000.
- 🔥 A closer look at lot inventory data reveals a 228 month supply of the larger lots targeted toward the upper end of the market, and a non-existent supply of lots for homes priced where demand exists. Smaller lots in the 7,200 and 9,500 square foot range currently are unavailable in the trade area.
- 🔥 Over 80% of the housing starts and closings that occurred in 2013 were base priced from \$250,000 to \$350,000, indicating builder's attempts to attract demand with more affordable housing. All of the total lot inventory had been targeting the over \$400,000 price segment. Many of these lots are being repositioned to target the market where the most demand lies (under \$350,000).



- 🔥 In today's housing market, the existing home market must also be considered, in addition to the new home market. The resale market within the City of St. Charles has been active, with 527 single-family transactions during the past year. The median price of these homes was \$229,500, up marginally from the \$225,000 median price in 2012 (364 total transactions in 2012).
- 🔥 It is evident that pricing expectations have changed in the trade area. During the market's peak, homes priced well above \$500,000 were the norm. In today's market, however, the resale market has hovered in the low to mid \$200,000's for the past three years. New home product that has sold, has been in the \$250,000 to \$350,000 price range.
- 🔥 It is the opinion of Metrostudy that a new home community in this particular trade area will have to be priced in the \$250,000 to \$350,000 range to attract potential home buyers. The significant amount of resale activity occurring in the trade area points to the existence of demand for homes, and as the amount of quality resale inventory has dwindled, the new home market should benefit (assuming product is appropriately priced).
- 🔥 In addition to more traditional single-family housing product, the active adult/age-targeted market should be considered. As population ages in place, product designed to meet the needs of the active adult buyer has proven successful throughout the region. In fact, six of the top ten selling new home communities in the Chicagoland market have an active adult component. The growth in the number of households entering the 55 and over age category is significant and will fuel the age targeted housing sector for many years to come.

This letter represents Metrostudy's brief opinion regarding the housing market in the trade area as defined above and is based on the information provided in the attachment to this letter. Should a more in depth analysis be necessary, I would be happy to put together a proposal to conduct detailed market research, including product analysis and forecasts of housing demand in the City of St. Charles. Please let me know if you have questions or comments, or if there is any other information that I can provide.

Sincerely,

*Christopher Huecksteadt*

Christopher Huecksteadt  
Regional Director  
Metrostudy

Appendix attached.

# Transaction Overview

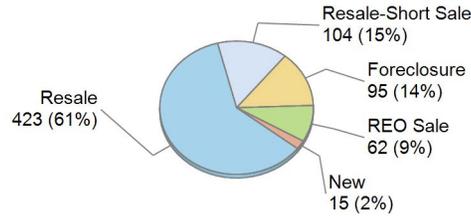
## Census Place - St. Charles city (97% Coverage)

Date Range: 2/1/2013 - 1/31/2014

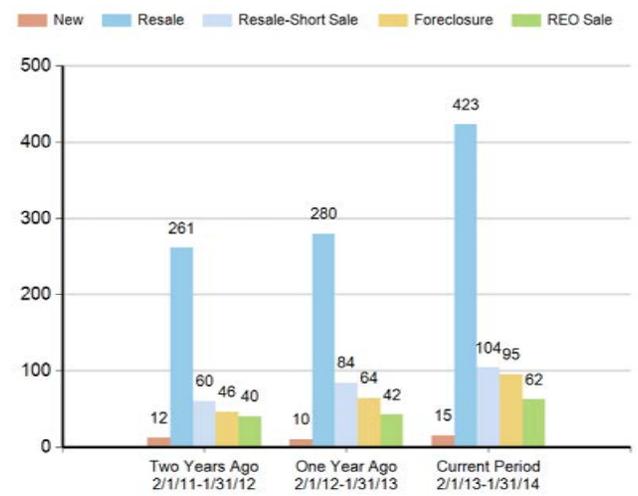
**Transactions by Transaction Value Distribution**



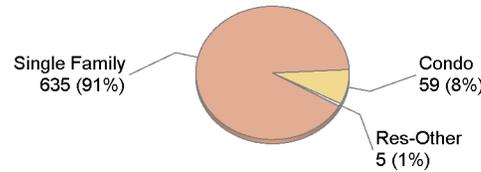
**Transaction Type Distribution**



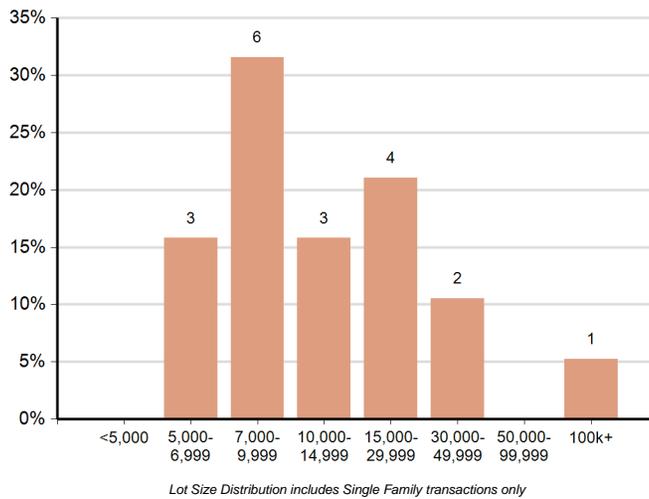
**Transactions by Period**



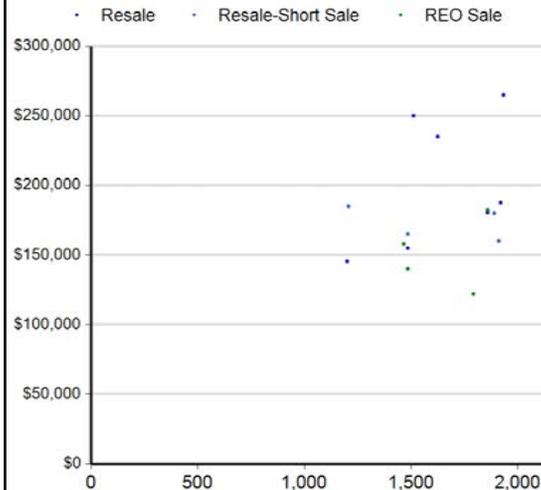
**Product Type Distribution**



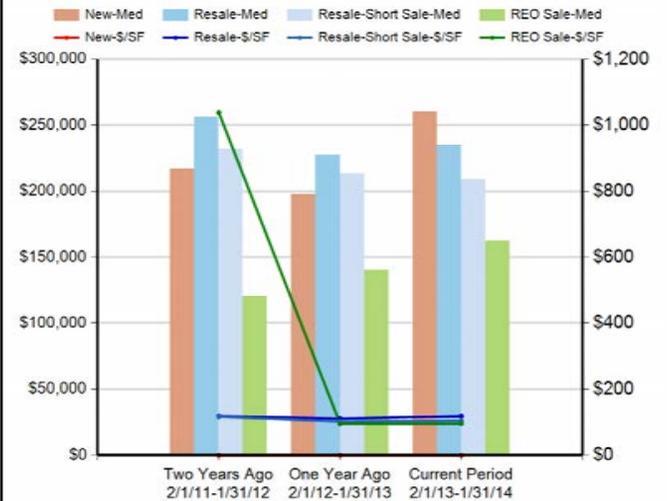
**Transactions by Lot Size Distribution**



**Transaction Value vs. Square Footage**



**Median Transaction Value and \$/SF**



Report includes residential transactions only

## Spotlight on New Construction Census Place - St. Charles city (97% Coverage)

### New Construction Activity By Year

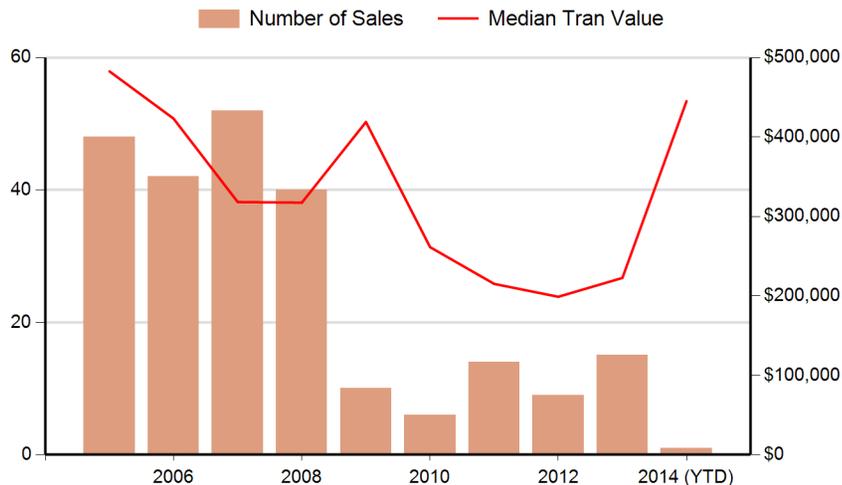
Year	New Home Closings	Median Tran Value	Average Tran Value	LTV%
2005	48	\$482,500	\$572,083	70.7%
2006	42	\$423,000	\$583,143	74.4%
2007	52	\$318,000	\$394,115	74.1%
2008	40	\$317,250	\$383,875	78.6%
2009	10	\$418,750	\$491,700	72.2%
2010	6	\$261,250	\$267,750	78.8%
2011	14	\$215,000	\$217,731	91.1%
2012	9	\$198,750	\$210,688	81.3%
2013	15	\$222,500	\$266,654	79.0%
2014 (YTD)	1	\$445,000	\$445,000	80.0%
<b>Cumulative</b>	<b>237</b>			

### Top 20 Builder Ranking 2/1/13 - 1/31/14

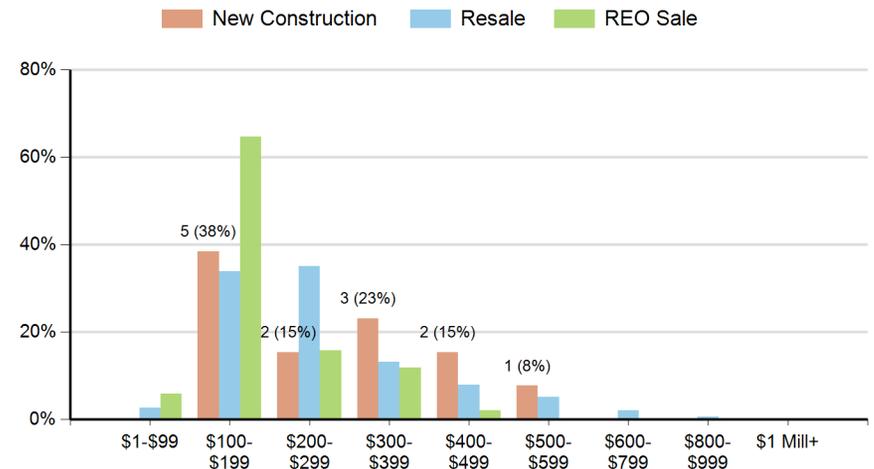
Rank	Builder	New Home Closings	Tran Volume	Med Tran Value	Avg Tran Value
1	MILESTONE PROPERTIES STC LLC	2	\$610,000	\$305,000	\$305,000
2	JOHN HENRY BUILDER DEVELOPER I	2	\$0	\$0	\$0
3	GREENELEAF ENTS LLC	1	\$570,000	\$570,000	\$570,000
4	RIGHT RESIDENTIAL LLC-SERIES 5	1	\$445,000	\$445,000	\$445,000
5	DERRICO CUSTOM HOMES INC	1	\$431,500	\$431,500	\$431,500
6	NEW HORIZON DEV LLC	1	\$375,000	\$375,000	\$375,000
7	MICHAEL RAYMOND CUSTOM HMS	1	\$260,000	\$260,000	\$260,000
8	3 FOXES LLC	1	\$222,500	\$222,500	\$222,500
9	M/I Homes	1	\$195,000	\$195,000	\$195,000
10	HI-LO ENTS LLC	1	\$190,500	\$190,500	\$190,500
11	PENNYMAC CORP	1	\$181,000	\$181,000	\$181,000
12	DENNING J A & L E LIVING TRUST L	1	\$141,000	\$141,000	\$141,000
13	REUTER PROPERTIES LLC	1	\$130,000	\$130,000	\$130,000

\*Volume, Median, Average based on partial valuation data

### New Construction Trend Summary



### New Construction Sales By Transaction Value 2/1/13 - 1/31/14



Report includes residential transactions only

Chicago et al, IL-IN-WI (February 2014)  
Copyright Metrostudy

**metrostudy**  
Sales: 1-800-639-3777 A hanleywood Company

## Spotlight on Foreclosures

### Census Place - St. Charles city (97% Coverage)

#### REO Activity By Year

Year	REO Properties Acquired**	REO Properties Sold	Net	Median REO Tran Value
2005	4	10	-6	\$327,500
2006	10	9	1	\$395,000
2007	20	9	11	\$320,000
2008	30	20	10	\$208,500
2009	36	26	10	\$197,500
2010	52	46	6	\$175,000
2011	40	42	-2	\$135,000
2012	57	40	17	\$135,000
2013	69	60	9	\$163,000
2014 (YTD)	9	5	4	\$171,500

Current Total REO Properties: **2**

Annual REO Sales (2/1/13-1/31/14): **62**      \$162,000

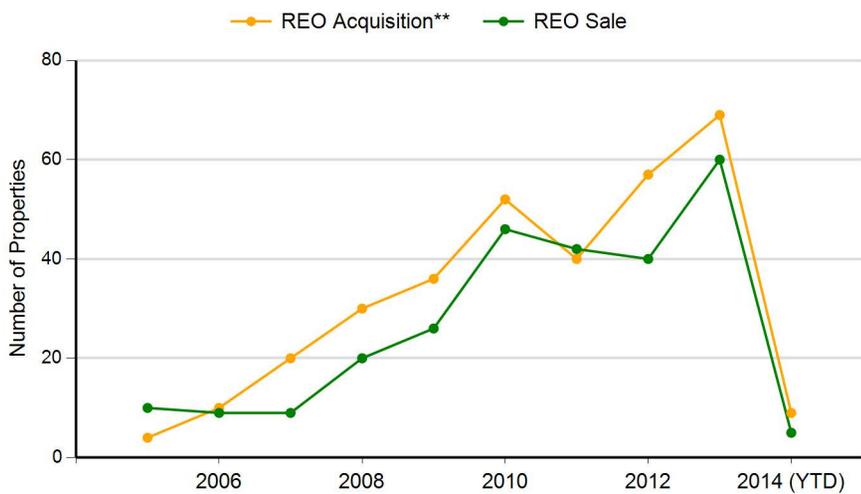
REO Sales Monthly Rate: **5.17**

REO Property Months of Supply: **0.39**

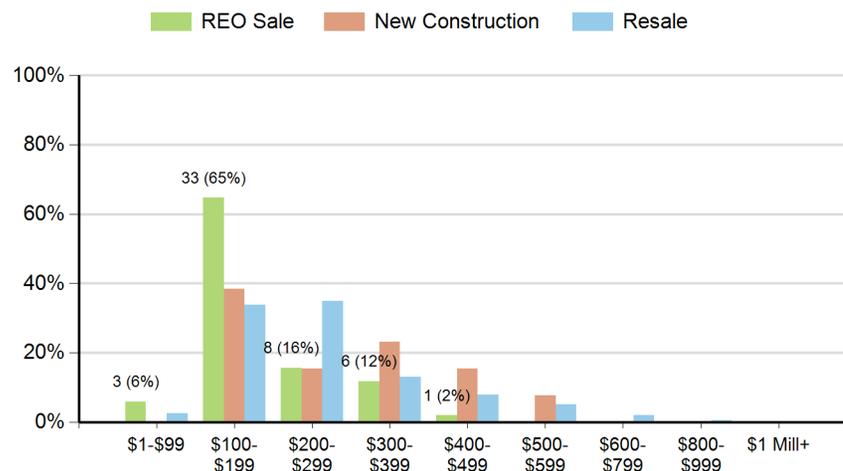
#### Top 20 REO Property Holders

Rank	Lender / Guarantor	Properties
1	FEDERAL HOME LOAN MTG CORP	1
1	TCF NATL BK	1
Current Total REO Properties		2

#### REO Trend Summary



#### Sales By Transaction Value 2/1/13 - 1/31/14



\*\*Unique properties where title transferred to Lender or Guarantor; does not include foreclosures that were purchased at auction.

Report includes residential transactions only

## Spotlight on Lender Activity

### Census Place - St. Charles city (97% Coverage)

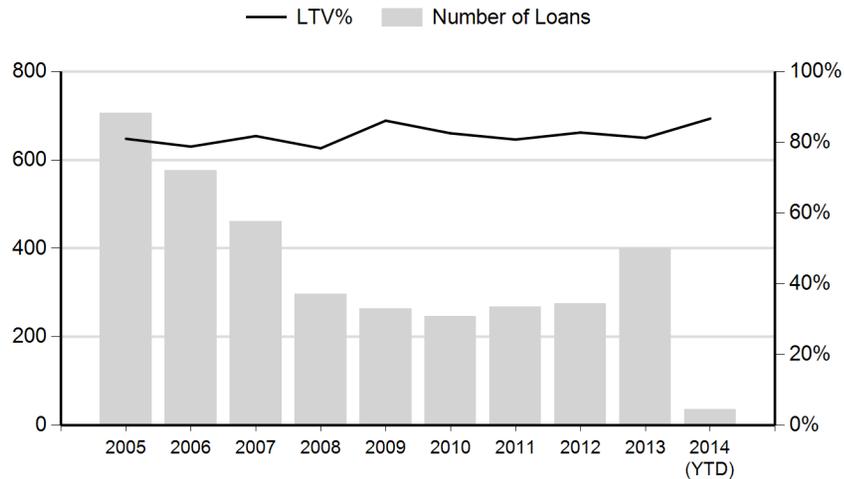
#### Loan Activity By Year

Year	Loans	Median Loan Amount	Average Loan Amount	LTV%
2005	706	230,925	267,020	81.0%
2006	577	237,153	291,053	78.8%
2007	461	235,000	272,470	81.8%
2008	297	228,345	306,757	78.3%
2009	263	202,759	245,304	86.1%
2010	246	206,196	239,968	82.5%
2011	268	211,737	244,426	80.8%
2012	275	184,166	233,957	82.8%
2013	400	205,575	230,258	81.3%
2014 (YTD)	36	206,494	231,104	86.7%
<b>Cumulative</b>	<b>3,529</b>			

#### Top 20 Lender Ranking 2/1/2013 - 1/31/2014

Rank	Lender / Guarantor	Loans	Loan Volume	Median Amt	Average Amt
1	GUARANTEED RATE INC	43	\$10,002,069	\$187,210	\$232,606
2	WELLS FARGO BANK	25	\$8,364,337	\$308,000	\$334,573
3	J P MORGAN CHASE BANK	18	\$4,104,849	\$214,542	\$228,047
4	FIFTH THIRD MORTGAGE CO	17	\$4,246,502	\$213,000	\$249,794
5	WINTRUST MORTGAGE CORP	17	\$3,287,518	\$172,000	\$193,383
6	FIRST CENTENNIAL MORTGAGE CO	16	\$2,914,273	\$175,779	\$182,142
7	COMPASS MORTGAGE INC	14	\$3,364,360	\$214,012	\$240,311
8	CHERRY CREEK MORTGAGE CO INC	12	\$2,911,999	\$230,088	\$242,667
9	KEY MORTGAGE SERVICE INC	12	\$2,390,775	\$187,960	\$199,231
10	PNC MORTGAGE	11	\$2,156,996	\$192,000	\$196,091
11	US BANK NA	8	\$2,227,668	\$190,000	\$278,459
12	MIDWEST COMMUNITY BANK	8	\$1,634,309	\$223,625	\$204,289
13	BMO HARRIS BANK	7	\$1,459,175	\$234,000	\$208,454
14	PHH HOME LOANS LLC	7	\$1,442,469	\$216,997	\$206,067
15	OLD SECOND NATIONAL BANK	7	\$1,381,350	\$168,750	\$197,336
16	QUICKEN LOANS INC	7	\$1,354,968	\$190,000	\$193,567
17	FIRST FEDERAL SAVINGS BANK	6	\$1,250,700	\$223,300	\$208,450
18	CITIBANK NA	6	\$1,185,200	\$149,000	\$197,533
19	NATIONAL BANK	6	\$933,075	\$162,663	\$155,513
20	FIRST ADVANTAGE MORTGAGE	5	\$1,943,283	\$308,750	\$388,657

#### Loan Volume Trend Summary



#### Loan Volume By Loan Amount 2/1/13 - 1/31/14



Report includes residential transactions only

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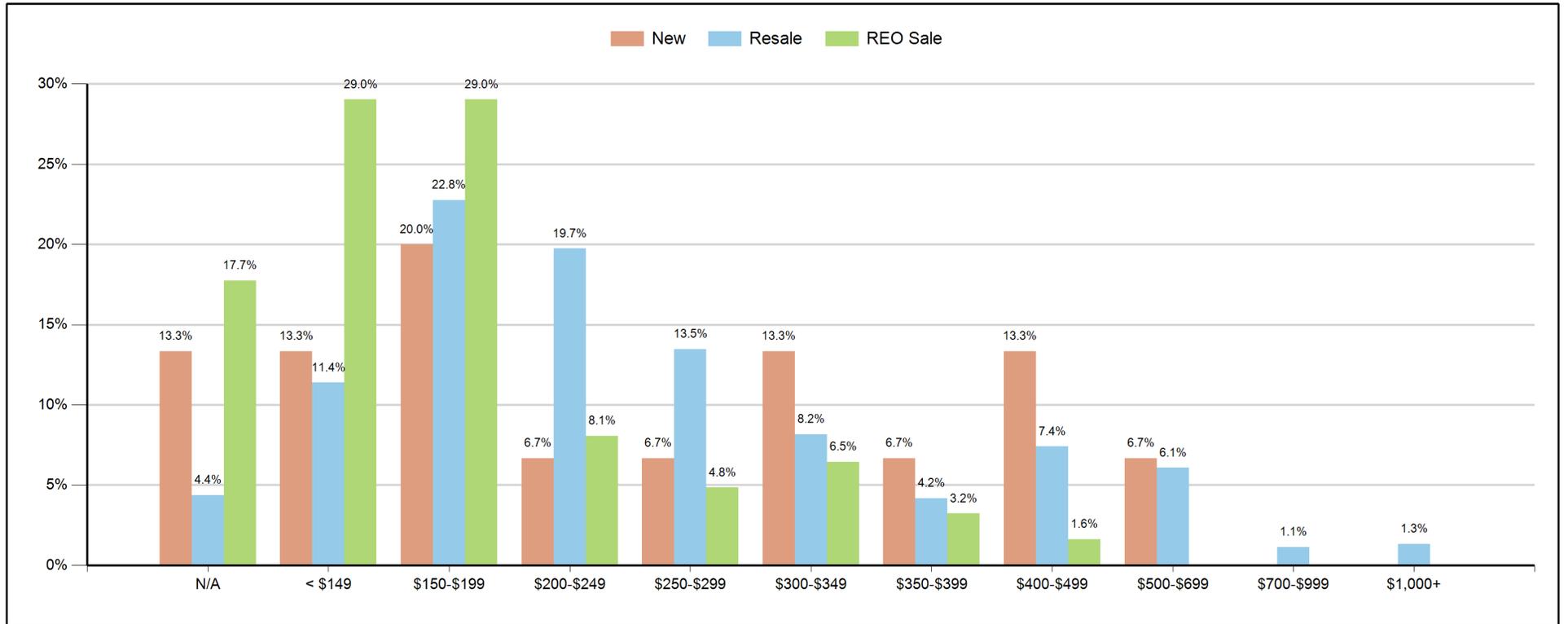
**metrostudy**  
A hanleywood Company  
Sales: 1-800-639-3777

## Transactions by Price Range

### Census Place - St. Charles city (97% Coverage)

Date Range: 2/1/2013 - 1/31/2014

Transaction Type	Transaction Value																						Total #				
	N/A		< \$149		\$150-\$199		\$200-\$249		\$250-\$299		\$300-\$349		\$350-\$399		\$400-\$499		\$500-\$699		\$700-\$999		\$1,000+						
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%					
New	2	13.3%	2	13.3%	3	20.0%	1	6.7%	1	6.7%	2	13.3%	1	6.7%	2	13.3%	1	6.7%									15
Resale	23	4.4%	60	11.4%	120	22.8%	104	19.7%	71	13.5%	43	8.2%	22	4.2%	39	7.4%	32	6.1%	6	1.1%	7	1.3%					527
REO Sale	11	17.7%	18	29.0%	18	29.0%	5	8.1%	3	4.8%	4	6.5%	2	3.2%	1	1.6%											62
<b>Selection Totals</b>	<b>36</b>	<b>6.0%</b>	<b>80</b>	<b>13.2%</b>	<b>141</b>	<b>23.3%</b>	<b>110</b>	<b>18.2%</b>	<b>75</b>	<b>12.4%</b>	<b>49</b>	<b>8.1%</b>	<b>25</b>	<b>4.1%</b>	<b>42</b>	<b>7.0%</b>	<b>33</b>	<b>5.5%</b>	<b>6</b>	<b>1.0%</b>	<b>7</b>	<b>1.2%</b>			<b>604</b>		



Report includes residential transactions only

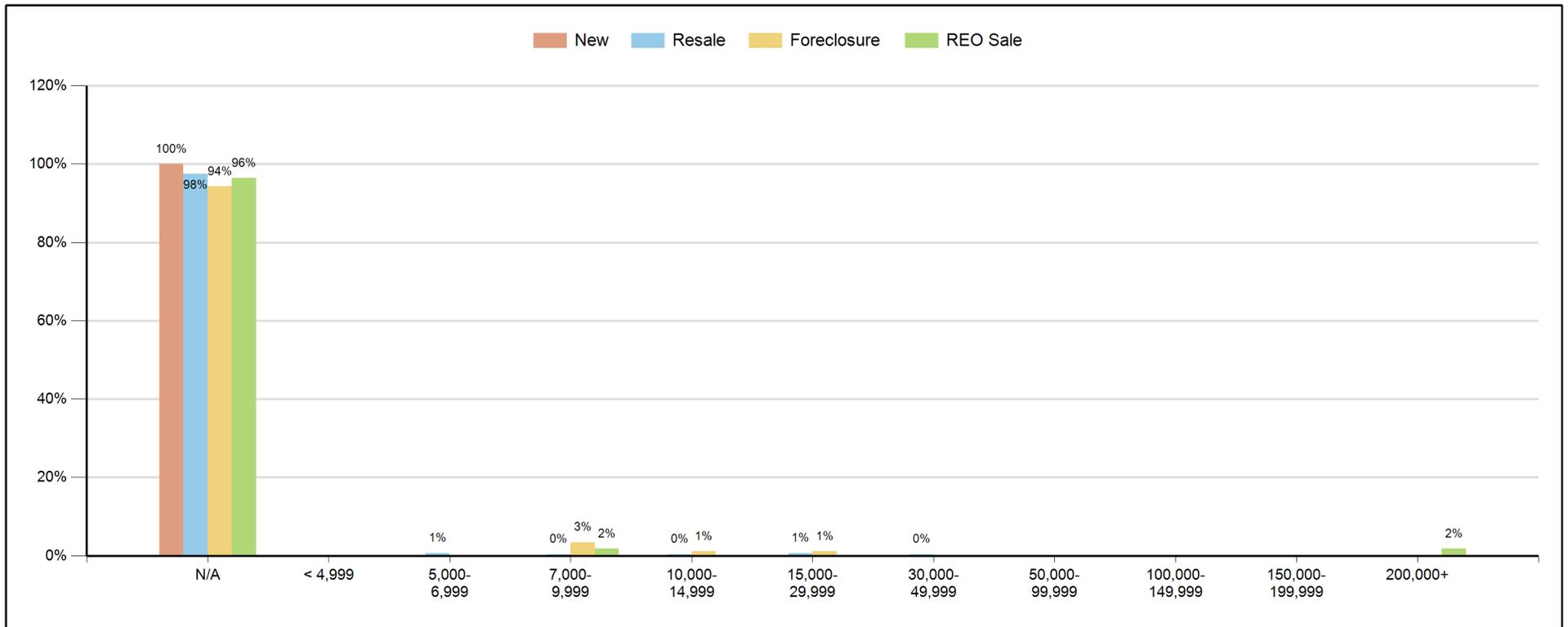
Chicago et al, IL-IN-WI (February 2014)  
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## Transactions by Lot Size

### Census Place - St. Charles city (97% Coverage)

Date Range: 2/1/2013 - 1/31/2014

Transaction Type	N/A		< 4,999		5,000-6,999		7,000-9,999		10,000-14,999		15,000-29,999		30,000-49,999		50,000-99,999		100,000-149,999		150,000-199,999		200,000+		Total		
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#		
New	9	100.0%																						9	
Resale	470	97.5%			3	0.6%	2	0.4%	2	0.4%	3	0.6%	2	0.4%										482	
Foreclosure	83	94.3%					3	3.4%	1	1.1%	1	1.1%												88	
REO Sale	54	96.4%					1	1.8%													1	1.8%		56	
<b>Selection Totals</b>	<b>616</b>	<b>97.0%</b>	<b>0</b>	<b>0.0%</b>	<b>3</b>	<b>0.5%</b>	<b>6</b>	<b>0.9%</b>	<b>3</b>	<b>0.5%</b>	<b>4</b>	<b>0.6%</b>	<b>2</b>	<b>0.3%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>1</b>	<b>0.2%</b>	<b>635</b>



Report includes single family home transactions only

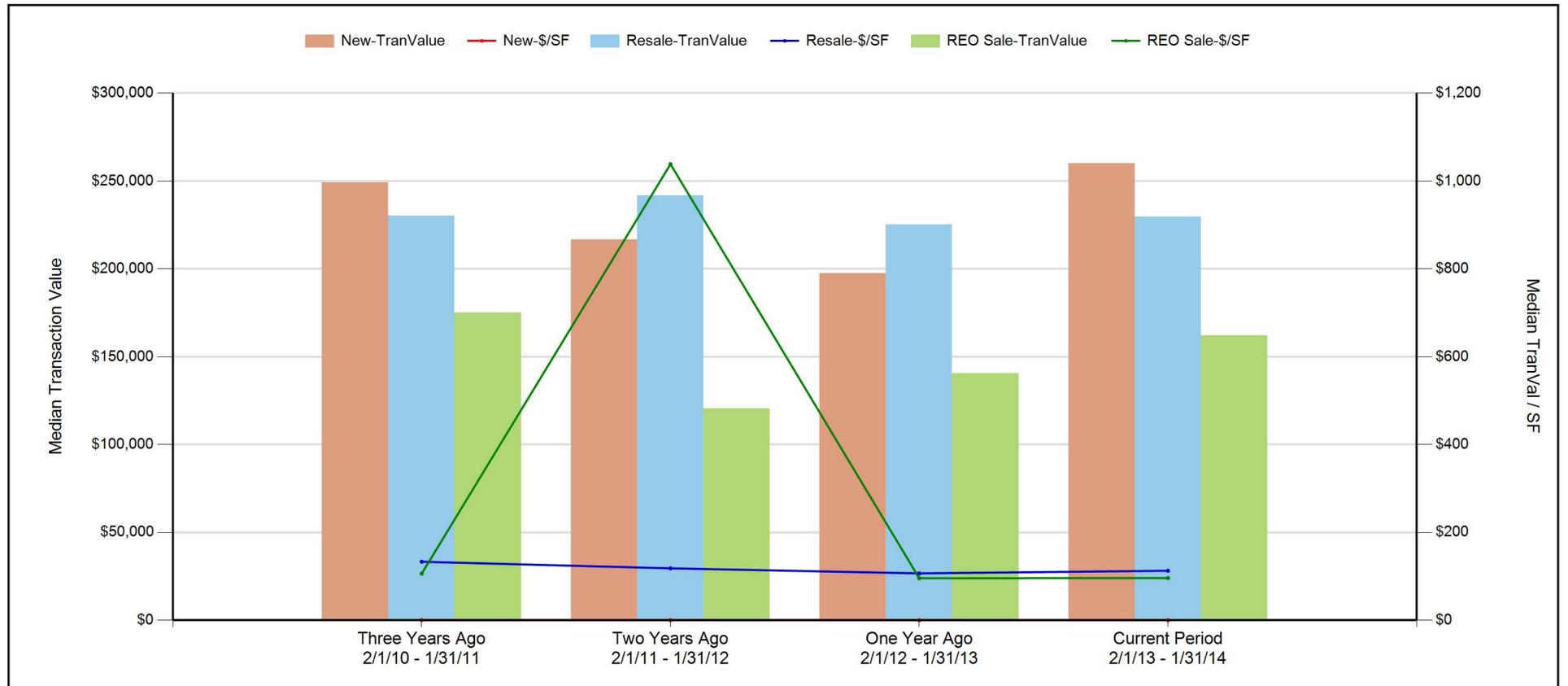
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**metrostudy**  
Sales: 1-800-639-3777 A hanleywood Company

## Transactions by Time Period

### Census Place - St. Charles city (97% Coverage)

Transaction Type	Three Years Ago 2/1/10 - 1/31/11				Two Years Ago 2/1/11 - 1/31/12					One Year Ago 2/1/12 - 1/31/13					Current Period 2/1/13 - 1/31/14					Total Count	
	Count	Med \$ Val	\$/SF	MedLotSF	Count	Med \$ Val	% Chg	\$/SF	MedLotSF	Count	Med \$ Val	% Chg	\$/SF	MedLotSF	Count	Med \$ Val	% Chg	Med SF	\$/SF		MedLotSF
New	6	\$249,000		9,145	12	\$216,500	-13.1%		14,809	10	\$197,500	-8.8%		5,227	15	\$260,000	31.6%				43
Resale	312	\$230,000	\$133	10,019	321	\$241,500	5.0%	\$118	10,672	364	\$225,000	-6.8%	\$107	13,068	527	\$229,500	2.0%	1,498	\$113	10,890	1,524
Foreclosure	59	n/a		6,534	46	n/a			9,583	64	n/a			190,793	95	n/a		1,484		8,712	264
REO Sale	48	\$175,000	\$106	5,663	40	\$120,500	-31.1%	\$1,038	4,792	42	\$140,500	16.6%	\$96		62	\$162,000	15.3%	1,638	\$96	190,139	192
<b>Selection Totals</b>	<b>425</b>	<b>\$225,000</b>	<b>\$129</b>	<b>7,840</b>	<b>419</b>	<b>\$230,000</b>	<b>2.2%</b>	<b>\$128</b>	<b>10,454</b>	<b>480</b>	<b>\$208,000</b>	<b>-9.6%</b>	<b>\$104</b>	<b>11,544</b>	<b>699</b>	<b>\$225,000</b>	<b>8.2%</b>	<b>1,484</b>	<b>\$109</b>	<b>10,019</b>	<b>2,023</b>



Report includes residential transactions only

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**metrostudy**  
Sales: 1-800-639-3777 A hanleywood Company

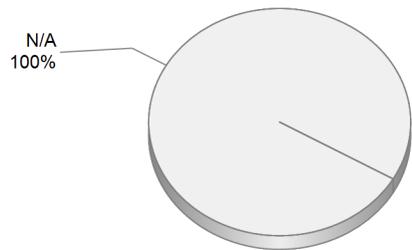
# Transactions by Product Attributes

## Census Place - St. Charles city (97% Coverage)

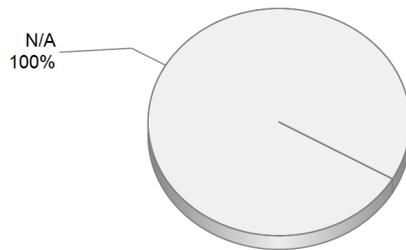
Date Range: 2/1/2013 - 1/31/2014

Transaction Type	Bedrooms					Bathrooms						Square Footage										
	n/a	1	2	3	4+	n/a	<2	2	2.5	3	3.5+	n/a	<1,000	1,000-1,499	1,500-1,999	2,000-2,499	2,500-2,999	3,000-3,499	3,500-3,999	4,000+		
New	Detached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Attached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Resale	Attached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Detached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.7%	0.0%	1.7%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
REO Sale	Detached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	92.9%	0.0%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Attached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Selection Totals	Attached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Detached	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.3%	0.0%	1.8%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
	Total	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.7%	0.0%	1.7%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

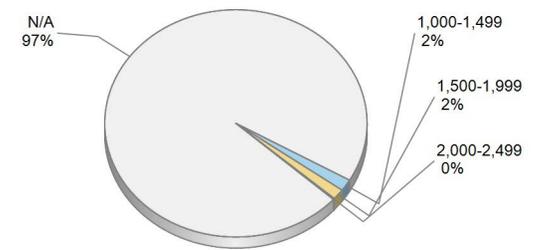
**Bedroom Count Distribution**



**Bathrooms Count Distribution**

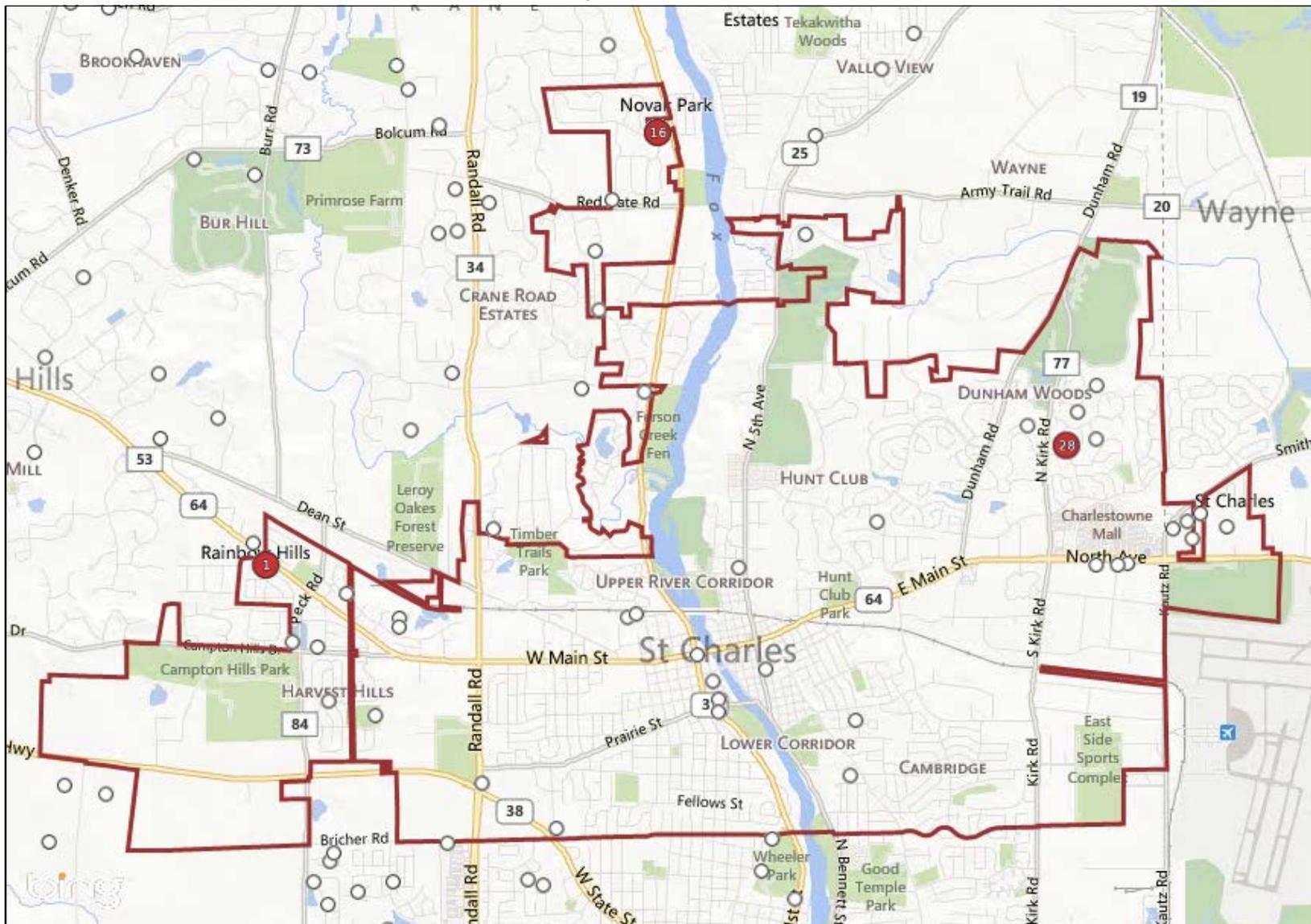


**Building Square Feet Distribution**



# Current Activity and Profile Summary

City of St. Charles

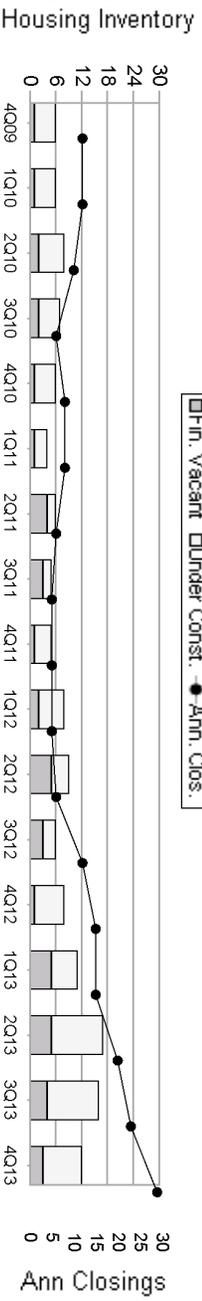


# Historical Housing Activity Summary

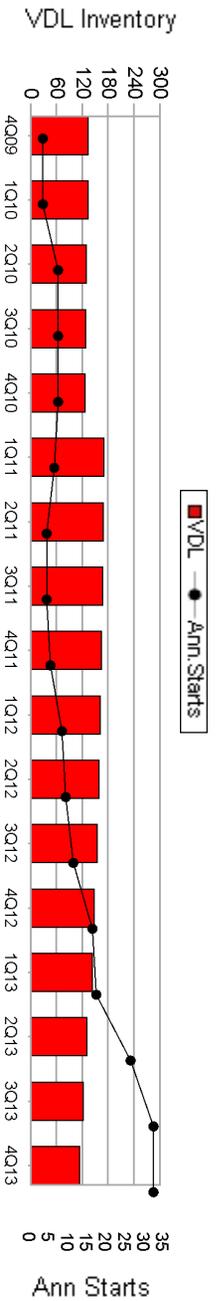
## City of St. Charles

Qtr	Clos	Ann Clos	Model	FinVac	UC	Total Inv	Total Supply	Qtr Starts	Ann Starts	VDL	VDL Supply	Fut Lots	Ann Lot Deliv
4Q09	1	12	0	1	5	6	6.0	2	4	135	405.0	53	-1
1Q10	1	12	0	1	5	6	6.0	1	4	134	402.0	53	0
2Q10	2	10	0	2	6	8	9.6	4	8	130	195.0	53	0
3Q10	2	6	0	2	5	7	14.0	1	8	129	193.5	53	0
4Q10	3	8	0	1	5	6	9.0	2	8	127	190.5	53	0
1Q11	1	8	1	1	3	5	7.5	0	7	171	293.1	53	44
2Q11	0	6	1	4	2	7	14.0	2	5	169	405.6	53	44
3Q11	1	5	2	3	2	7	16.8	1	5	168	403.2	142	44
4Q11	3	5	2	1	4	7	16.8	3	6	165	330.0	100	44
1Q12	1	5	1	2	6	9	21.6	3	9	162	216.0	28	0
2Q12	1	6	2	5	4	11	22.0	3	10	159	190.8	28	0
3Q12	7	12	1	3	3	7	7.0	3	12	156	156.0	26	0
4Q12	6	15	1	1	7	9	7.2	8	17	148	104.5	26	0
1Q13	1	15	1	5	6	12	9.6	4	18	144	96.0	26	0
2Q13	6	20	1	5	12	18	10.8	12	27	132	58.7	26	0
3Q13	10	23	1	4	12	17	8.9	9	33	123	44.7	26	0
4Q13	12	29	1	3	9	13	5.4	8	33	115	41.8	26	0

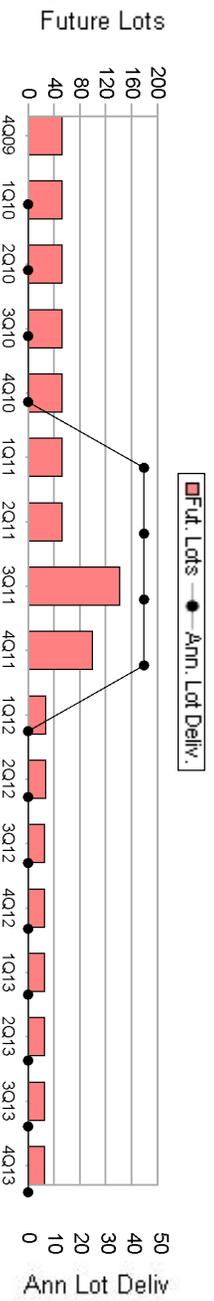
### Housing Inventory and Closings By Quarter



### Vacant Developed Lots and Starts By Quarter



### Future Lots and Deliveries By Quarter



## Current Activity and Profile Report

### City of St. Charles

Sorted by Subdivision

Map No	Subdivision Name	Assigned City	Status	Lot Size	Price Range	Qtr Starts	Ann Starts	Qtr Clos	Ann Clos	Occ	Inventory			VDL	Future	Total
											Mod	Fin Vac	U/C			
1	Artesian Springs	St. Charles	Act 1Q03	9,750	\$575-\$795	0	0	0	0	14	0	0	0	10	0	24
28	Majestic Oaks	St. Charles	Act 3Q00	11,970-15,000	\$390-\$825	0	0	0	0	126	0	0	0	12	0	138
16	Reserve of St. Charles, The	St. Charles	Act 1Q06	11,050	\$460-\$600	4	6	1	2	36	0	0	5	92	0	133
<b>Selection Totals</b>						4	6	1	2	176	0	0	5	114	0	295

# Kane County Regional Planning Commission

Glenn Morgenroth, Chair  
Sue Harney, Vice Chair  
Steve Arnold  
Ian Lamp  
Steve Persinger  
Joseph Slawek  
Dr. David Stone  
Mahender Vasandani  
Ellen Weiten



Christopher J. Lauzen, Ex-Officio  
Theresa Barreiro, Ex-Officio  
Joe White, Ex-Officio

Mark D. VanKerkhoff, Secretary

County Government Center  
719 S. Batavia Avenue  
Geneva, Illinois 60134

May 15, 2014

Rita Tungare  
Director of Community & Economic Development  
City of St. Charles  
Two East Main Street  
St. Charles, IL 60174

Re: Comments regarding the proposed Concept Plan for the Bluffs of St. Charles

Ms. Tungare,

Thank you for your letter dated April 22, 2014, regarding the above project. The Concept Plan was reviewed by Kane County staff and a Staff Report dated May 9, 2014 was reviewed and discussed in a joint meeting of the Kane County Regional Planning Commission and the Kane County Historic Preservation Commission on May 14, 2014.

The Kane County Regional Planning Commission unanimously approved a motion to strongly encourage the City of St. Charles to either recommend that the proposed Concept Plan be modified or discourage it from proceeding through the annexation process based on the content of the Kane County Staff Report. Additionally, the Commission emphasized that any plan proposed for this site should be compatible with the **Kane County 2040 Plan** with a special emphasis on the site being an upland portion of a significant water resource area.

Specific comments and discussion focused on the following issues:

- While the market study supports the need for this type of housing in the City of St. Charles, this location is isolated and is not compatible with many objectives for connectivity, mobility choices, resource protection and active, healthy living adopted in the **Kane County 2040 Plan**.
- While the proposed 285 units is much denser than the 90 units approved by the County as part of a much larger development, it is also too dense because it does not provide for adequate setbacks, usable open space, protection of the steeply sloped areas, buffers to the forest preserve property, or the Prairie Green Preserve and the Mill Creek watershed.
- This proposal does not address the traffic generated by 285 units or provide for how the infrastructure improvements including intersection, rail road crossing and bridge reconstruction, would be completed.

- This parcel is designated as Resource Management Area in the 2040 Plan and is a critical link in a large crescent of open space representing significant public and private investments extending from Campton Hills to the north to the Dick Young Forest Preserve to the south. Any development or preservation of this parcel should be responsive to the standards set in the 2040 Plan and the 2040 Green Infrastructure Plan.

The Kane County Historic Preservation Commission unanimously approved two motions. The first was to accept the staff recommendations with special emphasis on preserving buildings on the Johnsen Farm through adaptive use and the proposed project be redesigned in accordance with the Brundidge Road Corridor Management Plan. The second motion authorized staff, if the parcel is to be annexed, to negotiate an inter-governmental agreement with the City of St. Charles to provide for the continued designation and protections of the Brundidge Road Corridor to prevent jeopardizing significant features and character of the rustic road and adjacent uses.

Specific comments and discussion focused on the following issues:

- The proposed Concept Plan does not recognize the existence of the rustic road or the farmstead nor propose any design features that preserve the tree line, buildings or view sheds.
- The increased traffic produced by 285 units and road improvements would be detrimental to the rustic road corridor. It was noted that in the proposed Settlements of La Fox Plan, the majority of the traffic at the north and south ends of Brundidge Road were proposed to be diverted to the west leaving mainly local traffic on the rustic road.
- The proposed density of 285 units is not in character with the adjacent agricultural uses and rural development.

The enclosed Staff Report and attachments reflect revisions made at the request of KDOT and new comments received from the Blackberry Township Highway Commissioner, who maintains Brundidge Road.

Please contact me if you have any questions regarding the Staff Report, the motions and comments by the two commissions, or would like to utilize any County resources to assist the staff, Planning Commission and City Council in the review and discussions regarding this proposal.

Sincerely,



Mark D. VanKerkhoff, AIA  
Director, Kane County Development & Community Services Department

cc: John Hoscheit, Kane County Board District 12  
and President, Kane County Forest Preserve  
Phil Lewis, Kane County Board District 13  
Mark Davoust, Kane County Board District 14  
Barb Wojnicki, Kane County Board District 15  
Drew Frasz, Kane County Board District 18

## **STAFF REPORT**

TO: Kane County Regional Planning Commission

FROM: Mark VanKerkhoff, AIA, Director

DATE: May 9, 2014 (Revised May 15, 2014)

RE: Annexation & Concept Plan Review – The Bluffs of St. Charles

### **Overview**

The subject of this Staff Report is the Concept Plan and subsequent annexation for the proposed The Bluffs of St. Charles subdivision, which was presented to the City of St. Charles. The City is requesting comments on the proposal from Kane County and other organizations. As stated in the letter from the City of St. Charles, “the purpose of the Concept Plan review is to enable the applicant to obtain informal input from the City prior to spending considerable time and expense in the preparation of detailed plans. It also serves as a forum for owners of neighboring property to ask questions and express their concerns and views regarding the potential development.” This request for comments offers an opportunity for the County to review the proposal through the lens of the Kane County 2040 Plan.

The Regional Planning Commission has been asked to review the proposed annexation and Concept Plan for The Bluffs subdivision for consistency with the Kane County 2040 Plan. This Staff Report is intended to aid the Commission in its review of the Concept Plan and annexation. The following review has been prepared by the Kane County Development Department staff, with input from other departments, with the intent to identify issues and provide information pertaining to the feasibility of the Concept Plan, its relationship to County policies, plans and existing development conditions. This review is submitted to the Regional Planning Commission for its consideration in preparing its comments and recommendations as requested by the City of St. Charles.

### **Background**

- a. **Location** – Southeast corner of IL Route 38 and Brundige Road in Campton Township, adjacent to the City of St. Charles to the north and east. The property is located approximately 2 miles west of Randall Road.
- b. **Acreage** – 96 acres
- c. **Purpose** – To develop the property as a single-family residential subdivision of approximately 285 units.
- d. **Governmental Jurisdiction** – The property is located in unincorporated Campton Township and is thus under the jurisdiction of Kane County. The applicant is proposing to annex the property to the City of St. Charles.
- e. **Land use** – The property is currently used agriculturally and contains a barn and a few houses and outbuildings.

- f. **Adjacent land use** – The property is bordered by the Illinois Youth Center to the north and agricultural land to the east, south, and west. The Mill Creek Greenway abuts the site at its southern boundary.
- g. **Housing market** – The applicant solicited Metrostudy to comment on the local new home market. Most market demand for new homes in the area are for those priced under \$350,000. There is an abundant supply of vacant, developable lots, but they are targeting higher priced homes (over \$400,000). There is no available supply of smaller lots. Based on these findings, Metrostudy suggests new homes in the area should be priced between \$250,000 and \$350,000. The active adult/age-targeted market should be considered due to the growing 55 and over population. These findings are consistent with those of the *Homes for a Changing Region* study currently underway in St. Charles, which compares current housing supply with current and future housing demand (up to the year 2040). *Homes* findings suggest an increase in demand for small lot single family homes and homes affordable to middle-income households, as well as housing to meet an increasing senior population.

**Previous Development Proposal**

The site of The Bluffs was part of the proposed Settlements of LaFox PUD, which was reviewed by the Regional Planning Commission in March 2005. Settlements of LaFox was to be a master planned community that would include residential, commercial, and community land uses and would cover 1,203 acres in Blackberry and Campton Townships. The subject site would have formed the northeastern corner of the PUD and was proposed to include 90 single-family units on lots between 14,000 and 16,800 sq. ft (see photo below). The development proposal also included the dedication of 5.08 acres to the St. Charles Park District (which encompassed the site’s existing barn), as well as large setbacks from Route 38 and Brundige Road. The proposal also addressed many of the issues identified later in this report. Although the concept plan was approved by Kane County, Settlements of LaFox was never platted or constructed due to the economic downturn.



### **2040 Plan Land Use**

The property is located within the Critical Growth Area of the Kane County 2040 Conceptual Land Use Strategy, which divides the county into three corridors. The Critical Growth Area is where new development and municipal growth should be sensible and well-managed, and where Smart Growth principles should be implemented.

More specifically, the 2040 Plan identifies most of the property as within the Resource Management land use category, with the northern portion along Route 38 proposed open space. The Resource Management category supports compact, mixed-use growth while emphasizing wise management of land and water resources, both through municipal and unincorporated development in the County.

### **Historic Preservation**

In June 2005, the Kane County Board designated Brundige Road a Kane County Rustic Road under the Historic Preservation Ordinance. Recognized for its continued agricultural use, great expansive views of farmland, and farm houses that date from the 1850s to the 1930s, Brundige Road began as a farm land in the 1850s. In addition to its historic resources Brundige Road also contains a natural prairie restoration and abundant wildlife including the Illinois endangered species the Blanding's Turtle that inhabit Mill Creek. As the surrounding property is used primarily for agriculture or open space, the road has significant historic integrity. Residents and property owners along the road together with staff created a Corridor Management Plan that sets out the preservation goals of the road and specific strategies to accomplish them. The Goals are as follows:

Goal #1 Maintain and preserve the rural and natural heritage that exists along the roadway.

Goal #2 Maintain and preserve the natural environment surrounding the roadway.

Goal #3 Preserve agricultural heritage along the roadway.

Goal #4 Preserve historic structures along the roadway.

Goal #5 Provide information of the scenic, natural, and historic qualities of the roadway to both visitors and property owners.

The plan under consideration for development would change the historic use of the property which is based in agriculture, it would remove the agricultural heritage along the roadway and the rural flavor the property currently provides. The plan does not consider the context of the area and makes no attempt to blend in with its surroundings. The plan calls for 284 housing units on 96 acres which would all access Brundige Road to gain entry and exit to the proposed subdivision. Currently there are only eight residences and a handful of agricultural buildings on the designated Rural Route. The activity created by the additional traffic along would negatively impact the historic and rural feel of the road which the Rustic Road designation sets out to protect.

### **Johnsen Farmstead**

The Johnsen Farmstead (southeast corner of Route 38 and Brundige Road) includes four residential structures, a large barn and several outbuildings. The brick American Foursquare style house is in good condition and suitable for rehabilitation in its present location or relocation to a new site. The smallest residence is a rare remaining post-WWII style house commonly referred

to as a “chicken coop” house because of the small size and unique shape. This structure is also suitable for preservation and could be easily relocated to a new site for preservation and interpretation. The large dairy barn is also suitable for rehabilitation on site if a suitable and economically feasible use could be identified. As a “newer” dairy barn it is considered historically significant in the evolution of dairy farming in general and within the county. It is likely a University of Illinois Extension Office building plan or modeled off of one. The barn is not suitable for relocation because of its size and type of construction. The Concept Plan does not indicate details regarding the disposition of the houses and farm structures, only that they do not appear on the plan.

### **Natural Resources**

*(Also see attached memo from Water Resources Division for complete comments)*

#### **Topography**

The site is an upland area in the Mill Creek watershed including three sub-watersheds that drain to the east, northwest and southwest. Some of the most pristine section of streams in Kane County are immediately downstream of the proposed subdivision. There are six USDA, NRCS Classification Soils with either fair or severe wetness or ponding.

Erosive soils and steep slopes will need to be protected or vegetated to prevent soil erosion per the stormwater ordinance. This will help protect Mill Creek from sedimentation and water quality degradation. The proposed plan does not appear to retain the existing tree line or the addition of reforestation to the top of the slope.

#### **Subsurface Drainage**

Currently the soils are drained for agricultural purposes with a subsurface agricultural drain tile system. This system will need to be abandoned onsite and its function replicated with a subsurface drainage system and sump pumps for each residential structure connected to the storm drainage system for the subdivision.

The additional pumped groundwater not taken up by retention on site must be treated via best management practices (BMPs) and conveyed to Mill Creek in a new storm sewer system.

#### **Stormwater Management**

Careful planning of the site must include preserving and enhancing the groundwater infiltration characteristics in those areas that are mass graded. The Countywide Stormwater Management Ordinance and Best Management Practices call for onsite retention of the first ¾ inch of rainfall runoff from new impervious surfaces. The concept of using rain gardens in public areas and other low impact BMPs should be utilized throughout the development to disconnect impervious areas and protect Mill Creek from being degraded. The pristine reaches of Mill Creek downstream of the development must be preserved intact during and after development. This unique water resource in Kane County could easily be altered or destroyed without paying careful attention to the details in the planning and design of the development.

### **Water Supply**

Water supply upon annexation to the City of St. Charles will be from their city water system which relies on the St. Charles Aquifer. In the area of the proposed development the St. Charles Aquifer is hydraulically dependent upon groundwater recharge, especially from Mill Creek. According to the Illinois State Water Survey's *Water Resources Investigation for Kane County (2009, Meyer, et.al.)* if development continues at ever increasing rates similar to those prior to 2007, base flows in Mill Creek are predicted to disappear during dry periods by the year 2050.

### **Wastewater Treatment and Reuse**

Wastewater treatment upon annexation to the City of St. Charles will be provided at their wastewater treatment facility immediately east of the development site. The proximity of the site to the treatment plant provides a unique opportunity to irrigate public open space with treated and disinfected graywater effluent. The use of graywater will recharge the groundwater system and conserve drinking water that would otherwise be used for irrigation.

The property is located within the Mill Creek WRD Facility Planning Area and adjacent to the St. Charles FPA. Service provided by the City of St. Charles would require a change in FPA boundaries.

### **Green Infrastructure**

On December 10, 2013 the Kane County Board adopted the Kane County 2040 Green Infrastructure Plan and Map. The Plan and Map is an analysis of existing natural resources in the County and recommendations for green infrastructure priorities and approaches. It is intended to be a tool for implementation of the Kane County 2040 Plan adopted the previous year.

The Green Infrastructure Map shows the proposed site of The Bluffs of St. Charles to be among one of the largest swaths of continuous, protected open space in Kane County. Prairie Green to the southwest is the result of a collaboration of a number of property owners and local and federal governments to protect and restore existing natural resources including the Mill Creek greenway. To the north of the proposed site is a combination of public and private open space including ADID wetlands. Both of these areas are connected through greenways to additional protected open space. The water resources of the development site were listed in the previous section of this staff report. These resources must be incorporated in the Kane County Green Infrastructure planning process to promote an integrated resources planning approach and to promote sustainability in the proposed development.

Even though the Green Infrastructure Map does not show green infrastructure on this particular site, it is important to consider the effects development may have on adjacent properties by incorporating conservation and sustainability criteria as called for in the Kane County 2040 and Green Infrastructure Plans.

These criteria include access to open space/green infrastructure on the neighborhood level; connections to regional open space/green infrastructure; protection of the local water supply and quality; and the opportunity for multi-modal transportation within and connecting to areas outside the site.

This may mean that the proposed density and zoning of the site, 285 single family units on proposed lots of a minimum 6,600 sq. ft. (RS-4 Suburban Single-Family Residential District) is not the best use of the site when the water resources of the development environs are being stressed by the development. The density and size of the lots must be balanced with capturing and reusing additional water from the development onsite in order to avoid degrading water quality, and using the water resources of the environs in an unsustainable fashion. Possible solutions to make the development site more sustainable as well as additional details regarding water resources for this site can be found in the attached memo.

### **Agriculture**

The property is currently used for agriculture. The County supports protecting farmland as both a natural resource and economically productive land use. This proposal would take the land out of its agricultural use, eliminating its future potential for both conventional agriculture and production of food for local consumption.

The property is located in close proximity to community garden plots offered for lease to residents by the St. Charles Park District at James O. Breen Community Park and the Geneva Park District at Prairie Green. These gardens would be a positive amenity for residents, although accessing the park by walking or biking would be difficult due to a lack of sidewalks and bike trails.

### **Sustainability and Energy**

The Kane County 2040 Plan and Energy Plans promote land use patterns and strategies that increase energy conservation and energy efficiency and reduce greenhouse gas emissions while promoting sustainable development practices.

The isolated nature of this site does not promote connectivity or multi-modal transportation and raises concerns about the effects single-use residential development may have on the surrounding protected natural resources and water quality. The site is isolated from existing infrastructure and will require inefficient connections to sewer, water, natural gas and electricity. In addition, the isolated nature of this site creates an auto-centric environment for residents to access employment, education, commercial and cultural activities thus increasing instead of decreasing greenhouse gas emissions per household.

### **Transportation**

(revised May 15, 2014, per KDOT)

Staff from the Kane County Division of Transportation (KDOT) has reviewed the concept plan application for the Bluffs of St. Charles (dated 4-7-14). This comment memo should replace the previous comment memo of 5-7-14. We offer the following comments for inclusion in the overall Kane County response.

1. The proposed development calls for 285 single family units at the southeast corner of IL Route 38 & Brundige Road. This is proposed on a 96-acre property that was previously only a small part of the Settlements of LaFox development concept. While the footprint of the Bluffs is considerably smaller than the Settlements of LaFox, the number of total

single family units is comparable in traffic impact as to a large portion of the Settlements. Therefore, we anticipate that the traffic impact to the IL Route 38/Brundige and Keslinger/Brundige intersections will be comparable to the entirety of the Settlements of LaFox development.

2. As such, if additional portions of the Settlements develop, there will be additional impacts to Brundige Road and associated intersections.
3. The Bluffs would be incorporated into the City of St. Charles, meaning the jurisdiction of Brundige Road, along the site's frontage, would transition from Township to City jurisdiction. Access approvals would therefore be granted by the City of St. Charles and IDOT, but the development of these lands would also have significant traffic impacts to Brundige Road (a gravel road under the jurisdiction of Blackberry Township) south of the property.
4. We suggest that a traffic study be conducted and submitted for review by the affected agencies: IDOT, City, County, Campton Township, and Blackberry Township.
5. The Settlements development was approved with various off-site road improvements to mitigate the impact of development-related traffic, which we believe are appropriate:
  - a. Asphalt wearing surface on Brundige Road
  - b. Repair or replacement of Brundige Road Bridge over Mill Creek
  - c. Channelization of the IL Route 38/Brundige intersection. Signalization if warranted.
  - d. Channelization of the Keslinger/Brundige intersection. Signalization if warranted.
6. Brundige Road is currently a Kane County Rustic Road, which would require special coordination with the Kane County to mitigate impacts.

*(See attachment for complete KDOT comments)*

**Blackberry Township Highway Commissioner**

(added May 15, 2014, e-mail from Rodney Feese Blackberry Township Highway Commissioner)

“I have been made aware of the possible development of the Southeast corner of Brundige Rd. and Rt. 38 known as Bluffs of St. Charles. Although this development does not fall within Blackberry Township, my concern is the status of Brundige Road and such a high concentration of housing. If the development was located within Blackberry Township, I would have a great concern about the housing density in such a limited area.

The reality is that such a concentration of housing boarding Brundige Rd. requires me to point out that the Brundige Rd Bridge, over the creek is old and if it experiences increased traffic patterns, it will require more maintenance at Township expense. Secondly the approach to the bridge is gravel and not designed to handle the potential traffic from such a high concentration of housing and the traffic it would generate. The third and most important issue is the fact that Brundige Road has a grade level railroad crossing. I do not have to explain to you the potential problems this can cause with increased traffic and train noise. Also Brundige Rd. is a Rustic Rd. within Kane County which allows only certain improvements to this road.

Thank you for taking my concerns into consideration. I would be willing to make my concerns known at any forum you deem appropriate.”

## **Community Health**

The major consideration regarding community health and the proposed development is related to the site's isolated location. Due to its distance from employment opportunities, retail and services, schools, and cultural activities, residents will have to depend on auto travel to meet their daily needs. This will reduce the likelihood that residents will engage in an active lifestyle. In addition, if the developer decides to make the development age-restricted (as suggested by the Metroquest findings), the Ride In Kane program will need to be extended to serve the elderly residents due to a lack of public transit serving the area.

## **Local Government Comments**

**City of Geneva** – The City of Geneva's Planning Commission discussed the proposed development and agreed on the following concerns:

- How does high density single family residential fit into Brundige Road as a Rustic Road, the City of St. Charles Comp Plan and the broader concept of planning for the area? How does it fit into the overall open space planning of the area, more specifically the protection and preservation of the Mill Creek greenway?
- The impact of a significant increase in traffic generated on the road system; most notably Brundige Road and Keslinger Road between Peck and Randall Road given the Planned Unit Development that is scheduled to be built near Delnor Hospital.
- Stormwater management in relation to Prairie Green given that the wetland bank has been very dry recently.
- The only open space shown is detention ponds.

## **Staff Recommendations**

As noted earlier in this report, the subject property was part of a larger proposed development, the Settlements of La Fox. During the review process for that development, Kane County staff focused on this parcel and through this report, share that knowledge with the City of St. Charles.

Kane County staff encourages the City of St. Charles Planning Commission to consider the technical information and comments regarding the Kane County 2040 Plan included in this staff report in their recommendation for or against annexation, in the areas of:

1. Proposed density
2. Real estate market demographics
3. 2040 Plan land use
4. Natural resources
5. Agriculture
6. Sustainability and Energy
7. Transportation
8. Community health
9. Connectivity

The following recommendations pertain specifically to historic preservation:

In the Adjacent Features and Properties Section of the Brundige Road Corridor Management Plan this parcel is called out to; maintain the open space character, preserve the windbreak (tree line) and farmstead. *Recommended Preservation Strategies:* Open space area should be

maintained within a 150-foot setback from the right of way and adding the parcel to the Rustic Road nomination for inclusion in designation.

Activities for Review and Recommendation by the Historic Preservation Commission:

- New construction within the 150-foot setback from the right of way.
- Removal of healthy trees
- Exterior alterations or additions to the existing structure or its removal.
- New road access points.
- New site development that includes changes to existing topography.
- Changes in land use or zoning.

Proposed plan for Bluffs of St. Charles could recognize the County's Rustic Road designation and encourage changes to the concept plan that will include preserving the rural character of the road. This could be accomplished by following the design that was proposed in the Settlements of LaFox which does not build houses on the road itself and leaves a buffer between the road and the development. The County would like to maintain the Rustic Road status of the road and would encourage the City of St. Charles to enter into an Inter-Governmental Agreement for the extension of the Rustic Road Program for the continued designation of Brundige Rd.

There is also the opportunity to preserve the Johnsen barn, the brick 4-square and the chicken coop house making them a focus or central point of the development and provide use by the Park District or the development.

In addition to these comments, the following objectives from chapters in the Kane County 2040 Plan are recommended to be applied in review of this proposal:

#### **Land Use and Built Environment**

1. To encourage compact, mixed-use, multi-modal development that will increase travel options within existing urbanized areas, employment centers, and along transit nodes and corridors as a means to accommodate new population growth, reduce land consumption, preserve valuable open space, conserve ecosystem functions, protect water quality, and improve community health.
2. To promote County and municipal policies and regulations that facilitate the application of the Livability Principles, Smart Growth Principles, and Healthy Community Design criteria as an alternative to conventional suburban sprawl.
3. To promote reinvestment in underutilized vacant properties, opportunities for compact, mixed-use development and possibilities for suburban retrofits as preferred alternatives to new development that consumes more farmland and open space.
4. To support a countywide open space and green infrastructure network by prioritizing its protection, restoration, and enhancement through careful evaluation of natural resources prior to new development and utilizing techniques such as conservation design and low impact development.
6. To promote complete, walkable neighborhoods that provides proximity to daily goods and services in order to decrease automobile dependence, and enhance livability and build community cohesion.
7. To capitalize on existing investments in infrastructure by encouraging development in areas where infrastructure is being underutilized or planned for expansion without straining fiscal budgets or creating new environmental impacts.

### **Mobility and Connectivity**

5. Reduce the growth in congestion and vehicle miles traveled, while preserving the County's transportation system and its carrying efficiency (from 2040 Transportation Plan).

### **Community Health**

6. Support and create health promoting neighborhoods, towns, and cities (from 2011 Community Health Improvement Plan).

### **Housing**

7. To prioritize housing in locations that offer infill and redevelopment opportunities, encourages compact, mixed-use, multi-modal development, and enhances community livability, increases walkability and decreases auto dependence.

### **Agriculture: Food and Farm**

1. To protect farmland as a valuable natural resource and economically productive land use through land use policy in both municipal and County land use and transportation decisions.

2. To discourage projects that will have a detrimental impact on the preservation of agricultural lands and discourage the use of public funds for such projects.

### **Open Space and Green Infrastructure**

2. To continue efforts in protecting the environment and restoring the unique and fragile environments associated with the geography of Kane County.

3. To enhance and expand Kane County's green infrastructure network by providing functional connections between water resources, natural areas, forest preserves, cultural and historic sites, and communities as part of the region's Green Infrastructure Vision.

### **Water Resources**

6. To promote Green Infrastructure best management practices and technologies to filter and capture stormwater runoff for improved water quality, groundwater recharge and to enhance the health and livability of our communities and ecosystems.

### **Sustainability and Energy**

4. To promote energy conservation and sustainable development practices in County and municipal health, transportation and land use planning of the three strategy areas.

### **Historic Preservation**

1. To protect Kane County's heritage and historic character through the preservation of historic and cultural resources that contributes to the County's unique sense of place and quality of life.

5. To promote the Kane County Rustic Roads Program with municipalities and increase the number of incorporated and unincorporated rustic road corridors that are designated and protected in order to preserve and enhance the County's rural character.

### **Economic Prosperity**

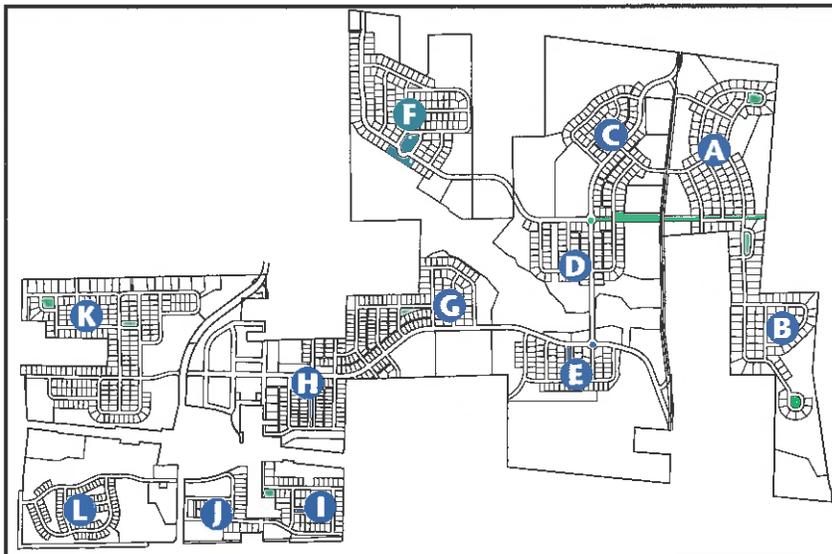
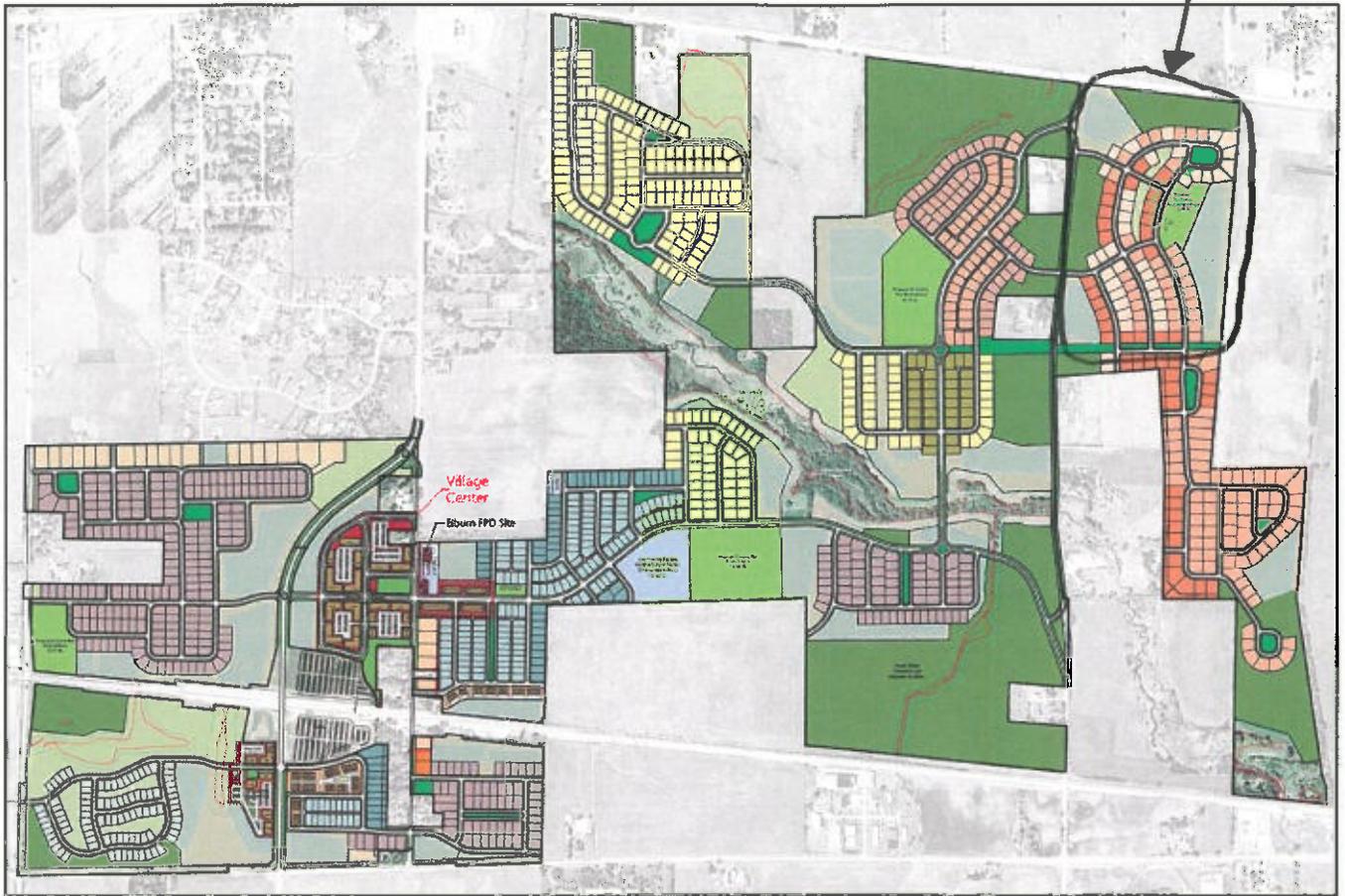
7. To encourage mixed use land use patterns and transit opportunities that reduce commute times and locate small business opportunities and employment centers in close proximity to diverse and affordable housing.

**Attachments**

1. Settlements of La Fox Preliminary Plan
2. Memo from Paul Schuch, Water Resources Division
3. Green Infrastructure Map
4. Settlements of La Fox Slope Analysis
5. Memo from Kurt Nika, KDOT (revised May 15, 2014)
6. Settlements of LaFox Roadway Improvements

# Settlements of LaFox Preliminary Plan

The Bluffs  
of St. Charles  
Site



Neighborhood Key Map

## SITE DATA TABLE

Existing Zoning	F District-Farming
Proposed Zoning	PUD
Single Family Lots	1,194
Townhomes	81
<i>(A total of 75 Auxiliary units are allowed. See page 72 for description and standards.)</i>	
<b>Total Units</b>	<b>1,275</b>
Total Site Area	1,247.35 AC
Total Open Space	656.47 AC – 52.6%
<i>(Includes Community Facilities, Private &amp; Public Parks, HOA &amp; BOA Open Space, Forest Preserve &amp; Sanitary &amp; Stormwater District Areas)</i>	
<b>TOWN CENTER AREA</b>	
Commercial & Residential	35.18 AC
<i>(Includes 442 Residential Units Ancillary to Commercial, Old LaFox Road Mixed-Use Lots &amp; Neighborhood "H" Live/Work Areas)</i>	

# COUNTY OF KANE

KANE COUNTY ENVIRONMENTAL &  
WATER RESOURCES DIVISION

WATER RESOURCES DIVISION  
Paul M. Schuch, P.E., CFM  
Director



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## STAFF REPORT

TO: Mark VanKerkhoff, Director  
Kane County Development Department

FROM: Paul Schuch, Director  
Water Resources Division

SUBJECT: The Bluffs of St. Charles Concept Plan – Avanti Acquisition Company LLC  
Proposed 96 Acre, 285 unit, Single-Family Residential Subdivision  
To be Annexed into the City of St. Charles  
S.E. Corner of Illinois Route 38 and Brundige Road  
Campton Township, Section 36

DATE: May 7, 2014

I have reviewed the letter from Rita Tungare to you dated April 22, 2014 regarding the above referenced development. I have also reviewed the one page Concept Plan for the proposed development and the one page offsite water and sanitary sewer concept layout for the proposed development.

In addition to the above documents, I have gone back in the files and reviewed the concept and preliminary plans and staff reports to the Kane County Development Committee for the Settlements of LaFox development, a portion of which included the site for the proposed Bluffs of St. Charles subdivision.

I have also reviewed portions of the Kane County 2040 Plan, the Kane County 2040 Green Infrastructure Plan, the City of St. Charles Comprehensive Plan adopted in September 2013 and *Title 17 - Zoning* of the City of St. Charles Code regarding residential development standards.

I have the following comments regarding the proposed development site:

### EXISTING SITE CHARACTERISTICS

**Topography** - The site is contains a minor ridge that runs from the northeast corner to the southwest near Brundige Road and then to the center of the southern boundary of the proposed subdivision. The high point of the proposed subdivision is near the southern boundary at approximately elevation 806 above sea level. There are three sub-watersheds that drain to the east, northwest and southwest with associated low points of 758, 792 and 764 respectively. The

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 Proposed Bluffs of St. Charles Subdivision  
 May 7, 2014

site has moderate to steep rolling topography with slopes as steep as 12-percent. The site is an upland area in the Mill Creek watershed.

**Soils** – The following USDA, NRCS Classification Soils are present on the site with characteristics shown:

<u>Name</u>	<u>Drainage</u>	<u>Structure</u>	<u>Erosivness</u>
• 59A Lisbon –	Severe, wetness	Low strength, fine clays	-----
• 152A Drummer –	Severe, ponding	Low strength, excess fines	-----
• 154A Flanagan –	Severe, wetness	Low strength, excess fines, shrink-swell	-----
• 512B Danabrook –	Severe, wetness	Low strength, excess fines, clayey	Water erosion
• 656B Octagon –	Fair, wetness	Excess fines, clayey	Water erosion
• 656D2 Octagon –	Fair, wetness	Excess fines, clayey	Water erosion steep slope

Erosive soils and steep slopes will need to be protected or vegetated to prevent soil erosion upon the establishment of final grades, or within 14 days of grading inactivity per the stormwater ordinance. This will help protect Mill Creek from sedimentation and water quality degradation. Some of the most pristine sections of streams in Kane County are immediately downstream of the proposed subdivision both east and west of Brundige Road and north and south of the Union Pacific Railroad.

**Subsurface Drainage** - From the above list of soils and from the drain tile investigation done for the previously planned development for this site, the soils are drained for agricultural purposes with a subsurface agricultural drain tile system. This system follows the surface drainage pattern and leaves the site in three directions, to the east, to the northwest and southwest. This system will need to be abandoned onsite and its function replicated with a subsurface drainage system for footing drains and sump pumps for each residential structure, which need to be connected to the storm drainage system for the subdivision.

The additional pumped groundwater from basements and stormwater discharges from stormwater management facilities that is not taken up by retention on site must receive water quality treatment via best management practices and then be accommodated in a new storm

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Kane County Development Department  
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sewer system that conveys the drainage to Mill Creek, and cannot be connected to existing agricultural drain tiles offsite.

## **WATER RESOURCES**

**Stormwater Management** - Mass grading and development of the site will destroy the soil structure in most areas and reduce the ability of the soil to infiltrate and store groundwater. This has the potential to change the base flows in Mill Creek, which in turn would shift the stream flow/sediment transport balance and potentially increase erosion and degrade water quality of the creek. Careful planning of the site must include preserving and enhancing the groundwater infiltration characteristics in those areas that are mass graded. More than 10 to 15-percent of directly connected impervious area will begin to degrade the water quality of Mill Creek. The amount of imperviousness, which is directly related to density, will need to be quantified and addressed during the preliminary plan phase. The concept of using rain gardens in public areas and other low impact BMPs should be utilized throughout the development to disconnect impervious areas and protect Mill Creek from being degraded.

The Countywide Stormwater Management Ordinance and Best Management Practices supplement call for stormwater detention and allows for release of stormwater at 0.10cfs/acre and the retention onsite of the first ¾ inch of rainfall runoff from new impervious surfaces. These requirements must be followed during the preliminary plan phase of the project and the design of the subdivision improvements. The preliminary design should also follow the stated purposes of the ordinance in Section 102 and the six planning principles in Section 201(f),

Three stormwater management facilities will need to be located in the light green areas shown on the concept plan. Topographically they appear to be located at the proper locations at the low points of the site.

The pristine reaches of Mill Creek downstream of the development must be preserved intact during and after development. This unique water resource in Kane County could easily be altered or destroyed without paying careful attention to the details in the planning and design of this development.

**Water Supply** – Water supply upon annexation to the City of St. Charles will be from their city water system. The Illinois State Geological Survey (ISGS) has identified the location of a buried bedrock valley called the Newark Valley that runs from the northeast to the southwest in the western portions of the City of St. Charles. The Illinois State Water Survey (ISWS) has identified regions of this buried valley that have extensive amounts of sand and gravel as the St. Charles Aquifer. The nearest city wells are in the vicinity of the project site are developed into

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the shallow aquifer system of sands and gravels and the upper formations fractured limestone bedrock in the bedrock valley. The ISWS in their *Water Resources Investigation for Kane County* (2009, Meyer, et.al.) has identified the St. Charles Aquifer in the area of this development to be hydraulically dependent upon groundwater recharge, especially recharge from Mill Creek. If development continues in the Mill Creek watershed in the Tri-Cities of St. Charles, Geneva and Batavia, which all pump water from this aquifer, at ever increasing rates similar to those prior to the economic downturn of 2007, base flows in Mill Creek are predicted to disappear during dry periods of the year by the year 2050. If base flows disappear, the aquatic and terrestrial species in the creek as well as the native plant life associated with the stream will be dramatically impacted and unsustainable. It is imperative that the City of St. Charles become more involved in the northeastern Illinois regional planning efforts to find sustainable water supplies for their citizens and the surrounding area.

**Wastewater Treatment and Reuse** – Wastewater Treatment upon annexation to the City of St. Charles will be provided at their wastewater treatment facility immediately east of the development site. The proximity of the site to the treatment plant provides a unique opportunity to irrigate public open space with treated and disinfected graywater effluent. This would require a graywater system be installed from the treatment plant to the development site. Similar systems are in operation at the Village of Richmond in McHenry County, and the Wasco Sanitary District and the Mill Creek development in Kane County. The use reuse of graywater will recharge the groundwater system and conserve drinking water that would otherwise be used for irrigation. This method of extending the sustainability of aquifers in northeastern Illinois is further discussed and recommended in the CMAP *Water 2050 – Northeastern Illinois Regional Water Supply Plan*.

### **GREEN INFRASTRUCTURE**

Kane County adopted its Green Infrastructure Plan in December 2013, which defines green infrastructure as the following:

“Green infrastructure is an interconnected system of natural areas and open spaces . . . which are protected and managed for the ecological values and functions they provide to people and wildlife. Green infrastructure supports native species; supports air and water resources; and contributes to the health and quality of life for people and communities.

The holistic nature of green infrastructure integrates a variety of aspects of society, offering possible answers to issues of air and water quality, sustainable water supply, road congestion, habitat degradation, climate change and chronic diseases . . .”

MEMORANDUM to Mark VanKerkhoff  
Kane County Development Department  
Proposed Bluffs of St. Charles Subdivision  
May 7, 2014

Two of the four sets of goals of the green infrastructure plan, along with their Objectives and Actions include water resources as follows:

**Goal:** Kane County will protect the local water supply and improve water quality.

**Objectives:** A. to promote the importance of a sustainable water supply.  
B. to promote green infrastructure best management practices in order to capture stormwater for groundwater recharge and protect water quality.

**Actions:**

1. Incorporate the results of the Illinois State Water Survey/Geological Survey Kane County Water Resources Investigations when making development decisions and enhancements to the green infrastructure network.
2. Reclaim and reuse water conducive to the health of ecosystems, preservation of existing drinking water supplies, and holistic management of our water resources public infrastructure.
3. Protect water resources through compact, mixed-use and conservation design development.

**Goal:** Kane County will continue to preserve its natural resources.

**Objectives:** A. to recognize the importance of climate change mitigation and adaptation.  
B. to protect and enhance the Fox River and its tributaries, the backbone of our green infrastructure network and the Kishwaukee River watershed.

**Actions:**

1. Coordinate with local and regional governments and organizations to enhance the green infrastructure network at the regional, community, neighborhood and site scales.
2. Incorporate data from the Chicago Wilderness Climate Change Task Force to protect and improve biodiversity when implementing green infrastructure strategies.
3. Develop an oak tree restoration program including a tree preservation ordinance.
4. Promote Integrated Resource Planning among the stakeholders in Kane County and the region as a way to rationalize the management of our natural resources in a cost-effective and sustainable way.

The water resources of the development site were listed in the previous section of this staff report. These resources must be incorporated into the Kane County Green Infrastructure

MEMORANDUM to Mark VanKerkhoff  
Kane County Development Department  
Proposed Bluffs of St. Charles Subdivision  
May 7, 2014

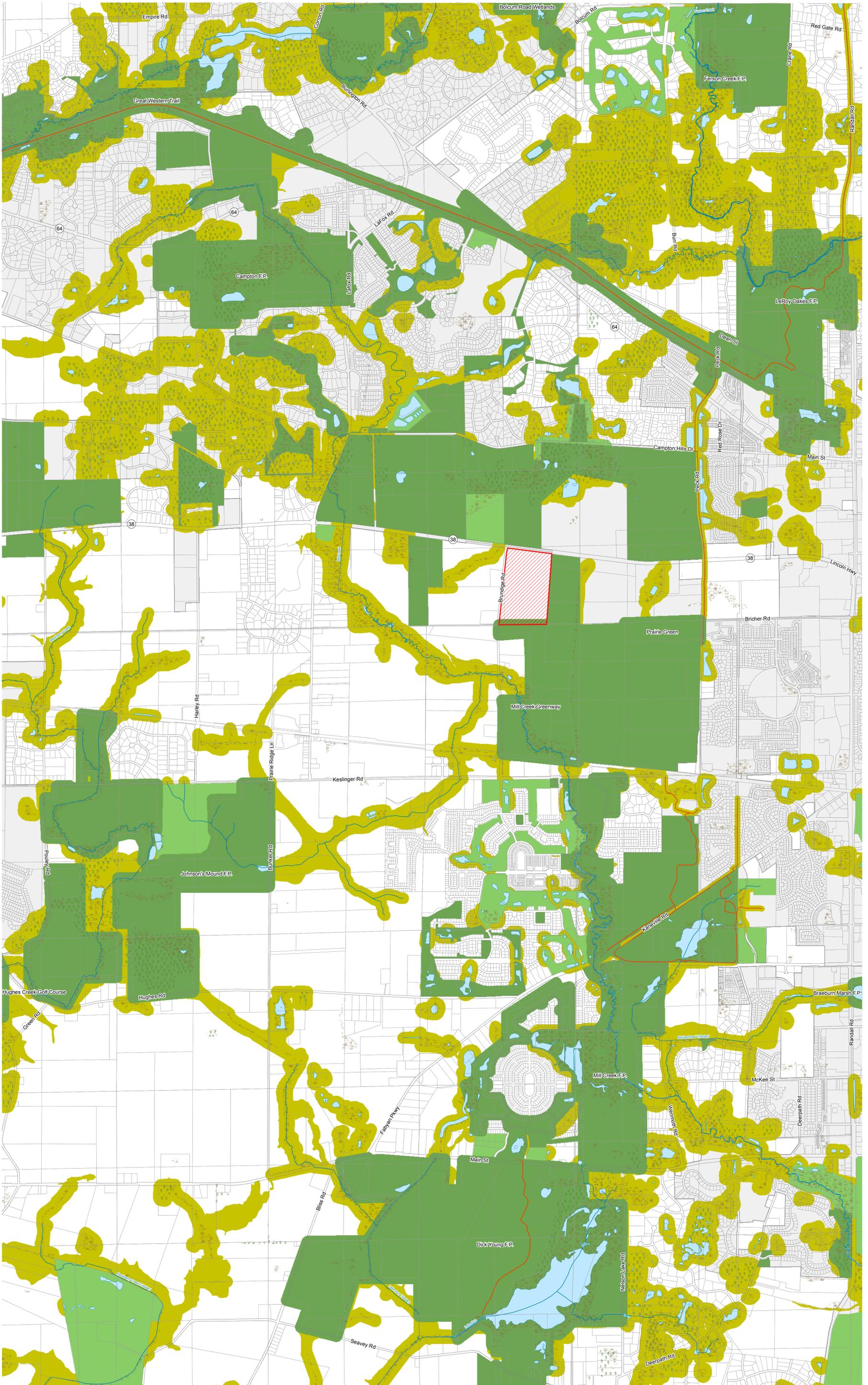
planning process to promote an integrated resource planning approach and to promote sustainability in the proposed development.

This may mean that the proposed density and zoning of the site, 285 single family units on proposed lots of a minimum 6,600 square feet (RS-4 Suburban Single-Family residential District) is not the best use of the site when the water resources of the development environs are being stressed by the development. The density and the size of the lots must be balanced with capturing and reusing additional water from the development onsite in order to avoid degrading water quality, and using the water resources of the environs in an unsustainable fashion.

Possible solutions to make the development site more sustainable include the following:

- Compact mixed-use and conservation design development (e.g.: Changing the requested zoning to RM-2 (10 multi-family units per acre) to site the 285 requested residential units on 28.5 acres (30%) of the site, leaving approximately 67.5 acres (70%) of the site undisturbed for open space and retaining the natural soil hydrology. The steep sloped “bluffs” area could also be left undisturbed and retained for a natural site feature).
- Rain gardens to infiltrate additional runoff from the site into the groundwater system.
- Permeable pavement.
- Additional onsite stormwater retention.
- Rainwater harvesting.
- Pre-treatment before discharging the stormwater from the site into the Mill Creek watershed.
- Reuse of gray water, both internal and external to the homes and/or from recycling treated gray water from the St. Charles treatment plant.
- Other conservation design methods and strategies outlined in the Kane County Green Infrastructure Plan; the Kane County Stormwater Ordinance and Best Management Practices supplement.
- Other nationally recognized methods of holistic, green infrastructure and integrated resource planning technologies and methods.
- Use of the Ordinance Checklist for Municipalities in Appendix 6 of the Kane County Green Infrastructure Plan.
- Use of the References and Additional Resources in Appendix 7 of the Kane County Green Infrastructure Plan.

# PROPOSED ST. CHARLES ANNEXATION



Parks, Preserves & Conservation Areas (with buffer)  
 Private Open Space (with buffer)

Environmental Resource Area (with buffer)

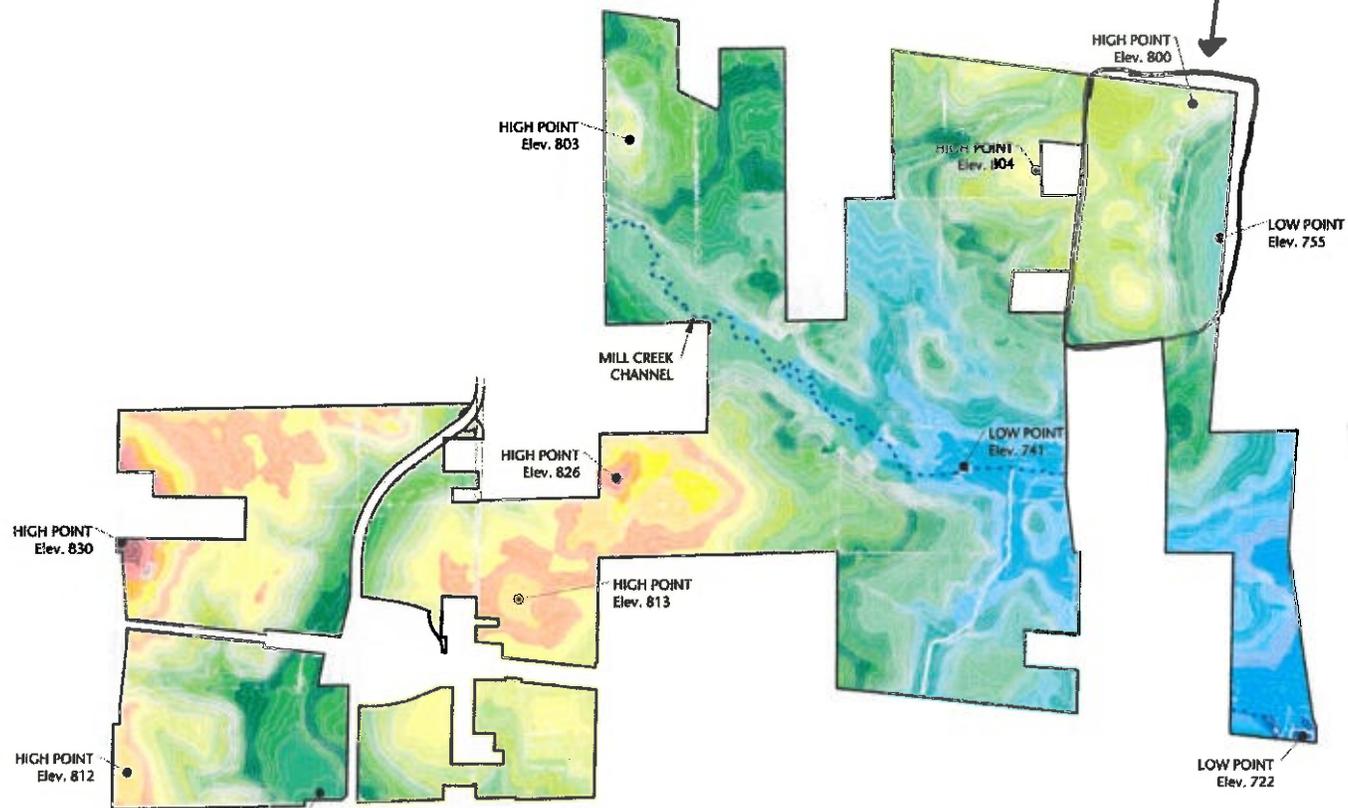
ADID Wetland  
 Remnant Oak Woodland (2011)

Class III Groundwater Area  
 Regional Trail

1 inch = 1/4 mile  
 Kane County Development and Community Services Department  
 T.J.M. - 5/14

The Bluffs of St. Charles site

# Settlements of La Fox Slope Analysis



Slope Analysis Legend			
838 - 842	778 - 782		
834 - 838	774 - 778		
830 - 834	770 - 774		
826 - 830	766 - 770		
822 - 826	762 - 766		
818 - 822	758 - 762		
814 - 818	754 - 758		
810 - 814	750 - 754		
806 - 810	746 - 750		
802 - 806	742 - 746		
798 - 802	738 - 742		
794 - 798	734 - 738		
790 - 794	730 - 734		
786 - 790	726 - 730		
782 - 786	722 - 726		

# KANE COUNTY

## DIVISION of TRANSPORTATION

Carl Schoedel, P.E.  
Director of Transportation  
County Engineer



41W011 Burlington Road  
St. Charles, IL 60175  
Phone: (630) 584-1171  
Fax: (630) 584-5239  
Permit Dept.

### MEMORANDUM

To: Mark VanKerkhoff, Director of Development & Community Services

From: Kurt E. Nika, KDOT *K.E.N.*

Date: May 15, 2014

RE: The Bluffs of St. Charles  
Concept Plan Application – KDOT Comments  
City of St. Charles, IL Route 38 & Brundige Road

Staff from the Kane County Division of Transportation (KDOT) has reviewed the concept plan application for the Bluffs of St. Charles (dated 4-7-14). This comment memo should replace the previous comment memo of 5-7-14. We offer the following comments for inclusion in the overall Kane County response.

1. The proposed development calls for 285 single family units at the southeast corner of IL Route 38 & Brundige Road. This is proposed on a 96-acre property that was previously only a small part of the Settlements of LaFox development concept. While the footprint of the Bluffs is considerably smaller than the Settlements of LaFox, the number of total single family units is comparable in traffic impact as to a large portion of the Settlements. Therefore, we anticipate that the traffic impact to the IL Route 38/Brundige and Keslinger/Brundige intersections will be comparable to the entirety of the Settlements of LaFox development.
2. As such, if additional portions of the Settlements develop, there will be additional impacts to Brundige Road and associated intersections.
3. The Bluffs would be incorporated into the City of St. Charles, meaning the jurisdiction of Brundige Road, along the site's frontage, would transition from Township to City jurisdiction. Access approvals would therefore be granted by the City of St. Charles and IDOT, but the development of these lands would also have significant traffic impacts to Brundige Road (a gravel road under the jurisdiction of Blackberry Township) south of the property.
4. We suggest that a traffic study be conducted and submitted for review by the affected agencies: IDOT, City, County, Campton Township, and Blackberry Township.
5. The Settlements development was approved with various off-site road improvements to mitigate the impact of development-related traffic, which we believe are appropriate:
  - a. Asphalt wearing surface on Brundige Road
  - b. Repair or replacement of Brundige Road Bridge over Mill Creek
  - c. Channelization of the IL Route 38/Brundige intersection. Signalization if warranted.
  - d. Channelization of the Keslinger/Brundige intersection. Signalization if warranted.
6. Brundige Road is currently a Kane County Rustic Road, which would require special coordination with the Kane County to mitigate impacts.

Cc: Sam Gallucci, Campton Township Road District  
Rod Feece, Blackberry Township Road District  
File

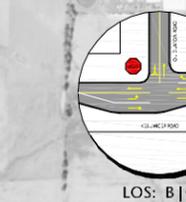
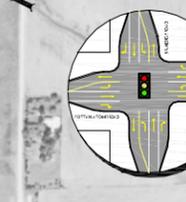
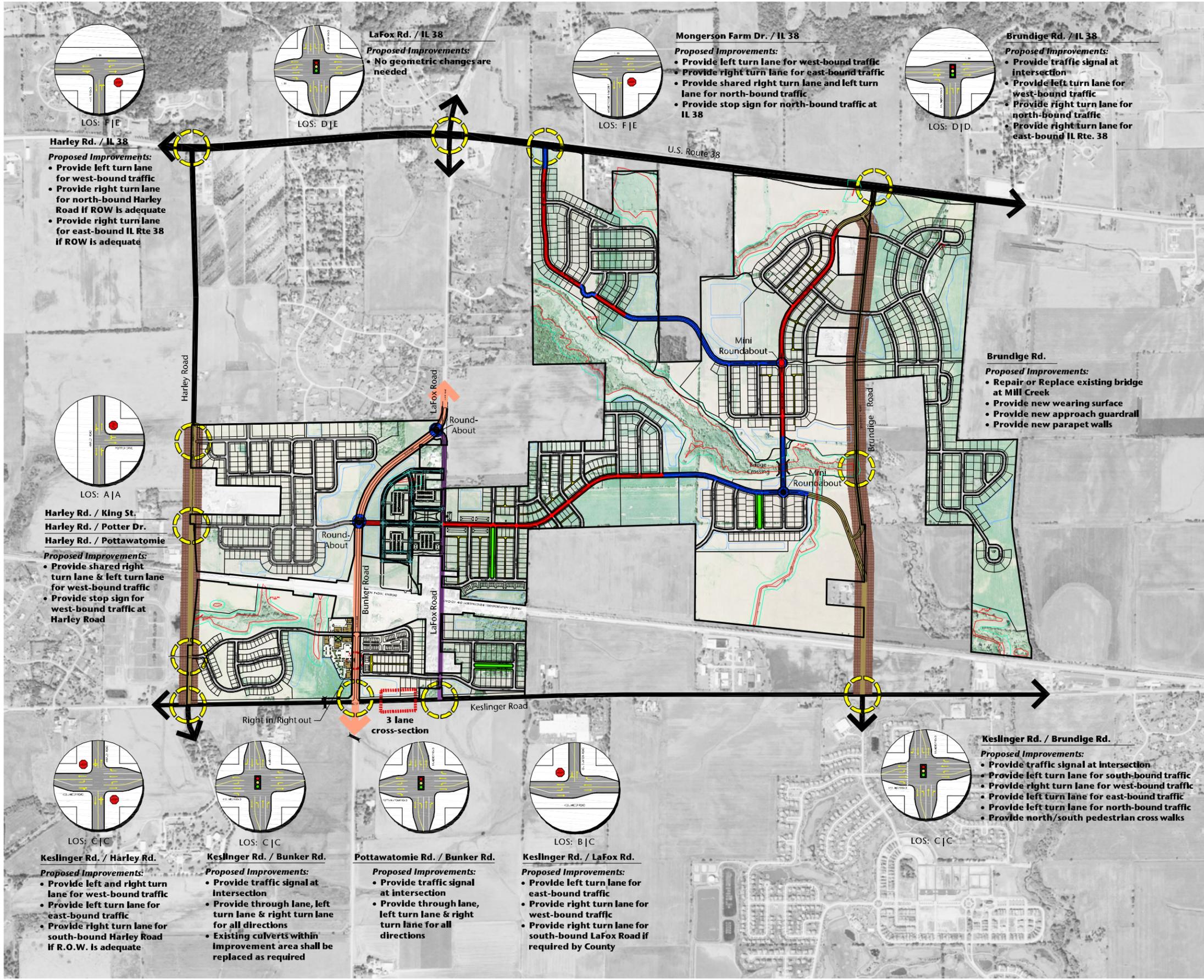
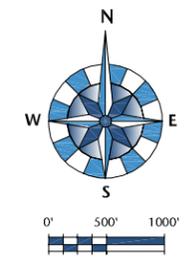
**Location Map** Not to Scale

**Legend**

Color Scheme	Roadway Types	ROW Width	Pavement Width	Edge Treatment	Parking Allowed	Lineal Feet of Roadway
Orange	Bunker Road Extension	120' Bunker Road Extension	36'	4" Bit Shale w/ 2" Gravel Shale	No	5,200'
Blue	Local Collector Road	90'	27' B/B	86.12	No	6,680'
Red	Local Collector Road	90'	31' B/B 37' B/B	M3.12	One Side Both Sides	10,160'
Green	Historic LaFox Road	Varies 60' to 90'	24' B/B	86.12	Angle Parking 10' from E/P to B/C	5,880'
Purple	Town Center Streets	Varies 65' to 90'	24' B/B & Varies	86.12 & Varies	Angle Parking 10' from E/P to B/C	4,190'
Grey	Local Streets	60'	28' B/B	M3.12	Yes - one side only	82,850'
Yellow	Alley	20' Alley	14'	None	No	12,900'
Light Green	Local Boulevard	Varies 120' to 200'	16' One Way Boulevards	86.12	Yes - one side only	1,920'
Brown	Local Collector Rural Section	Varies 65' to 90'	24'	6" Gravel Shale	No	2,510'
Dark Brown	Township Roads	60' (Brundige Rd. & Harley Rd.)	22'	2" Gravel Shale	No	7,060' @ Brundige Rd. 4,400' @ Harley Rd.
Black	State & County Roads	Varies	N/A	6" Gravel Shale	No	
Dark Green	N/A	TBD (Bike Path)	10'	N/A	N/A	

- Signalized Intersection
- Stop Sign Controlled
- Proposed Intersection Improvement
- LOS Level of Service AM | PM Peak Hours
- Roundabout
- 3 Lane Cross-Section
- Interior Intersection Note

Note:  
Intersection diagrams are for representation purposes only. Roadway engineering required.



# Settlements Of LaFox • Roadway and Intersection Improvement Exhibit

Kane County, Il.  
Sheet 1 of 1



May 14, 2014

Mayor Ray Rogina  
City of St. Charles  
2 E. Main Street  
St. Charles, IL 60174

RE: Concept - The Bluffs of St. Charles proposed subdivision

Dear Mayor Rogina,

Please thank Mark Koenen and Rita Tungare, for sending me a copy of the Concept Plan for The Bluffs of St. Charles proposed subdivision located on Route 38 and Brundige Road.

Our Village Board discussed the concept plan at our meeting held on May 6, 2014. Below is a list of items they authorized me to bring to your attention and request St. Charles give special consideration to while evaluating this subdivision:

(1) **Groundwater Recharge/Aquifers.** This area is located within our 1.5-mile jurisdictional planning area and is included in our Green Infrastructure Plan. ([www.villageofcamptonhills.org](http://www.villageofcamptonhills.org), *Comprehensive Plan link*, *Green Infrastructure Report link*) I have included two maps from the Report for your information (1) "Natural Resource Evaluation Zone Data Map Area C2" showing the property as a "Kane County Class A1 - A4 Sensitive Aquifers" area and (2) "Green Infrastructure Map Area C2" showing a portion of the property is included in the "Evaluation Zone" indicating any development proposed within the Evaluation Zone should take into consideration the impact on these resources.

(2) **Dark Skies.** The Campton Hills' voters passed a referendum encouraging the Village to consider the adoption of a dark sky light ordinance. The Village Board is currently considering a dark sky ordinance encouraging lighting practices which minimize light pollution, glare, and light trespass while maintaining night-time safety and preservation of the night sky for present and future generations. For these reasons the Village respectfully requests that the City of St. Charles require that full-cutoff, shielded street lights with a BUG rating of U0 be used on the property under consideration.

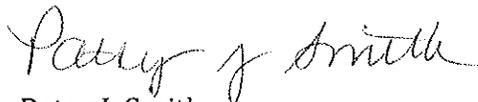
(3) **Rustic Road.** Brundige Road was adopted by Kane County on June 14, 2005 as a Rustic Road. The County's Rustic Road program promotes: (1) a

sense of place, (2) resource preservation, (3) recreation and (4) economic development. The overall objective of the County's Rustic Roads Program is to preserve and enhance Kane County's rural character while incorporating new development and transportation needs as subtly as possible. The Village recommends the City of St. Charles adopt the same requirements the County has regarding development along Brundige Road. A copy of the Historic Preservation Commission Report and Recommendation For Nomination to the Kane County Rustic Roads Program to the Development and Transportation Committees nominating Brundige Road, the Resolution adopting Brundige Road as a Rustic Road and a copy of a brochure regarding Kane County's Rustic Roads Program is attached for your information.

(4) **Boundary.** Several years ago the Village received a petition to annex the property on the west side of Brundige Road. The petition was ultimately withdrawn due to pressure from local LaFox residents. The Village requests that the City of St. Charles not accept any development requests for property on the west side of Brundige Road. The Heritage Prairie Farm located on the west side of Brundige Road is the type of business that is well-suited for our semi-rural environment and the kind that Campton Hills desires to have within its borders.

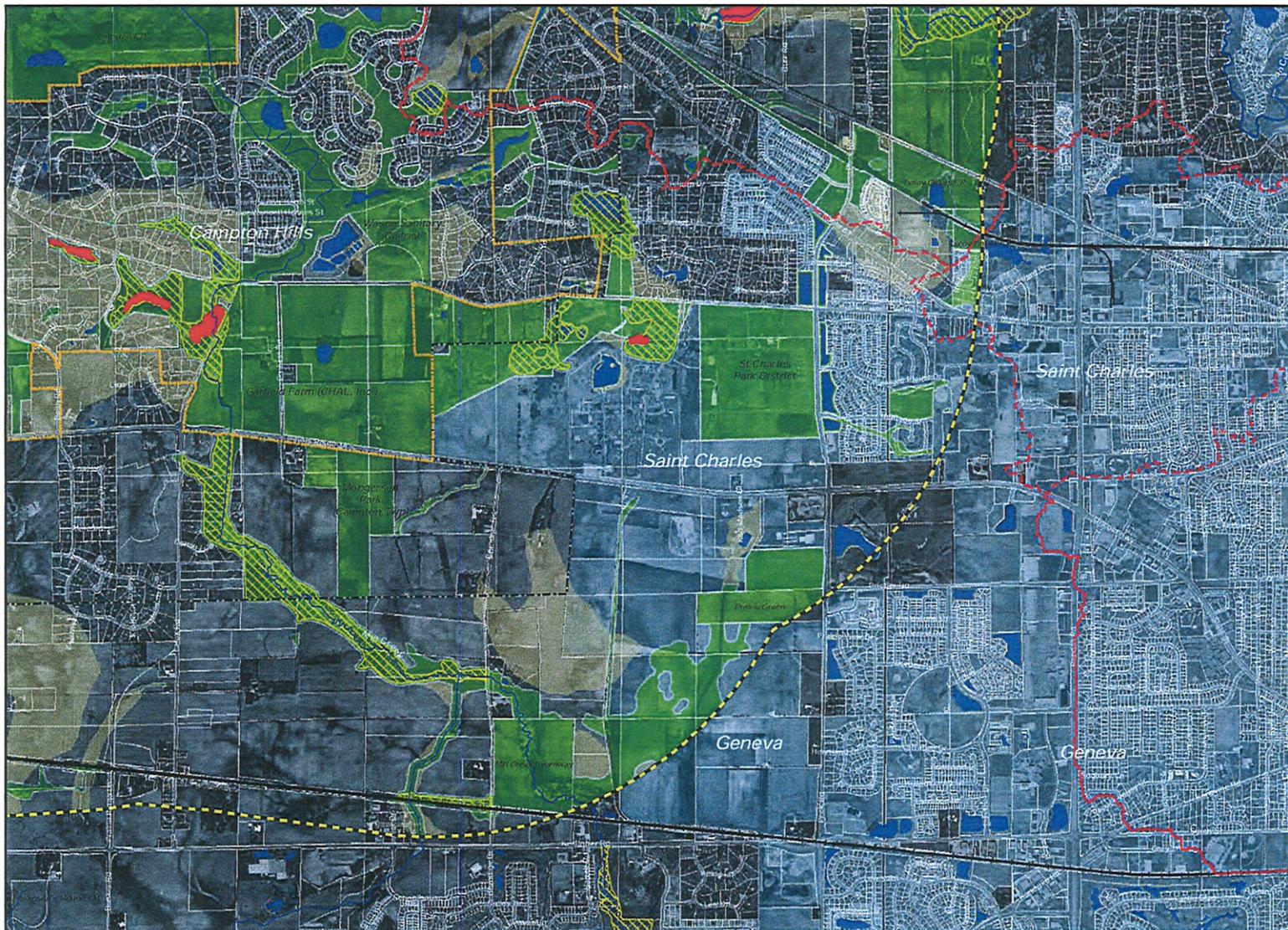
Once again we appreciate the opportunity to review the Concept Plan for The Bluffs of St. Charles subdivision and thank you in advance for your consideration of the four concerns listed above. If you would like any additional information, please do not hesitate to contact me.

Sincerely yours,



Patsy J. Smith  
Village President

cc: Mark Koenen, City Administrator  
Rita Tungare, Director, Community & Economic Development ✓



# Green Infrastructure Map Area C2

Village of Campton Hills & Campton Township

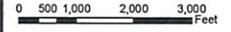


Updated August 2010

- Legend**
- Green Infrastructure Study Area Boundary
  - Village Boundary (Oct 2009)
  - Creeks
  - Campton Twp
  - Watershed Boundary
  - Fens
  - High Quality Wetlands
  - Water
  - Regulated Green Infrastructure
  - Natural Resource Evaluation Zone

Regulated Green Infrastructure shown on this map is the sum of wetlands, streams, mapped floodplains, public open space parcels, and dedicated private open space parcels and conservation easements. These areas are based on available planning-level GIS information and should be used as a guideline to insure the preservation of the community's natural resources.

The Natural Resources Evaluation Zone is comprised of aquifer and additional floodplain information. This zone contains sensitive aquifer areas (Kane County Class A1, A2, A3, or A4 shallow aquifers), drinking water well recharge areas, the recharge areas supporting sensitive fen wetland communities, upland wooded areas larger than 5 acres on undeveloped parcels, or estimated 100 Year Floodplain zones (Zone A Unstudied). Any development proposed within the Natural Resource Evaluation Zone should take into consideration the impact on these resources.



Prepared By:  
  
 Data Sources:  
 Kane County GIS  
 Trotror & Associates, Inc.



## Natural Resource Evaluation Zone Data Map Area C2

Village of Campton Hills & Campton Township



Updated August 2010

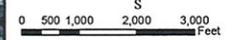
This map contains the map layers used to construct the Natural Resource Evaluation Zone areas for the Village of Campton Hills.

### Legend

- Green Infrastructure Study Area Boundary
- Village Boundary (Oct 2009)
- Creeks
- Campton Twp
- Watershed Boundary
- Water
- Fens
- Water (wetland or manmade)
- Zone A Approximated Floodplain
- Kane County Class A1 - A4 Sensitive Aquifers
- Farmed Wetlands
- Remaining Woodlands on Undeveloped Land
- Fen Recharge Areas
- Local Groundwater Supply Recharge Areas
- HydricSoils

Note: Fen wetlands are shown as a reference for the fen recharge areas. Fen wetlands themselves are considered protected natural resources that are part of the regulated green infrastructure.

Hydric soils are also shown on this map for reference, although they were not used directly in defining the natural resource evaluation areas.



Prepared By:

Data Sources:  
 Kane County GIS  
 Troter & Associates, Inc.

**HISTORIC PRESERVATION COMMISSION REPORT AND  
RECOMMENDATION FOR NOMINATION  
TO THE KANE COUNTY RUSTIC ROADS PROGRAM TO THE  
DEVELOPMENT AND TRANSPORTATION COMMITTEES**

**NOMINATION INFORMATION:**

**Application No.:** 02

**Name of Road:** Brundige Road

**Boundaries:**

The length of the road beginning at the intersection with State Highway 38, in Campton Township to its terminus at County Highway 41 (Keslinger Road) in Blackberry Township to include the following properties with the stated boundaries and PIN's:

08-36-300-007 60 feet west of the right of way  
08-36-300-011 Area within the right of way  
11-01-200-017 50 feet east of the right of way  
11-01-200-006 Area within the right of way  
11-01-200-016 200 feet east of the right of way  
11-01-100-008 200 feet east of the right of way  
11-01-200-011 200 feet east of the right of way  
11-01-300-008 35 feet west of the right of way

**Nomination Criteria for Designation**

- It has character, interest, or value, which is part of the development, heritage or cultural character of the area, community, county, state or nation.
- It is identified with a person who significantly contributed to the development of the community, county, state or nation.
- It has a unique location, natural features, or physical characteristics that make it an established or familiar visual resource with a high level of integrity or scenic significance.
- It is suitable for preservation.

**Summary of Significance**

Brundige Road is a paved and gravel road that traverses the distance between Route 38 and Keslinger Road for about a mile and a half through stands of trees, by farmsteads, open farmland, between Campton and Blackberry Township. As one of the oldest roads in the two Townships, the road was associated with La Fox as a part of the farming community. Today the road has most of the original farmsteads and it appears much as it did after it was built in the 1850's, a narrow farm access road with scenic vistas.

### **Scenic & Natural Significance**

The centerpiece of the road is Mill Creek and its natural greenway and floodways, which cross approximately mid-way between Route 38 and Keslinger Road. The creek provides a path for animals moving through the area such as coyotes and deer in addition to being the habitat for beavers and the Blanding's turtle, an endangered species. The creek also provides viewsheds along its entire length.

There are several natural prairie areas along the road as well. One is along the Union Pacific Railroad right of way, and three private prairie areas, two at about 2 acres, and a restoration project along Mill Creek that is approximately 10 acres. In addition to the natural scenic views there are also the man-made vistas of expansive farmland.

### **Historic Significance**

The construction of the north portion of Brundige Road was started in 1850 as a farm access road serving the Levi Brundige, Joseph Hilts and G.W. Stone Farms. The south portion of the road was constructed in 1857 after Brundige and Hilts laid out Keslinger Road.

Because the properties along the road continue to be used for farming, Brundige Road retains much of the character of Fox Valley farming at the turn-of -the 20<sup>th</sup> century. An example of this is the Levi Brundige Jr. house, built in 1874, on the south portion of the road. Most of the early farmsteads built on Brundige Road still exist. Several houses and barns have been restored to their original condition.

### **CORRIDOR MANAGEMENT PLAN:**

The Corridor Management Plan for Brundige Road defines features and characteristics that should be protected and alterations to be reviewed for appropriateness for each property included in the road corridor. Those features protected generally include, but are not limited to, the following:

- Mature trees
- Restored prairies
- Viewsheds along the roadway
- Views of historic structures

Types of alterations to be reviewed for appropriateness generally include, but are not limited to, the following:

- Removal of native desirable healthy trees
- New road access points
- New site development that includes changes to existing topography

**PROPERTIES THAT HAVE OPTED OUT:**

Property owners Suzanne Hendrickson and Martha Kapochis, PIN 11-01-400-004, and Pete Folkerts, PIN 11-01-300-003 have requested that their property be excluded from the nominated road corridor according to Sec. 16-79 of the Historic Preservation Ordinance. Their property is marked as such on the Corridor Management Plan.

**Comments Received at the February 24, 2005 Public Hearing:**

Participating property owner Bronwyn Weaver stated that she would like to have horse-crossing signs installed.

Adjacent property owners Jim O'Brien & Sue Lytle, as co-trustees, and Peter Brennan both wrote letters stating that at this time they did not want to participate in the Rustic Roads designation and program.

**RELATIONSHIP OF THE NOMINATED PROPERTY TO THE ON-GOING EFFORTS OF THE PRESERVATION COMMISSION:**

Designation of Brundige Road as a Rustic Road would assist the Commission in meeting the following goals of the Kane County Historic Preservation Plan:

- Goal 1:** to "locate, designate, protect, and maintain the County's most important historic and natural sites, districts, and landscapes;"
- Goal 2:** to "maintain the elements of the landscape that contribute to the attractiveness and historic character of the suburbanizing and urban fringe areas of the County;"
- Goal 4:** to "maintain the historic character of the County's rural towns and villages while encouraging their development as commercial and cultural centers;"
- Goal 5:** to "improve the economy of Kane County by encouraging expenditures for restoration work, adaptively reusing buildings to improve local economies, and promoting tourism related to historic resources;" and
- Goal 6:** to "foster public education and greater appreciation and understanding of historic and archeological resources, and public support for preservation in Kane County."

**Historic Preservation Commission Recommendation:**

Brundige Road should be designated a Rustic Road for its scenic, natural and historic significance.

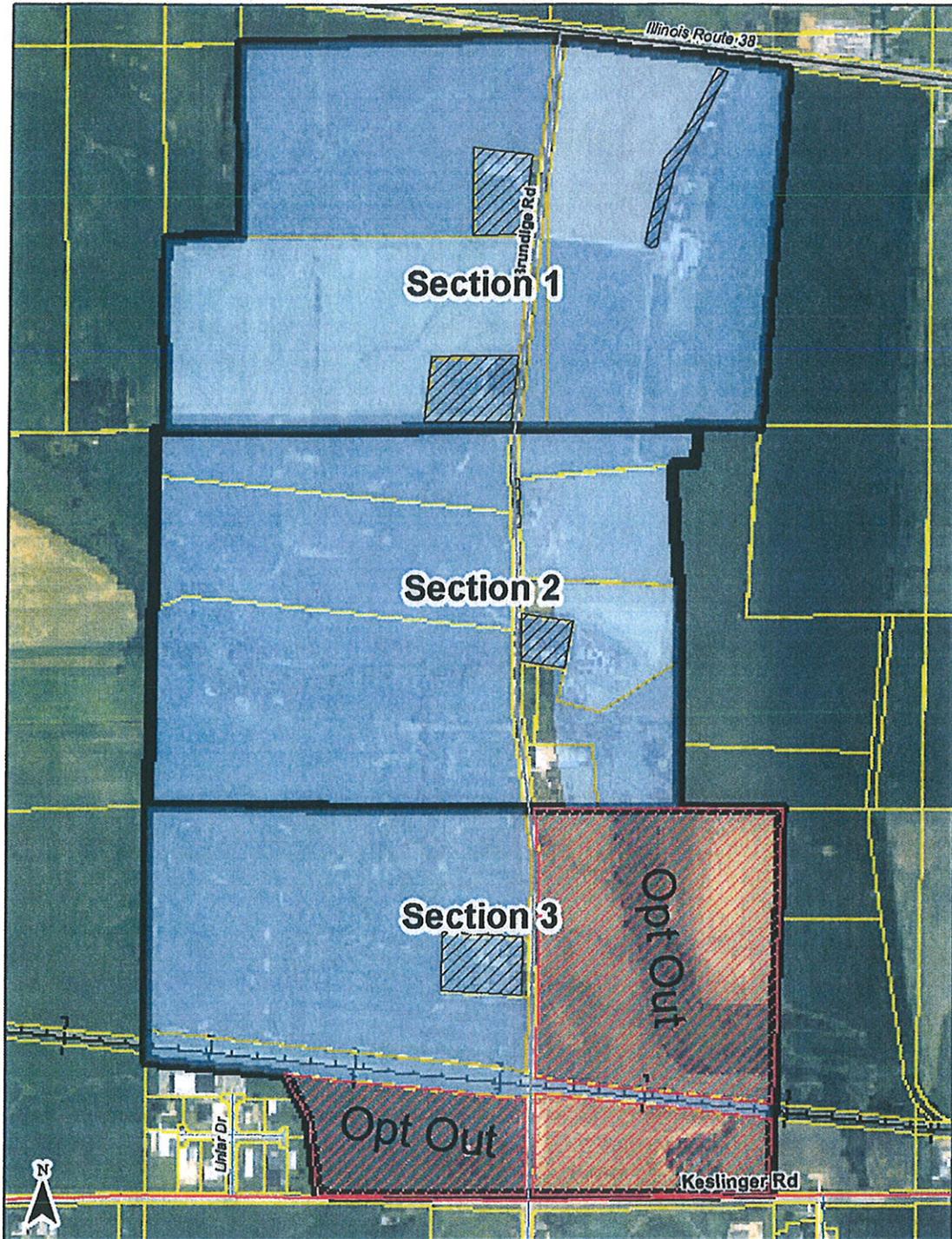
This Report and Recommendation adopted by the Kane County Historic Preservation Commission this 28<sup>th</sup> day of April, 2005.

  
 \_\_\_\_\_  
 Shauna Wiet, Chair  
 Kane County Historic Preservation Commission

5/10/05  
 \_\_\_\_\_  
 Date

### LOCATION OF THE NOMINATED PROPERTIES

The road right of way and portions of property that are not shaded are included in the Road Corridor.



STATE OF ILLINOIS  
COUNTY OF KANE

RESOLUTION NO. 05-193

**DESIGNATING A KANE COUNTY RUSTIC ROAD  
(BRUNDIGE ROAD)**

WHEREAS, the people of the County of Kane take great pride in the historic buildings, structures, sites, and landscapes of the County that exemplify the heritage or culture of the County of Kane, State of Illinois; and

WHEREAS, the County of Kane has conducted a comprehensive survey identifying certain buildings, structures, areas, sites, and landscapes that are of historic, architectural, cultural, archaeological, educational, or scenic significance; and

WHEREAS, the County of Kane is empowered pursuant to 55 ILCS 5/5 - 30001 (1990), to establish and appoint by ordinance a preservation commission and to designate by ordinance landmarks and preservation districts upon the recommendation of the preservation commission; and

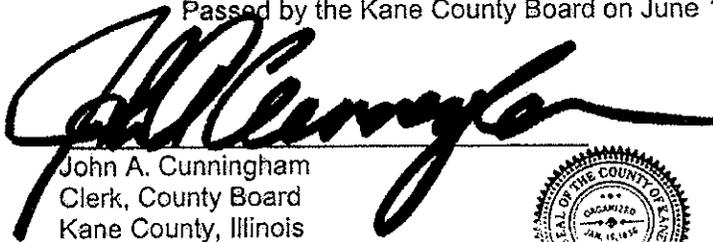
WHEREAS, the Kane County Board adopted the Kane County Historic Preservation Ordinance establishing said Commission on June 14, 1988 as Ordinance 88-99; and amended it on July 11, 2000, with Ordinance Number 00-186 in order to allow for the identification, designation and protection of road corridors; and

WHEREAS, the Kane County Historic Preservation Commission has found that Brundige Road, in its entire length, and with certain adjacent properties as defined in the Corridor Management Plan, exemplifies the characteristics of rural Kane County; and is important in the history of the development of Kane County; and

WHEREAS, the Kane County Historic Preservation Commission has recommended that it be designated a Rustic Road for its scenic, historic and natural significance.

NOW, THEREFORE, BE IT RESOLVED, by the Kane County Board, that Brundige Road, as recommended by the Kane County Historic Preservation Commission, is hereby designated a Kane County Rustic Road, placed on the Kane County Register of Historic Places, and afforded the protection of a historic district as provided through provisions in the Kane County Historic Preservation Ordinance.

Passed by the Kane County Board on June 14, 2005.

  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

  
Karen McConaughay  
Chairman, County Board  
Kane County, Illinois



Vote:  
Yes            24  
No             0  
Voice         -  
Abstentions -

6BrundigeRd

STATE OF ILLINOIS  
COUNTY OF KANE  
DATE 5/7/14  
I, John A. Cunningham, Kane County Clerk and Keeper of the Records in Kane County, Illinois do hereby certify that the attached is a true and correct copy of the original record on file. In witness whereof, I have hereunto set my hand and affix the Seal of the County of Kane at my office in Geneva, Illinois  
  
John A. Cunningham, Kane County Clerk

## FEATURES OF RUSTIC ROADS

### NATURAL FEATURES:

- Expansive views, such as those that overlook stream valleys
- Unusual land forms, ridgelines, ravines, narrow valleys, and rock outcrops
- Water
- Woods
- Wildflower glades, evergreen groves, flowering native trees, and shrub masses
- Other areas of native vegetation

### BUILT FEATURES:

- Churches and old cemeteries
- Farmsteads
- Architecturally and/or historically significant buildings
- Monuments, memorials, and statues
- Historical markers
- Concrete automobile club guideposts
- Railroad and accessory features
- Designed landscapes
- Roadway pavement, drainage, bridges, tunnels, and other features
- Local activity centers, such as farm supply stores, village stores, inns, mills, factories, and institutions



FOR MORE INFORMATION, CONTACT:

KANE COUNTY DEVELOPMENT DEPARTMENT

719 BATAVIA AVE., GENEVA, IL 60134

PHONE: 630.232.3480

OR

KANE COUNTY DIVISION OF TRANSPORTATION

41W011 BURLINGTON RD., ST. CHARLES, IL 60175

PHONE: 630.584.1170



## EVERYBODY NEEDS BEAUTY

*as well as bread.*

*places to play in*

*and pray in.*



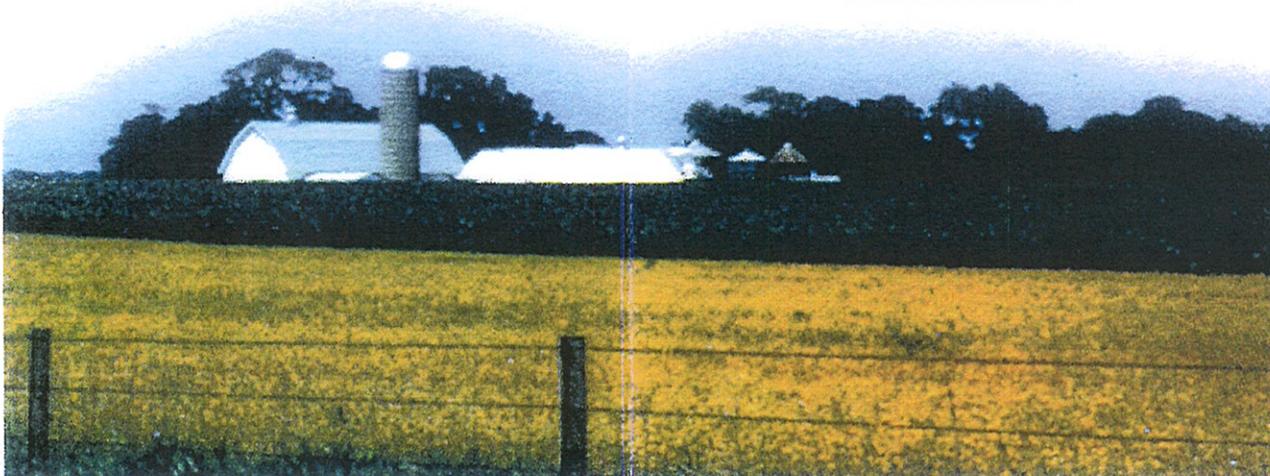
*where nature may heal*

*and give strength*

*to body and soul alike.*

*John Muir, The Yosemite*

A PROGRAM OF THE  
KANE COUNTY DEVELOPMENT DEPARTMENT  
AND  
THE KANE COUNTY DIVISION OF TRANSPORTATION





## ANY OF THE ROADS IN KANE COUNTY

reveal the rural character of the area. Views of the countryside from these roads provide a sense of stability in a fast-changing world. Points of visual interest along rustic roads, both natural and man-made, add to the enjoyment of roadside scenery and to a sense of place. In Kane County, rustic roads provide views of expansive woods and gently rolling farm fields, the Fox River and its tributaries, autumn color, farmhouses, barns, hedgerows, and churches.

Roadside land is often the first and most visible land to be converted to residential or commercial uses. Kane County has taken the lead in establishing the Rustic Roads Program to protect some of its rural roads and scenic vistas for future generations. The Rustic Roads Program promotes:

**1. A SENSE OF PLACE**, by preserving community identity and quality of life;

**2. RESOURCE PRESERVATION**, by protecting the significant scenic, natural and historic resources within road corridors;

**3. RECREATION**, by providing enjoyment for those who drive for pleasure and sightseeing; and

**4. ECONOMIC DEVELOPMENT**, by generating tourist revenue through the promotion of the scenic beauty of the county.

### BACKGROUND

The overall objective of the Rustic Roads Program is to preserve and enhance Kane County's rural character while incorporating new development and transportation needs as subtly as possible. The program was developed in response to two of the Strategic Objectives adopted by resolution on August 12, 1997, by the County Board. Objectives three and five set forth in the resolution state that the board will work *"To maintain and preserve the natural beauty of Kane County"* and *"To promote responsible, managed growth patterns through intergovernmental planning agreements."* In addition, both the County's 2020 Transportation Plan and 2020 Land Resource Management Plan cited the need for and desirability of establishing a Rustic Roads Program in Kane County. On July 11, 2000, the Program was adopted by the Kane County Board.

### OVERVIEW OF PROCESS

- The Rustic Roads program was established to preserve both roads and the surrounding features that create their character (the road corridor). Designated road corridors minimally include the road right-of-way and can also include properties and features adjacent to the right-of-way. The program applies to roads located in unincorporated Kane County and can include municipal roads through intergovernmental agreements.
- The designation process includes gathering input from property owners within and adjacent to nominated road corridors, the appropriate highway authority, public officials and other governmental jurisdictions.
- Rustic Road designation does not "freeze" roads in time. During the designation process, a Corridor Management Plan is developed which defines the significant features of the road corridor that should be protected and enhanced. Traffic and life safety issues continue to be addressed while those features are preserved.





## CITY OF GENEVA

22 S. 1<sup>st</sup> Street, Geneva, IL 60134

5/16/2014

**RE: The Bluffs of St.  
Charles**

**Conceptual review of  
a proposed  
subdivision by the  
Avanti Properties  
Group**

Rita Tungare, AICP  
2 E. Main Street  
St. Charles, IL 60174

**Dear Ms. Tungare,**

Per your request, the City of Geneva has completed a conceptual review of an approximately 258 unit single-family residential subdivision on 96 acres located at the southeast corner of Illinois Route 38 and Brundige Road. The concept was reviewed by the Geneva Plan Commission on May 8, 2014 and by the City's development staff team on May 13, 2014. The review comments are as follows:

1. The density of the proposed RS-4 Suburban Single-Family Residential District zoning is not consistent with the "Rural Residential" designation of the recently adopted City of St. Charles Comprehensive Plan.
2. The proposed density is not consistent with the "Resource Management" designation of the Kane County 2040 Land Use Plan.
3. Brundige Road is part of the Kane County Rustic Roads program. The purpose of the program is to preserve rural roads and scenic vistas from residential and commercial uses. The proposed development is not consistent with the designation of Brundige Road as a rustic road.
4. The proposed development is a single-use urban subdivision on the outskirts of the City's developed area. It is not a livable, sustainable, and healthy development as virtually all trips to and from will be auto-dependent. It does not preserve open space, provide recreational opportunities, or create a transition from the city to the countryside.
5. The previously approved Settlements of La Fox Development included this property being developed at nearly half of the proposed density. It included one-acre lots along the frontage of Brundige Road to preserve the rural character and it also included a significant amount of open space. It was also part of a much larger and more sustainable planned community which included recreational opportunities, commercial development, and mixed-use areas.
6. The City of Geneva is concerned that if approved, the project could set a dangerous precedent for development in the Critical Growth Area. This pattern of development would drastically change the character of the area and could have significant impacts on existing open space areas and water resources, such as Geneva's Prairie Green Preserve.
7. If the project moves forward, a traffic impact analysis should be required. The City of Geneva is particularly concerned with the potential of the project to increase eastbound traffic on Keslinger Road.

**David DeGroot**

City Planner

P: 630.232.0814

F: 630.232.1494

E: [ddegroot@geneva.il.us](mailto:ddegroot@geneva.il.us)

W: [www.geneva.il.us](http://www.geneva.il.us)

8. If the project moves forward a fiscal impact analysis should be required. The analysis should include an analysis of current and expected market trends and the impact the development will have the market.

If you have any questions regarding the contents of this letter, please do not hesitate to contact me.

Best regards,

A handwritten signature in black ink that reads "David DeGroot". The signature is written in a cursive style with a large, sweeping initial 'D'.

David DeGroot

Cc: City of Geneva Plan Commission  
City of Geneva Development Staff



HERITAGE PRAIRIE  
FARM

May 19 2014

Ms. Rita Tungare  
Director of Community and Economic Development  
City of St. Charles  
Two East Main Street  
St. Charles, IL 60174

Dear Ms. Tungare,

Thank you for reaching out to us concerning the proposed "Bluffs of St. Charles" development on Brundige Rd. We are writing on behalf of Heritage Prairie Farm, the business directly across the street from the proposed development.

If you are not familiar with our business, allow us to share with you what we do. We are first and foremost a working organic farm. We grow high quality organic vegetables that are enjoyed throughout the county and region. Our products are available at every Whole Foods Market throughout the state. But like many small family owned farms, we have diversified to make our business sustainable.

In addition to the 250 varieties of 40 different vegetables we grow, we also raise a limited number of heritage breed hogs, pasture raised chickens for eggs, maintain around 2 million bees for honey production, host various private and public events throughout the growing season and have an onsite retail store featuring the products from several other local growers and artisans. All of these agriculture or agriculture related activities combine together to create a sustainable business, both environmentally and financially. In the past few years, our reputation for quality has reached both local and national press. We have partnered with various municipal,

2N308 Brundige Road Elburn IL 60119  
630.443.5989  
heritageprairiefarm.com

county, and state groups, as well as various private educational institutions, to help promote sustainable farming and food production.

We have worked very hard to build and grow our business in close alignment with the overall land use plan for Kane County. In fact, we worked closely with Kane County administration to shape our business plan to be of value to all the residents of the county. As our business has grown, so too has our contribution to the county and its residents. We have hundreds of customers that depend on our products and services. Wholesome, locally prepared food is hard to find these days. Our customers rely on us to provide local healthy organic food for their families. We also host hundreds of guests throughout the season who rely on us for education and inspiration. We regularly provide educational tours to groups of all ages to learn how and why we produce food for our community. Even our public and private events are designed to connect people with the source of their food. Few things compare to enjoying a wholesome local meal while enjoying the natural beauty of the farm and its surrounding area. Our business is one of a kind. We feel it is truly an asset to the surrounding community.

While there are thousands of people who rely on the services that we offer, there are dozens more who rely on the jobs we have created. We now employ over 50 people at the height of our season. Even during our brief off season, we have a minimum of 15 full-time employees on our payroll - a feat that few, if any, small family farms can match. In spite of the recent economic crisis and due largely to the hard work of our staff and support of our long-term customers, our business has steadily grown since its startup in 2007. Most recently, in 2013, our total payroll was just under \$550,000, we contributed \$89,034 in payroll taxes and \$41,359 in sales taxes.

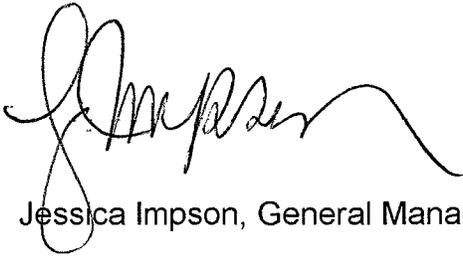
We mention all of this because, if the proposed development moves forward as contemplated, our entire enterprise will be jeopardized. Additionally, we feel that the proposed development is substantially in direct conflict with the Kane County Land Use Plan that we worked so hard to build our business around.

The residents of St Charles and Kane County deserve to be able to enjoy the employment, nutritious food, education, and rural charm that Heritage Prairie Farm

2N308 Brundige Road Elburn IL 60119  
630.443.5989  
heritageprairiefarm.com

provides. The "Bluffs of St. Charles" represents a "worst case scenario" that would result in irreparable damage to our business enterprise, significant loss of employment, and the elimination of the numerous benefits our efforts have created for the residents of Kane County. We feel that our neighbors and customers will benefit much more with alternative uses for the proposed development property.

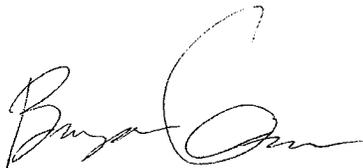
Sincerely,



Jessica Impson, General Manager



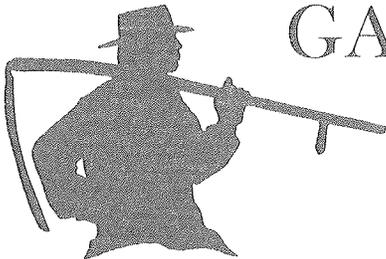
Nate Sumner, Operation Manager



Bronwyn Weaver, Owner



Robert Archibald, Owner



T.M.

# GARFIELD FARM MUSEUM

*A not for profit 1840s Living Historic Farm and Tavern Museum*

P.O. Box 403, LaFox, IL 60147 (630) 584-8485

[www.garfieldfarm.org](http://www.garfieldfarm.org) [info@garfieldfarm.org](mailto:info@garfieldfarm.org)

May 29, 2014

St. Charles Plan Commission  
2 East Main St  
St. Charles, IL 60174

Dear Commissioners:

Through 37 years, Garfield Farm Museum has worked with Kane County, the Kane County Forest Preserve, Campton Township, the City of St. Charles, the St. Charles Township Park District, and the Village of Campton Hills to help create plans for the benefit of the community and region. Many precious hours of valuable time and resources have been spent by the museum's non-profit organizations to help create a community in which people will want to continue to live in after any novelty of the new has worn off. Vision for the long term has motivated the supporters of Garfield Farm Museum to make generous contributions of money and time to take existing assets and strengths to create a historic, open space, agricultural and natural area from which all our communities can share and benefit.

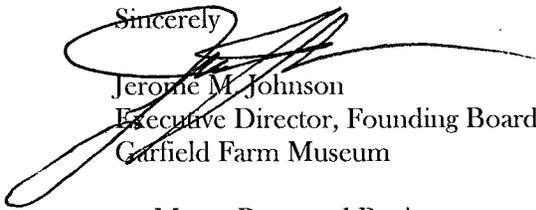
From the earliest days of working with the St. Charles Township Park District to secure the St. Charles Youth Center's property for parkland and preserved natural area, to planning with St. Charles Plan Commission, open space designation adjacent to Garfield Farm Museum which the museum then raised over \$2.5 million to acquire and protect, to the most recent input to plan with Kane County a balanced development with open space of what was called the Settlements of LaFox development, it is now with great concern to learn of a proposal to annex adjacent lands into the city of St. Charles. The proposal is the Bluffs of St. Charles that occupy the southeast corner of Il Rt. 38 and Brundige Road.

Annexing into the city of St. Charles is only an attempt to maximize density which is out of character with the community. The establishment of Brundige Road as rustic and historic road is compromised, a proposal of 285 homes on 96 acres provides no open space, it further expands expensive infrastructure which will only burden the taxpayers of St. Charles and the area, and speaks of no preservation of the historic barn and its architecture that previous plans were incorporating. This speaks nothing of the increased traffic and potential burden placed on the school system.

This proposal is of short term vision that entirely defies all the previous work, effort and expenditures numerous taxing bodies, agencies, groups and individuals in the region have put into creating this transition area of the Tri-cities to the countryside. Both public and private funds taxpayers have already spent in this region are compromised by a proposal that is an attempt to compensate for investment risk being taken in a very questionable development market by a few individuals. The fact that the city is being approached for development of land like this in itself suggests the market for housing that would be in character with the area seen in previous county plans has collapsed and such economics should not be an additional taxpayers' burden because investors' risk has only increased.

There are numerous properties within the city of St. Charles that are calling out for redevelopment that would not add additional burdens of sprawling infra-structure. There is a substantial change in how the newer generations of Americans are defining the American dream. It is critical that all planning agencies don't fall into the trap of trying to recreate an economic/cultural model that no longer exists and is very different from what is now evolving.

Sincerely

  
Jerome M. Johnson  
Executive Director, Founding Board Member  
Garfield Farm Museum

cc: Mayor Raymond Rogina

RECEIVED  
St. Charles, IL

JUN 02 2014

CDD  
Planning Division

To Whom It May Concern:

RE: Bluffs of St. Charles Development

La Fox was settled in the 1830's as an unincorporated farming community. Our written history generally defines the La Fox area as approximately 2 square miles bordered by Rt. 38 on the north, Keslinger Road on the south, Harley Road on the west and the Geneva Township line to the east. This area contains the only unincorporated Historic District in the state, and one of only three Kane County Designated Rustic Roads. Kane County is the only county in the state with such a program.

In 2001, the "Grand Prairie" development was proposed on 1200 acres in the La Fox area. The "Bluffs of St. Charles" parcel was part of the overall 1200 acres proposed for annexation to St. Charles. The La Fox Civic Organization was formed to represent our unincorporated community in this development process that would surround, but not include, our existing residents.

Our group, along with 17 public and private entities, successfully argued against St. Charles annexation and then worked for over a year with the developer and county to design a comprehensive plan that the existing residents and developer could live with. This plan was called "The Settlements of La Fox" and was approved by Kane County in 2007. With the downturn in the economy, the plan did not move forward.

We feel strongly that St. Charles should reject The Bluffs of St. Charles proposal for the following reasons:

1. As stand alone, high density spot zoning, it does not allow for holistic planning that an overall PUD for the area would provide.
2. The parcel, under the PUD, was approved for 90 lots with generous setbacks, preservation of view sheds, preservation of the existing barn and tree line, and compatibility with the Rustic Road designation of Brundige Road. The approved PUD had an internal road system and bridge over Mill Creek that kept traffic levels low on Brundige Road. Additionally, 50% overall open space was achieved under the PUD. The current proposal calls for 285 lots of 6600 sq. ft. each and no preservation of the barn, trees or view sheds.

We ask that St. Charles leave the planning for this parcel in the hands of Kane County and the local residents as a long-term history and partnership of regional planning for the area exists. This planning has always provided for open space and transitional zoning between St. Charles and our other neighboring communities.

Sincerely,



The La Fox Civic Organization Board

RECEIVED  
St. Charles, IL

JUN 02 2014

CDD  
Planning Division

JUN 02 2014

CDD  
Planning Division

County Government Center  
719 S. Batavia Avenue  
Geneva, Illinois 60134-3011  
Phone: (630) 232-5930  
FAX: (630) 232-9188  
PLewis@kanecoboard.org

# COUNTY OF KANE



## COUNTY BOARD

Philip H. Lewis—District No. 13

Barbara Wojnicki — District No. 15

Andrew Frasz — District No. 18

DATE: May 31, 2014

TO: Mr. Todd Wallace and Members, St. Charles Plan Commission

SUBJECT: Bluffs of St. Charles Development

As Kane County Board members with a long-term history of planning and development in the La Fox and Campton Hills area west of St. Charles, we are with this letter expressing our strong opposition to the Bluffs of St. Charles development for the following reasons:

- 1. Rural Planning:** The land west of the Tri-Cities has been the focus of regional and collaborative planning by Kane County and planning partners St. Charles and Geneva. This has resulted in two communities, Fox Mill and Mill Creek, with a third, Settlements of La Fox, approved. These communities achieved 50% open space with generous setbacks, preservation of view sheds, and extensive water resource planning. The proposed Bluffs of St. Charles development is not consistent with this long tradition of rural planning.
- 2. Unique Features:** Kane County has encouraged the overall preservation and enhancement of the areas rustic and agricultural heritage while still allowing for development under the Kane County 2040 Land Use Plan. These efforts include the La Fox Historic District, the Brundige Road Rustic Road designation, and the encouragement of unique enterprises such as the Heritage Prairie Market and four other unique land uses on Brundige Road. The approval of the Bluffs of St. Charles project would take away so many of the attributes that resulted in Rustic Road designation, that it would likely result in cancellation of this unique designation. As traffic would increase dramatically, Heritage Prairie Market would no longer have the rural setting that is the primary basis for its business. KDOT estimates that this one 95 acre development would have the same impact on Brundige Road as the entire 1200 acre Settlements of La Fox PUD.
- 3. Public-Private Open Space:** The City of Geneva and St. Charles have invested millions of dollars obtaining a western buffer of land for Green Open Space to set a limit on westward development and provide for recreation and storm water storage/aquifer recharge. The Kane County Forest Preserve has purchased additional parcels totaling hundreds more acres of open space. The St. Charles Park District has purchased land that extends east, north and west of the Illinois Youth Center. Garfield Farm/Campton Historic Land has purchased all the land west of Campton Hills Park to La Fox Road and the Campton Township Open Space owns a large tract south of Rt. 38 west of this proposal. This island of high-density development unconnected to any existing neighborhood has a negative impact on the land already purchased and designated as open space in this area.

4. Connectivity and Existing Facilities: St. Charles has sited several facilities west of Peck Road along Rt. 38. These include a sewage treatment plant, a public works salt storage facility, a State highway facility, an open air police shooting range, the Fox Valley Aero Club model airplane field, and the St. Charles leaf composting field. The proposed development would jump residential development over this one mile district. The shooting range, air field, and compost field are not compatible with a residential development.

For these reasons, we strongly urge rejection of this proposal and would hope this parcel could be purchased for open space by one or more agencies. If development is to take place, we feel St. Charles and the region would best be served if it is as a County PUD using the previously negotiated plan as a guideline.

Sincerely,



Andrew Frasz, District 18



Barbara Wojnicki, District 15



Philip Lewis, District 13