



## PLAN COMMISSION AGENDA ITEM EXECUTIVE SUMMARY

<b>Project Title/Address:</b>	Lexington Club PUD		
<b>City Staff:</b>	Russell Colby, Planning Division Manager		
<b>PUBLIC HEARING 3/17/15</b>	X	<b>MEETING 3/17/15</b>	X

**APPLICATIONS:** Map Amendment from RM-2 to RT-3  
Special Use to amend PUD Ord. 2013-Z-2  
PUD Preliminary Plan

**ATTACHMENTS AND SUPPORTING DOCUMENTS:**

Staff Report and attachments	Plan documents
Applications and attachments	

**SUMMARY:**

**Background:**  
The subject property is a 27-acre former industrial site. In January 2013, City Council adopted Ordinance No. 2013-Z-2 “Ordinance Granting Approval of Map Amendment, Special Use for a Planned Unit Development, and Approval of a PUD Preliminary Plan (Lexington Club PUD)”. This ordinance rezoned the property from M-1 Special Manufacturing to the current zoning designations of RT-3 Traditional Single-Family Residential and RM-2 Medium Density Multi-Family Residential. It also established a PUD for the site and approved a PUD Preliminary Plan which includes 102 townhome units and 28 single-family homes.  
In November 2014, Lexington Homes presented Concept Plan for the project that consisted only of single-family homes (112 units).

**Proposal:**  
Lexington Homes, LLC, is formally requesting approval of a modified development plan for the Lexington Club PUD that consists of 107 single-family homes.  
Formal approval of the modified plan requires the following applications:

- **Map Amendment:** To rezone the portion of the property currently zoned RM-2 to RT-3.
- **Special Use for PUD Amendment:** To amend Ordinance No. 2013-Z-2 to change the unit type and count and approve necessary zoning deviations.
- **PUD Preliminary Plan:** To approve the physical development of the property, including a revised site plan, elevations, landscape plan, and engineering plans.

**SUGGESTED ACTION:**

Conduct the public hearing on the Map Amendment and Special Use Amendment and close if all the testimony has been taken. The applicant has provided Findings of Fact for the Plan Commission to consider.

Staff has placed the applications on the meeting portion of the agenda should the Plan Commission determine there is adequate information to make a recommendation to City Council.

Staff suggests that any recommendation include a condition requiring resolution of all staff comments prior to City Council action.

*(INFO/ PROCEDURES ON APPLICATIONS: See next page)*

## **INFO / PROCEDURE ON APPLICATIONS:**

*Applications listed in order of consideration*

### **MAP AMENDMENT**

- Revision to the zoning map to change the zoning district of a specific property.
- Public hearing is required, with a mailed notice to surrounding property owners.
- All findings need not be in the affirmative to recommend approval – recommendation based on the preponderance of evidence.

### **SPECIAL USE FOR PUD AMENDMENT**

- Approval of development project with specific deviations from the Zoning Ordinance standards. (Establishes a PUD ordinance with unique zoning or subdivision standards that apply to a single development site)
- Public hearing is required, with a mailed notice to surrounding property owners.
- Single finding – Is the PUD in the public interest? Criteria are considered in reaching a decision. Responses to the criteria need not be in the affirmative to recommend approval of a PUD or PUD Amendment.
- The Plan Commission may recommend conditions and restrictions upon the establishment, location, design, layout, height, density, construction, maintenance, aesthetics, operation and other elements of the PUD as deemed necessary to secure compliance with the standards specified in the Zoning Ordinance.
- The Plan Commission may recommend exceptions and deviations from the requirements of the Zoning and Subdivision Codes requested by the applicant, to the extent that it finds such exceptions and deviations are supportive of the standards and purposes for PUDs .

### **PUD PRELIMINARY PLAN**

- Approval of plans for development of property within a PUD- includes building elevations, site, landscape, engineering plans. (Application may also involve a subdivision of land.)
- Recommendation is based on compliance with the previously (or concurrently) approved Special Use for PUD standards and other city code requirements (including Zoning and Subdivision codes).

Community & Economic Development  
 Planning Division

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ST. CHARLES  
 SINCE 1834

**STAFF MEMO**

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

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

**RE:** Lexington Club PUD

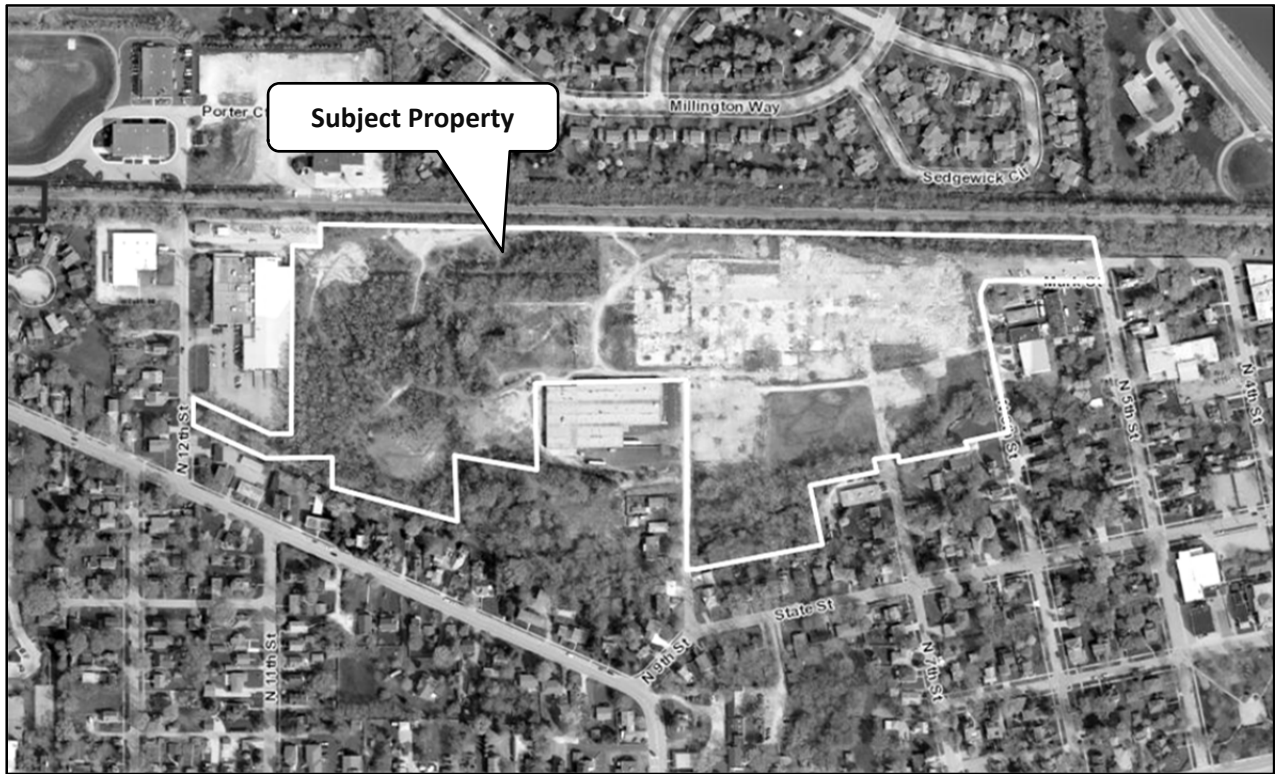
**DATE:** March 13, 2015

**I. APPLICATION INFORMATION:**

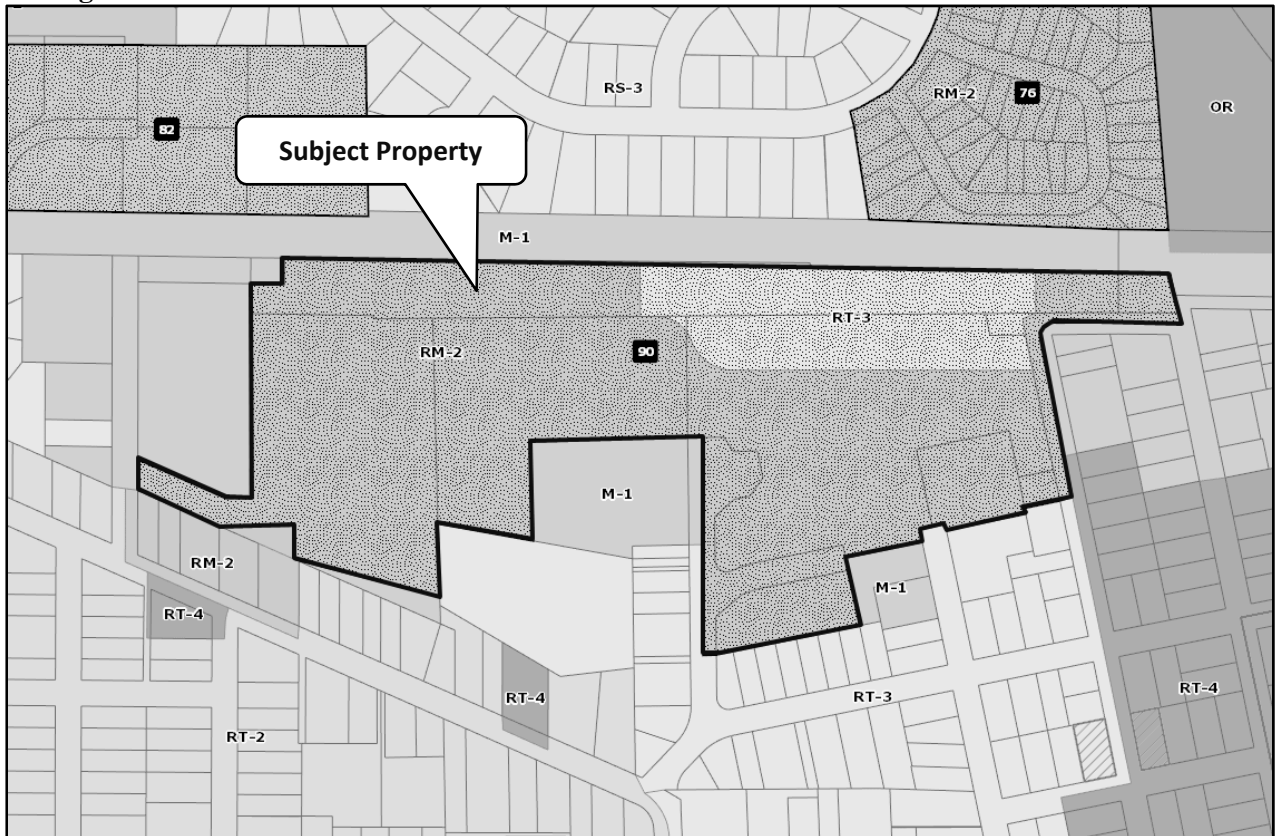
**Project Name:** Lexington Club  
**Applicant:** Lexington Homes, LLC  
**Purpose:** Rezoning and plan approval to change the approved PUD to all single family detached lots (107 units)

<b>General Information:</b>		
<b>Site Information</b>		
Location	North of State and Dean Streets, south of Chicago & NW Railroad, west of N. 5 <sup>th</sup> Street, east of N. 12 <sup>th</sup> Street.	
Acres	27.3 acres	
Applications	<b>Map Amendment, Special Use for PUD Amendment, PUD Prelim. Plan</b>	
Applicable Zoning Code	17.04 Administration 17.12 Residential Districts	
Sections & Ordinances	Ordinance No. 2013-Z-2	
<b>Existing Conditions</b>		
Land Use	Vacant industrial facility	
Zoning	RM-2 Medium Density Multi-Family Residential RT-3 Traditional Single-Family Residential Lexington Club PUD	
<b>Zoning Summary</b>		
North	M-2 RS-3 RM-2 PUD	Porter Business Park (industrial development) Timbers Subdivision (single-family) Timbers Subdivision (townhomes)
East	M-1 RT-4	Mixed industrial, residential Residential
South	RT-2, RT-3, RM-2 M-1	Residential Mixed industrial, residential
West	M-1	Industrial
<b>Comprehensive Plan Designation</b>		
Single-Family Attached Residential (West of 9 <sup>th</sup> St) Single-Family Detached Residential (East of 9 <sup>th</sup> St)		

**Aerial Photo**



**Zoning Information**



## II. BACKGROUND

The subject property is a 27-acre former industrial site. The Applied Composites Company ceased operations on the site in 2005 and the property has been vacant since.

### 2013 Approved Development Plans

In January 2013, City Council adopted Ordinance No. 2013-Z-2 “Ordinance Granting Approval of Map Amendment, Special Use for a Planned Unit Development, and Approval of a PUD Preliminary Plan (Lexington Club PUD)”. This ordinance rezoned the property from M-1 Special Manufacturing to the current zoning designations of RT-3 Traditional Single-Family Residential and RM-2 Medium Density Multi-Family Residential. It also established a PUD for the site and approved a PUD Preliminary Plan which includes 102 townhome units and 28 single-family homes.

### 2014 Concept Plan

In November 2014, Lexington Homes presented a modified development plan for the project that consisted only of single-family homes (112 units), with an average lot size of 4,823 s.f.

The Plan Commission provided the following comments:

- General support for the entirely single-family proposal.
- The lot size is too small, particularly for the proposed size of the homes.
- The development does not reflect the character of the adjacent residential areas.
- The architecture is attractive, the level of detail adds visual interest; but the size and massing of the buildings is too regular/consistent.
- The following elements should be incorporated in the development:
  - Greater variety of home and lot sizes, in keeping with the adjacent neighborhood
  - Larger front porches
  - Shared driveways to allow for detached garages, at least for some of the lots

## III. CURRENT PROPOSAL

The applicant, Lexington Homes, LLC, is formally requesting approval of a modified development plan for Lexington Club that consists only of single-family homes. Details of the proposal are as follows:

- 107 single-family homes on 107 lots (3.9 dwelling units per acre- total gross site area).
  - 54 three-bedroom homes & 53 four-bedroom homes
- Average lot size of 5,161 square feet
- One and two-story houses:
  - 10 different unit models, each with 3 to 4 possible character elevations (31 possible elevations)
  - Two-car garages, primarily attached side- or front-loaded, with a limited number of lots that have the potential for detached garages
- 9.5 acres of open space/detention.

### Applications Filed

Formal approval of the proposed plan requires the following applications:

1. **Map Amendment:** To rezone the portion of the property currently zoned RM-2 to RT-3.
2. **Special Use for PUD Amendment:** To amend Ordinance No. 2013-Z-2 to change the unit type and count and approve necessary zoning deviations.
3. **PUD Preliminary Plan:** To approve the physical development of the property, including a revised site plan, elevations, landscape plan, and engineering plans.

## IV. COMPREHENSIVE PLAN

The 2013 Land Use Plan designates the west side of the subject property (west of 9<sup>th</sup> Street) as “Single Family Attached Residential” and the east side (east of 9<sup>th</sup> Street) as “Single Family Detached Residential.” These land use categories are defined as follows:

“Single Family Attached” – *Single family attached structures are connected horizontally, typically two stories high, but individual units do not stack vertically. Single family attached homes can serve as transitional areas between single family homes and commercial or multi-family development, and also act as an intermediate step for residents between apartment/condo living and home ownership. These types of units are also popular for empty nesters and others looking to downsize to a smaller home.*

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

### Residential Land Use Policies

Staff has identified the following Residential Land Use Policies as particularly relevant to the proposal. Other policies may also apply and can be viewed here:

<http://www.stcharlesil.gov/sites/default/files/planning/comprehensive/ch4landuseplan.pdf> (p.43-44).

#### **Preserve the character of the City’s existing single-family residential neighborhoods.**

*The City’s residential areas are composed of a number of unique and distinct neighborhoods. While they may differ in configuration, unit type, and lot size, these neighborhoods are well established and have their own character. Development and reinvestment within these neighborhoods should be context sensitive, and compatible with the established neighborhood character and fabric. Regardless of the location or housing type, residential development or redevelopment should be carefully regulated to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods. New infill development, teardown redevelopment, and alterations to existing development should maintain a setback, height, bulk and orientation similar to its surroundings.*

**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.*

**Transition densities to maximize compatibility.**

*As St. Charles approaches its full build-out, its new growth and investment will shift from new development in outlying areas to redevelopment of infill sites, and many of the available infill parcels are situated between established residential areas and the City’s busy commercial districts. This shift will create new challenges and obstacles for development not associated with easier “green-field” development, including: adaptive reuse, fixed/smaller parcel sizes, greater neighborhood sensitivity, and increased density/intensity. A recommended strategy for improved compatibility is place similar density and lot sizes adjacent to existing residential areas and then to transition to high residential densities moving closer to commercial areas and busy streets. This approach assists with compatibility of adjacent use areas and provides additional density to serve as a transitional land use.*

**V. ANALYSIS**

The following table compares unit type, count and density information for the development:

	<b>2013 Approved PUD Plan</b>	<b>2014 Concept Plan</b>	<b>2015 PUD Proposal</b>
<b>Total Units</b>	130	112	107
<b>Units Type and Count</b>	102 townhomes, 28 single-family	112 single-family	107 single-family
<b>Gross Density Based on Concept Plan Site Area*</b>	4.8 dwelling units per acre	4.1 dwelling units per acre	3.9 dwelling units per acre

*\*This area does not include right-of-way adjacent to the site.*

**ZONING**

The subject property is currently zoned RM-2 and RT-3. Staff advised the applicant that the zoning designation most appropriate for the proposed single-family development would be RT-3, since that is the Zoning District with the lowest minimum lot area requirement (5,000 sq. ft.) and RT-3 zoning matches the zoning of the adjacent neighborhood.

The following table compares the bulk standards under the RT-3 Zoning District, the approved PUD, and the proposed PUD Plan. ***Bold italics*** denote deviations from the RT-3 Zoning District.

	RT-3 Zoning District	Approved 2013 PUD Plans		2015 Proposed Plan
		RT-3 Area (Single Family)	RM-2 Area (Townhomes)	
<b>Minimum Lot Area</b>	5,000 sf	5,884 sf	<i>3,912 sf per unit</i>	<i>4,452 sf (average 5,161 sf)</i>
<b>Minimum Lot Width</b>	50 ft.	56 ft.	<i>24 ft.</i>	<i>42 ft.</i>
<b>Maximum Building Coverage</b>	Buildings over 1½ stories: 25%	<i>45%</i>	35%	<i>45%</i>
<b>Max. Building Height</b>	Lesser of 32 ft. or 2 stories	32 ft.	35 ft.	<i>Greater of 37 ft. 10 in. or 2 stories</i>
<b>Min. Front Yard</b>	20 ft.	20 ft.	<i>15-20 ft.</i>	20 ft.
<b>Min. Interior Side Yard</b>	Buildings over 1½ stories: greater of 6 ft. or 10% lot width	<i>5 ft.</i>	<i>9 ft.</i>	<i>5 ft.</i>
<b>Min. Exterior Side Yard</b>	15 ft.	15-20 ft.	<i>15 ft.</i>	15 ft. <i>(10 ft. for Lot 27 only)</i>
<b>Min. Rear Yard</b>	30 ft.	<i>25 ft.</i>	<i>25 ft.</i>	<i>25 ft.</i>
<b>Max. Width of Attached, Front-Loaded Garage</b>	50% of overall building width	Meets requirement	Requirement does not apply	<i>66.7% of overall building width</i>
<b>Set Back of Attached, Front-Loaded Garage</b>	Garage 5 ft. back from front of house	Meets requirement	Requirement does not apply	<i>Not met</i>

SITE DESIGN

- The gross density of the development is comparable to the neighborhoods to the southeast and southwest; however, because stormwater detention areas are required, the net buildable area of the site has a higher density. As a result, the development will appear denser than the surrounding neighborhood, due to a combination of both narrower lot widths and a greater percentage of building coverage.
  - Although a minimum 4,452 sf. and 42 ft. wide lot is requested through the PUD, a range of lot widths are proposed, with lot width ranging up to 52 ft. Over 50% of the proposed lots are in excess of the RT-3 district minimum of 5,000 sf.
  - For more information and a breakdown of lot sizes, see the Site Data on the “Preliminary PUD Plat and Site Plan.”
- The overall site layout is very similar to the previously approved PUD plans. The following features remain part of the site plan:
  - Four access points from the existing street network and interconnection of N. 7<sup>th</sup>, N. 9<sup>th</sup>, and Mark Streets.
  - Preservation of the floodplain area along State Street Creek.
  - Potential future street access west to N. 12<sup>th</sup> St. (to access Dean St.)



- Complete sidewalk system
- Pedestrian and bicycle access to the potential regional trail along the railroad line to the north, St. Charles Park District site to the south (Belgium Town Park), and west to N. 12<sup>th</sup> Street.
- The site has a modified grid pattern of development, similar to the layout of the adjacent neighborhood, but with longer blocks and a more uniform lot configuration.
- The site design incorporates an access to the City electrical substation located at the northwest corner of the property.

***Staff Comments:***

- The sidewalk/bike path access at the northwest corner of the site is not an ideal location or layout. It would be preferred to utilize this extra lot width to instead create a wider centralized bike path access at or near 9th St. (A wider access may also provide a more accessible option for routing storm sewer that is shown running through sideyards).
- Almost all of the lots in the subdivision have a north-south orientation. If it is possible to rotate some of the lots to an east-west orientation, either along 9th St. or the north-south portion of Ryan St, this could recreate a less regular building pattern.
- The private road easement between 9th St. and Ryan St. must be posted as a fire lane. Parking will not be allowed on this road.

**BUILDING ARCHITECTURE**

- A much greater number of unit models (10) and potential character elevations (31) are proposed vs. both the 2014 Concept Plan and the approved PUD plan. The increase in unit type and character elevations will add more variety in terms of building mass and streetscape appearance.
- A variety of building materials and textures are proposed, as well as traditional architectural detailing including wide window and door trim.
- Garages are a dominant element of the front façade on most of the proposed models, which is different than the adjacent neighborhood, where garages have less visibility from the street.
- Garages are primarily attached, including both front and side loaded. One model includes a detached garage and one model includes a semi-attached, side loaded garage that is accessed behind the main portion of the house.
- The number of lots that can accommodate a detached garage is limited due to site grading and lot area constraints. For more information on garage types by building lot, see the “Potential Garage Orientation Lot Analysis” plan.

***Staff Comments:***

- Given the large number of character elevations, certain styles that are not found in the adjacent neighborhood (French Country or Old English) could be omitted without having an impact on the level of variety in the building architecture.
- Staff suggests the following conditions be included in the PUD:
  - A standard for how façade materials will continue around the buildings. Specifically, requiring the same type of basic trim elements on all elevations, including the same windows, siding trim and casing (although the amount of other detailing may be less).
  - Corner lots to have the same architectural materials and details as the front elevation on all street facing or visible side elevations (either at corners or at the end of a row of houses, or adjacent to the bike path access).
  - If masonry is used on the front elevation only, continue the masonry beyond the corner as a short return or end at some other logical break point on the side elevation.

## LANDSCAPE PLAN

### *Staff Comments:*

- Plantings for the northeastern detention area need to be identified on the plan.
- The fence along the southern boundary of the site adjacent to the industrial building on 9<sup>th</sup> St. appears to be in close proximity to the wall of the industrial building. A fence may not be necessary along this wall. There does not appear to be adequate space for the landscaping shown along the fence, particularly the trees which appear to be in conflict with the road.
- A cross section of the proposed fence along the western boundary would be useful to understand the proposed topography and screening. Staff would prefer the site be graded to avoid the need for a retaining wall in this area, if possible.

## SITE ENGINEERING REVIEW

### *Staff comments:*

- 10 ft. utility easements are required at the rear of all building lots. This will need to be revised on the Preliminary Subdivision Plat.
- Off-site improvements required per the original PUD are not correctly shown on the plans. Staff has requested the off-site improvements be drawn on the engineering plans only.
- The landscape plan will need to be reviewed to verify separation requirements from utilities.
- A capacity analysis of the sanitary sewer system was conducted as a part of the original PUD approval. The proposed plan is anticipated to have a reduced level of sanitary sewer flows from the original plan, therefore no new analysis is required.
- Modeling of the water system was conducted as a part of the original PUD approval. The modeling found flows at hydrant locations were sufficient to meet fire code requirements. Given that the proposed water main layout is similar to the original plan, no new analysis is required.
- The private road serving lots 105-122 will need to be overseen by a homeowner's association. Maintenance and snow removal will need to be accounted for by the association.
- As an alternative to the proposed traffic calming "bumpouts", the Public Works Department is open to allowing a narrower roadway width of 30 ft. in lieu of the standard City requirement of 33 ft. This narrower width could still allow for on-street parking on both sides of the street. Reduction of roadway width will provide additional space in the right-of-way for placement of trees and utilities, while also having the effect of calming traffic. A WB-50 turning template will need to be reviewed based on the reduced roadway width.

## TRAFFIC STUDY

The applicant submitted a traffic study based on the proposed plan. This study analyzed the site's existing conditions, anticipated development-generated traffic in terms of directional distribution and trip generation, potential future conditions due to regional growth, and recommendations regarding site access and circulation to the surrounding roadway network.

The proposed change from the approved PUD plan to all single family detached units, despite the reduced overall unit count, results in slightly increased anticipated traffic generation from the development. However, the study finds that the existing road network is adequate without the need for any additional traffic improvements.

The traffic study was prepared by the developer's traffic consultant, KLOA, and reviewed on behalf of the City by HLR. HLR found the study's methodology and findings to be reasonable.

HLR further commented that the levels of service predicted for intersections near the site are common for intersections of minor and arterial streets located within the Chicago region.

When the project was reviewed in 2012-2013, the intersections of Rt. 31-2<sup>nd</sup> St./ State St. and Rt. 64-Main St./ 7<sup>th</sup> St. were further analyzed to determine the feasibility and impact of adding turn lanes to improve the level of service for traffic exiting the neighborhood. In connection with this analysis, the developer agreed to provide the City with a \$200,000 contribution upon the occupancy of the 65<sup>th</sup> unit in the development to be used at the City's discretion for off-site traffic improvements.

Additionally, when the project was reviewed in 2012-2013, the City identified a number of potential modifications to parking and traffic control in the adjacent neighborhood that would be within the City's control to adjust as the development is constructed:

- Further limiting parking on State St. near 9<sup>th</sup> St. to improve sightlines.
- Further limiting parking on 7<sup>th</sup> St. between State and Main streets if issues are encountered with traffic waiting at the 7<sup>th</sup> & Main St. intersection.
- Changing the stop sign control at the intersection of State and 6<sup>th</sup> streets to require a stop control for 6<sup>th</sup> St. traffic and no stop control for State St. traffic.
- Review the installation of a four-way stop control at State and 7<sup>th</sup> Streets.
- Increase visibility of the stop sign on State St. at Dean St. with the addition of a flashing red stop sign.

#### DEVELOPMENT AGREEMENT

The property is located in a Tax Increment Financing (TIF) district. At the time the PUD Ordinance was approved, the City entered into a development agreement with the developer. The development agreement was approved to provide financial assistance to the developer from the new incremental property taxes generated by the development in order to offset the costs of site cleanup. This includes demolition of existing structures, clearing of debris, mass grading or leveling of the property, and environmental remediation.

The development agreement will need to be amended to reflect the change in unit type and count. At this time, the City has not received an official request to modify any other terms of the redevelopment agreement.

#### PARK / SCHOOL DEDICATIONS

The developer is proposing a full cash contribution to the Park District and School District based on the City's park land/cash and school land/cash requirements. Under the approved PUD plans, the developer also agreed to donate a small outparcel on N. 9<sup>th</sup> St. that would enable the Park District to construct a wider access drive into the future Belgium Town Park site.

#### INCLUSIONARY HOUSING/AFFORDABLE UNITS

As part of the PUD Ordinance approval, the City Council, upon recommendation of the Housing Commission, entered into an Affordable Housing Agreement with the developer. This agreement granted the developer an exemption from the requirements of the City's Inclusionary Housing Ordinance, with the condition that the developer must apply for grant funding in order to finance construction of on-site affordable units. At this time, the developer is proposing to continue to include the Affordable Housing Agreement as a part of the PUD.

Based on the last affordable housing update conducted by staff in 2013, the requirement to provide affordable units is currently set at zero. Thus as things currently stand, the developer would not be required to provide any affordable units and could choose not to follow the Affordable Housing Agreement.

However, the City is in the process of reviewing the affordable housing update and the requirement could be reinstated in coming months. If the ordinance requirement is reinstated, the developer will either need to provide the number of affordable units required by the ordinance, or follow the Affordable Housing Agreement.

### CONDITIONS FROM PUD APPROVAL

The following conditions were placed upon approval of the PUD plans by City Council in January 2013. The developer agreed to these conditions at that time and revised the plans accordingly. Obligations not identified on the plans were included in the PUD Ordinance. The approved PUD plans and PUD Ordinance reflect these conditions:

1. Use of fiber cement siding; vinyl siding is prohibited.
2. Full improvement of N. 9<sup>th</sup> St. north of State St. (including street, curbs, gutter, and sidewalk).
3. Off-site sidewalk installation on State St. from N. 7<sup>th</sup> to N. 9<sup>th</sup> St. and on N. 7<sup>th</sup> St. north of State St.
4. \$200,000 contribution from the developer for future off-site street/intersection improvements to be done at the City's discretion.
5. Designated construction route into the site from Main St. to N. 9<sup>th</sup> St. to State St. to N. 9<sup>th</sup> St.
6. An Affordable Housing Agreement requiring the developer to pursue funding to make units in the development affordable.

These items will remain PUD requirements.

## **VI. SUGGESTED ACTION**

Conduct the public hearing on the Map Amendment and Special Use Amendment and close if all the testimony has been taken. The applicant has provided Findings of Fact for the Plan Commission to consider.

Staff has placed the applications on the meeting portion of the agenda should the Plan Commission determine there is adequate information to make a recommendation to City Council.

Staff suggests that any recommendation include a condition requiring resolution of all staff comments prior to City Council action.

## **VII. ATTACHMENTS**

- Engineering Review Comments
- Fire Dept. Review Comments
- HLR Traffic Study review comments
- Ordinance No. 2013-Z-2

**Community & Economic Development  
Development Engineering Division**

Phone: (630) 443-3677


Fax: (630) 377-4062



# Memo

Date: 3/10/15

To: Russ Colby

From: Christopher Tiedt, P.E. 

RE: Lexington Club

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I have reviewed the submitted engineering plans for the proposed Lexington Club Project. The following documents were reviewed.

- Preliminary PUD Plat and Site Plan prepared by JEN Land, LLC dated 1/13/15 (1-page)
- Preliminary Landscape Plan for Lexington Club prepared by Dickson Design Studio dated 1/23/15 (8-pages)
- Preliminary Engineering Plans for Lexington Club prepared by WBK Associates dated 1/16/2015 (10-pages)

I have reviewed the above documents for conformance with the City of St. Charles Ordinances, Kane County Stormwater Ordinances and general engineering and construction practices. I have complied all Development Engineering and Public Works comments below which are being offered up for the applicant's consideration:

**Development Engineering Comments:**

**Preliminary PUD Plat and Site Plan:**

1. All rear lot public utility and drainage easements are to be 10' wide on each lot.
2. All offsite improvements that were previously agreed to are not clearly depicted on this plan. This includes the following:
  - a. Complete reconstruction of 9<sup>th</sup> St. with utility improvements.
  - b. Sidewalk along north side of State Street between 7<sup>th</sup> St and 9<sup>th</sup> St.
  - c. Sidewalk limits on 7<sup>th</sup> St. are incorrect.
3. Additional ROW will need to be dedicated at the NW corner of 5<sup>th</sup> Street and Mark Street to accommodate the proposed road re-alignment.

**Preliminary Landscape Plan:**

4. Please add all fire hydrants, valve vaults, manholes and proposed driveway locations to better determine parkway tree locations and meet the 10' minimum separation requirements.
5. At time of Final Engineering, all b-box locations will need to be added and will also be expected to meet the 10' minimum separation requirements.
6. Detailed landscaping plans showing all proposed utilities and meeting all requirements of the City of St. Charles will be required during Final Engineering.

**Preliminary Engineering Plan Comments (WBK Plans):**

Sheet GR1:

7. Note #1 still refers to underground detention that no longer is being proposed. Please revise.
8. Given the overall changes in the previously approved townhome area, overland flow routes could be impacted by the reduction in separation between buildings. That being said, all overland flood routes should be verified.
9. It is understood that the 100-year overland flow route from behind the single family homes is still being piped between the single family homes into the detention pond. Please provide inlet calculations demonstrating what grates will be used and can handle these flows for preliminary engineering approval.
10. The 100-year WSEL should be calculated and depicted on the grading plan in all overland flood routes, especially in the rear yards or those that have a walk-out or a look-out basement, to insure that all proposed structures are protected from flooding.
11. Please verify that all data in cross section "A" and "B" is correct. Unit numbers and elevations do not correspond to locations where the proposed cross sections are shown.
12. Note #1 on this sheet is inaccurate and does not reflect previously agreed upon improvements.
13. Notes referring to proposed future work on 9<sup>th</sup> Street do not accurately reflect previously agreed upon improvements.
14. Please provide T/W and B/W elevations for the proposed retaining wall located behind Units 37-43.

Sheet UT1:

15. The proposed storm sewer between lots #51 and #52 only has 10' of separation between proposed homes. 20' minimum is preferred and is what was previously provided. Please shift the homes accordingly to insure adequate separation.
16. It is suggested to continue the proposed storm sewer located behind unit #'s 103,104, and 105 east to 9<sup>th</sup> Street to avoid the conflict of locating this storm sewer between lot #105 and 106.
17. Proposed watermain extension down 9<sup>th</sup> Street, as part of the off-site improvements, will occur at the same time as other onsite improvements. Please revise the note accordingly.
18. Is this sanitary main extension on North 9<sup>th</sup> Street needed between San MH #7 and the existing San MH to the south?

19. During the preparation of Final Engineering plans, b-box locations for each service will need to be identified and placed to prevent any potential conflicts.

Sheet PP1:

20. The proposed profile of Mark Street at 9<sup>th</sup> Street may need to be adjusted to insure that overland flood routes are directed down 9<sup>th</sup> Street as originally contemplated in the stormwater management system.

**Preliminary Stormwater Submittal**

21. It appears that not all calculations were updated based on the change from a townhome/single family subdivision to all single family. Calculations depicting the changes in proposed impervious areas based on the change to an all single family subdivision should be provided.
22. Detailed TR-20 models will be required during Final Engineering for the proposed detention basins. Actual composite CN values will be required based on square footage of roofs, roadways, sidewalks, open space, etc. The average values based on type of development used in the preliminary stormwater report will need to be updated based on actual final conditions.
23. Detailed storm sewer calculations will be required during Final Engineering.

**General Comments:**

24. Revised plan changes will need to be coordinated with the ACOE.

**Public Works Comments:**

**General**

25. The developer will be required to submit written disposition of comments for all comments provided by the City. An electronic version of the City's comments will be made available upon request.
26. Open space and detention areas will require an SSA.

**Proposed Home Plans**

27. The proposed plan for Unit H2 includes the main entrance on the side of the house. The location of the entrance may be an issue with the narrow lots proposed in terms of drainage, landscaping, etc.

**Sheet GR1**

28. The typical lot details pose potential issues with installation of utilities and the allowance for any foundation plantings along the side of the home. Consider centering the homes on the lot. (PW)
29. Are there any other options to eliminate the inclusion of a private road easement along lots 105-112? This area in general is going to be a potential concern with lack of a sidewalk, future maintenance and snow removal.
30. Public Works would like to propose an alternate to the bump outs that are shown on the plans. A reduction in pavement width is proposed, which will provide additional parkway green space area for the placement of trees and underground utilities. In addition the reduced pavement cross section with the on street parking on both sides of the street will create natural traffic calming. The existing roadway cross section is 33' BOC to BOC. The proposed pavement cross-section to be considered is 30' BOC to BOC. The proposed pavement cross-section will allow for parking on both sides of the street with a remaining pavement section of 13' between these vehicles to allow for both emergency access and also snow plow truck access.
31. Based on the previous comment, please provide an auto turn analysis utilizing a WB-50 for the revised road configuration and layout.

32. Typical X-Sect detail shows BAM extending under the curb as cushion.  
Consider revising detail to:
- a. 1.5" Surface
  - b. 2.25" Binder
  - c. 5.5" BAM
  - d. 4" Aggregate (The aggregate base is only required to extend 1' behind the curb, not 3' as shown).
33. All sidewalk through driveways shall be increased to thickness of 6".
34. Clearly indicate storm sewer and storm water facilities that are to be privately owned.

**Sheet UT1**

35. Sanitary sewer run MH 13 to 14 appears to be out of easement and into building pad. Revise to MH locations to resolve issue.
36. Relocate Storm Sewer MH at intersection of Mark St. and N 5th St. further south to avoid it being over Sanitary, consider moving it to point of connect to existing.
37. Verify that minimum IEPA separation requirements between sanitary and water main along frontage of lots 100 thru 105 are being met and that proposed watermain is a minimum of 20' from all structures.
38. Clearly show the location of all existing sanitary manholes along State Street Creek. On N 7th Street, near Sta. 16+23, it appears a proposed sanitary manhole is just a few feet away from an existing sanitary manhole which is identified as the point of connection.

**Sheet PP1 & PP2**

39. Clarify what improvements are being completed on Mark Street, 5<sup>th</sup> Street, 6<sup>th</sup> Street.

**Preliminary Plat – Jen Land Dated 1/13/15**

40. Curb and gutter at pedestrian bike path should carry through and curb should be depressed (Lot 66).
41. Curb and gutter at Private Road should carry through and curb should be depressed. Ryan Street/N 9<sup>th</sup> St.
42. Consider showing driveway locations (right or left side of lot) on engineering plans.

The applicant's design professionals are 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 to complete this work. 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, nor does it relieve the Contractors in any way from their sole responsibility for the quality and workmanship of the work and for strict compliance with the permitted plans and specifications.





# Memo

Date: 2-19-2015

To: Russell Colby

From: Brian Byrne

Lieutenant

Project: 2007PR022 Lexington Club PUD

Application: 2015AP001

## **PUD Preliminary Plan (Engineering)**

<b>Revised</b>	<b>Received</b>	<b>Transmitted</b>
1/16/2015	1/28/2015	2/04/2015

2-19-2015

1. The connecting, 22 foot wide, private road easement between 9<sup>th</sup> Street & Ryan Street shall be posted as a fire lane. Parking shall not be allowed on either side. (*section D103.6.1-2009 edition of the IFC*)
2. Based upon the submitted plan the traffic calming design reduces the Easterly bound traffic lane to 10.5 feet. Based upon NFPA 1141 we recommend the minimum traffic lane width be 12 feet at the location of these traffic calming structures.



## Memorandum

**To:** City of St Charles, ATTN: Chris Tiedt, PE  
**From:** Alexander S. Garbe, PE, PTOE  
**Date:** 3/17/2015  
**Re:** Lexington Club Traffic Impact Study Review Comments

Hampton, Lenzini and Renwick, Inc. (HLR) has reviewed the February 2015 Traffic Impact Study prepared by KLOA for the proposed Lexington Club residential development to be located north of State Street between 6<sup>th</sup> Street and 12<sup>th</sup> Street in St Charles, Illinois. Review Comments are provided below.

### General Comments

1. No substantial issues were found with the report. The assumptions, analyses, and conclusions appear to be reasonable.
2. Raw traffic count data should be included in the appendix of the report for verification of analyses and for the City's future use.
3. Signal warrant analyses should be included in the appendix of the report for reference. However, a quick check revealed that the analyses by KLOA were correct based on the provided traffic volume data.

### Existing Conditions

4. On page 2, 9<sup>th</sup> Street parking is noted as prohibited on the east side of the street. The parking prohibition actually applies to the west side of 9<sup>th</sup> Street. The parking designation on Figure 3 is also incorrect.
5. On page 2, the south approach of 7<sup>th</sup> Street is incorrectly described. There is a shared left-turn/through lane and an exclusive right-turn lane. The lane configuration is shown correctly on Figure 3. The HCS analyses were performed with the correct lane configuration.
6. On page 7, the comparison of traffic counts from 2012 to 2015 needs a reference to the specific dates of the 2012 counts so that any seasonal variation affecting the comparison may be properly evaluated.

### Traffic Generation Comparison

7. Comparison of traffic impacts of the proposed development to conditions that never existed or have not existed in several years is of little value in determining mitigation. HLR recommends this section be removed or considered informational only.
8. Table 3 includes arithmetical errors regarding the daily total of the light industrial site.

HLR finds the presented methodology and findings of KLOA's February 6, 2015, Traffic Impact Study for The Lexington Club to be reasonable. The recommendation that no traffic control or geometric improvements are needed outside of the site is reasonable. The existing infrastructure, and the grid network of the neighborhood in particular, is sufficient to adequately absorb the traffic expected to be added by this development.

It is worth noting the analyses of the two most heavily impacted intersections appear to be reasonable. The intersections of State Street with IL 31 (2<sup>nd</sup> Street) and 9<sup>th</sup> Street with IL 64 (Main Street) both see expected significant increases in delay to minor street movements. However, considering that both intersections involve State Routes, of which IL 64 is considered a Strategic Regional Arterial (SRA) by the Illinois Department of Transportation (IDOT), IDOT is unlikely to approve any improvements to these intersections short of striping lane designations on the minor approaches. For example, striping the eastbound approach of State Street at IL 31 (2<sup>nd</sup> Street) to designate two eastbound lanes and one westbound lane is plausible. The distance to nearby existing signalized intersections and the added constraints IDOT places on SRA intersections make improvements such as signalizing these intersections very unlikely.

It is also worth noting that this type of intersection with the delays projected is common in the greater Chicagoland area and within the City of St Charles, as well. Although the level of service grade letter may seem high, the associated delays are common and tolerated for minor street movements at similar highways, particularly at SRA routes.

If you have any questions, please contact us at 847.697.6700.

**City of St. Charles, Illinois**

**Ordinance No. 2013-Z-2**

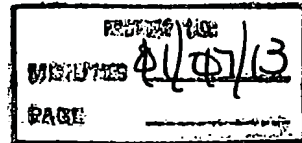
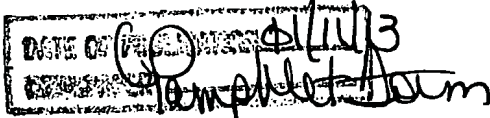
**Ordinance Granting Approval of Map Amendment,  
Special Use for a Planned Unit Development, and  
Approval of a PUD Preliminary Plan (Lexington Club  
PUD)**

**Adopted by the  
City Council  
of the  
City of St. Charles  
January 7, 2013**

**Published in pamphlet form by  
authority of the City Council  
of the City of St. Charles,  
Kane and Du Page Counties,  
Illinois, January 11, 2013**

*Nancy Garrison*  
\_\_\_\_\_  
City Clerk





**City of St. Charles, Illinois  
Ordinance No. 2013-Z- 2**

**An Ordinance Granting Approval of Map Amendment, Special Use for a  
Planned Unit Development, and Approval of a PUD Preliminary Plan  
(Lexington Club PUD)**

WHEREAS, on or about December 8, 2009, the Lexington Homes LLC (“Applicant”) and St. Charles-333 North Sixth Street, LLC (“Record Owner”) filed applications for (i) Map Amendment to rezone the property legally described on Exhibit “A” attached hereto and made a part hereof (“Single Family Parcel”) from the M-1 Special Manufacturing District to the RT-3 Traditional Single Family Residential District and to rezone the property legally described on Exhibit “B” attached hereto and made a part hereof (“Townhome Parcel”) from the M-1 Special Manufacturing District to the RM-2 Medium Density Multi-Family Residential District; (ii) Special Use for a Planned Unit Development so as to permit a residential development project on the property legally described on Exhibit “C” attached hereto and made a part hereof (“Subject Realty”), with deviations from the regulations of the St. Charles Zoning Ordinance; and (iii) PUD Preliminary Plan for the Subject Realty; and

WHEREAS, Notice of Public Hearing on said petitions for Map Amendment and Special Use for Planned Unit Development were published on or about July 30, 2011, in a newspaper having general circulation within the City, to-wit, the Kane County Chronicle newspaper, all as required by the statutes of the State of Illinois and the ordinances of the City; and,

WHEREAS, pursuant to said notice, the Plan Commission conducted public hearings on or about August 16, 2011, September 20, 2011 and October 4, 2011 (collectively, the “Public Hearing”), on said application in accordance with the statutes of the State of Illinois and the ordinances of the City; and,

WHEREAS, at said Public Hearing, the Applicant presented testimony in support of said application and all interested parties were afforded an opportunity to be heard; and,

WHEREAS, on October 18, 2011, the Plan Commission made all required Findings of Fact and forwarded them to the City Council together with its recommendation that the relief requested in said petitions be approved subject to the conditions stated therein; and,

WHEREAS, the Planning & Development Committee of the City Council recommended approval of said applications subject to conditions on or about May 14, 2012; and,

WHEREAS, the City Council of the City of St. Charles has received the recommendations of the Plan Commission and Planning and Development Committee and has considered the same.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ST. CHARLES, KANE AND DUPAGE COUNTIES, ILLINOIS, as follows:

Section 1. The preambles set forth hereinabove are incorporated herein as substantive provisions of this Ordinance as though fully set out in this Section 1.

Section 2. That the Official Zoning Map of the City, which is on file in the Office of the City Clerk, is hereby amended by rezoning the property legally described in Exhibit "A" from the "M-1 Special Manufacturing District" to "RT-3 Traditional Single Family Residential District" and rezoning the property legally described in Exhibit "B" from the "M-1 Special Manufacturing District" to the "RM-2 Medium Density Multi-Family Residential District". Said rezoning is based upon Petitioner's application and the evidence presented at the Public Hearing. The City Council hereby finds that the Zoning Map Amendments are in the public interest and adopts the Findings of Fact set forth on Exhibit "D-1" which is attached hereto and incorporated herein.

Section 3. That a Special Use for a Planned Unit Development is hereby granted for the Subject Realty, pursuant to the provisions of Title 17 of the St. Charles Municipal Code, as amended. Based upon the Petitioner's application and the evidence presented at the Public Hearing, the City Council hereby finds that the Planned Unit Development is in the public interest and adopts the Findings of Fact set forth on Exhibit "D-2", which is attached hereto and incorporated herein.

Section 4. That passage and approval of this Ordinance shall constitute approval of the PUD Preliminary Plan, consisting of the following documents:

- Preliminary Site Plan prepared by BSB Design dated 4/18/12
- Preliminary Subdivision Plans prepared by TFW Surveying & Mapping Inc. dated 12/17/10 and last revised 9/6/12
- Preliminary Engineering Plans prepared by Wills Burke Kelsey Associates Ltd. dated 12/17/10 and last revised 10/9/12
- Preliminary Landscape Plans prepared by Pugsley & Lahaie Ltd. dated 11/25/09 and last revised 4/18/12
- Preliminary Architectural Elevations prepared by BSB Design dated 7/21/11, including three sheets of Character Elevations for the detached single-family buildings and two sheets of Character Elevations for the attached single family buildings.

reduced copies of which are attached hereto and incorporated herein as Exhibit "E" (PUD Preliminary Plan), subject to the terms, conditions and restrictions set forth herein and subject to compliance with such conditions, corrections, and modifications as may be required by the Director of Community Development and the Director of Public Works to comply with the requirements of the St. Charles Municipal Code.

Section 5. The Subject Realty shall be developed only in accordance with all ordinances of the City as now in effect and as hereafter amended (except as specifically varied herein), and subject to the terms, conditions and restrictions set forth herein, as follows:

- a. **Dwelling Units:** A maximum of one-hundred thirty (130) dwelling units may be constructed on the Subject Realty, comprised of one-hundred two (102) attached single family dwellings on the Townhome parcel and twenty-eight (28) detached single-family dwellings on the Single Family Parcel.
- b. **Single Family Parcel:** The development shall comply with the standards of the RT-3 zoning district, except that the following deviations are hereby approved:
  1. The maximum building coverage for one-and-one-half and two-story structures is hereby increased to 45%.
  2. The minimum interior side yard requirement is hereby reduced to 5 feet.
  3. The minimum rear yard requirement is hereby reduced to 25 ft.
- c. **Townhome Parcel:** The development shall comply with the standards of the RM-2 zoning district, except that the following deviations are hereby approved:
  1. The minimum lot area per dwelling unit requirement is hereby reduced to 3,912 square feet.
  2. The minimum front yard requirement is hereby reduced to 15 ft. for corner or building end units, where the garage door for the unit faces the exterior side yard.
  3. The minimum interior side yard requirement is hereby reduced to 9 ft.
  4. The minimum exterior side yard requirement is hereby reduced to 15 ft.; however, no garage door shall be less than 20 ft. from the street right-of-way.
- d. **Design Review Standards and Guidelines:** The development shall comply with the Design Review Standards and Guidelines of Chapter 17.06 of the Zoning Ordinance, and with the following conditions:
  1. Uniform building materials as required by Section 17.06.050(F)(3) of the Zoning Ordinance shall not be required for the townhome buildings, provided that the elevations otherwise conform to the PUD Preliminary Plans.
  2. In addition to the building materials requirements and restrictions listed in Section 17.06.050(F)(1) and 17.06.050(F)(2) of the Zoning Ordinance, all exterior siding materials on buildings constructed on the Subject Realty shall be cedar or equivalent wood or fiber cement siding and trim. Vinyl, aluminum or equivalent material shall not be used for siding or trim.
  3. All garage doors shall be "Designer Series" as shown on the PUD Preliminary Plans or an equivalent with comparable details and glass window panels.
  4. Detached Single-Family building elevations facing exterior side yards or pedestrian access ways (Lots 3, 4, 16, 17, 28 as shown in the PUD Preliminary Plan) shall include architectural detailing equivalent or better than the Character Side elevations shown in the PUD Preliminary Plans.
  5. The PUD Preliminary Plans have identified eight (8) character elevations for the detached single-family buildings and two (2) character elevations for the townhome buildings. The character elevation styles shall be interspersed such that a detached single-family building is not adjacent to more than one of the same

character elevation and the townhome buildings are approximately 50% of each character elevation.

6. Variations to the Character Elevations shown in the PUD Preliminary Plans may be reviewed and approved by the Director of Community Development as an Authorized Administrative Change in accordance with the provisions of Section 17.04.430.C of the Zoning Ordinance. Rearrangement/substitution of townhome unit types within the buildings shall be reviewed as an Administrative Change.

e. Landscaping

1. Perimeter site landscaping and all landscaping shown on common lots shall be reviewed as a part of the Final PUD Plan. All perimeter site landscaping, including any landscape bufferyards, shall be completed for each phase prior to the occupancy of any building, or portion thereof, in the phase.
2. Lot landscaping for the townhomes shall be reviewed as part of the building permit submittals.
3. Final Landscape Plans which provide comparable quality, quantity, and character but do not strictly comply with the Preliminary Plan may be reviewed and approved by the Director of Community Development as an Authorized Administrative Change in accordance with the provisions of Section 17.04.430.C of the Zoning Ordinance.

f. Owner's Association:

The Applicant will create one or more Owners Associations and create a Master Declaration of Covenants, Conditions & Restrictions that clearly identifies all responsibilities of the Owners Associations with respect to the use, maintenance and continued protection of common open space and improvements in the development, including, but not limited to, stormwater management facilities. The Declaration shall also regulate modifications to building architecture following the initial construction of the development. Such Declaration shall be in a form reasonably acceptable to the City and shall be recorded immediately following the recording of the Final Plat of Resubdivision for the Subject Realty.

g. School and Park Contributions:

The Applicant has agreed to convey, and the St. Charles Park District has agreed to accept, the .09-acre parcel fronting on 9th Street shown as Lot 59 on the PUD Preliminary Plan. The remainder of the Park and School contribution shall be provided as cash in lieu of land contribution in accordance with the provisions of Title 16 of the St. Charles Municipal Code, as the same may be amended from time to time. If the bedroom count used to calculate the initial cash contribution changes, the amount of the contribution shall be adjusted at the time of building permit.

h. Inclusionary Housing:



The Applicant has requested a deviation to the requirements of Chapter 17.18 of the Zoning Ordinance, Inclusionary Housing, to enable the development to begin construction without designating any affordable units or providing a fee-in-lieu contribution. The deviation request is hereby granted conditioned upon the Applicant executing and complying with the attached Affordable Housing Agreement, attached at Exhibit "F" for the duration of the project build out. In the event the Applicant fails to comply with the Affordable Housing Requirement at any time during the project build out, the requirements of Chapter 17.18 shall apply to the remaining housing units to be constructed.

- i. **Subdivision Improvements:** The following shall be constructed as a part of the initial Land Improvements for the development:
  1. Installation of a 10 inch water main as shown on the PUD Preliminary Plans (generally along Mark Street from 6<sup>th</sup> Street to 9<sup>th</sup> Street, along 9<sup>th</sup> Street south to State Street, continuing to the existing 10" water main near Dean Street, to complete a 10" water main loop through the development site). Following acceptance of the water main by the City, the City shall reimburse the Applicant for the actual cost to install the portion of the water main located offsite, including the cost to resurface existing streets which are not required to be reconstructed as a part of the development. Improvements to be reimbursed and the total maximum reimbursement shall be as specified in Exhibit G.
  2. Full improvement of 9<sup>th</sup> Street from State Street north into the development site, improved to the same standards as the streets within the development, including curb and gutter, storm sewer, sidewalks, street trees, and street lighting.
  3. Installation of a 5 ft. wide sidewalk on the north side of State Street, between 9<sup>th</sup> and 7<sup>th</sup> Streets, connecting to existing sidewalks at both intersections.
  4. Installation of missing sidewalk segments on 7<sup>th</sup> Street north of State Street.
- j. **Off-site traffic contribution:** Prior to the 65<sup>th</sup> occupancy permit, the applicant shall deposit with the City a cash contribution of \$200,000 to be used for off-site street or intersection improvements, at the sole discretion of the City Council.
- k. **Ryan Street Right-of-Way:** As a part of the Final Plat of Subdivision for the project, the City shall vacate the existing Ryan Street right-of-way located east of 9<sup>th</sup> Street and convey title of the property to the applicant. The City shall retain easements over any public utilities existing in the right-of-way.
- l. **Future Ryan Street extension:** As a part of the Final Plat of Subdivision for the project, applicant shall dedicate right-of-way for a future Ryan Street extension at the western end of the site (shown on the PUD Preliminary Plans as Lot 54). This property shall be maintained by the Owner's Association for the development until such time the street is constructed and accepted by the City.

- m. **Access Easements:** As a part of the Final Plat of Subdivision for the project, the applicant shall provide public access easements for pedestrian paths shown on the PUD Preliminary Plans (paths connecting Ryan Street to 12<sup>th</sup> Street, Ryan Street to the St. Charles Park District site, and the two paths connecting Mark Street to the railroad right-of-way).
- n. **Construction Route:** Construction related traffic shall access the site by following a route from Main Street, to 9<sup>th</sup> Street, to State Street to 9<sup>th</sup> Street into the site. No construction traffic shall utilize Mark Street east of 5<sup>th</sup> Street; 5<sup>th</sup>, 6<sup>th</sup> or 7<sup>th</sup> Street south of the Subject Realty; or State Street east of 9<sup>th</sup> Street.
- o. **Site Cleanup:** Complete demolition and clearing of debris and structures and environmental remediation of the property shall occur in accordance with a schedule to be mutually agreed upon by the parties, as set forth in a separate development agreement with the City.
- p. **The Applicant shall execute a Developer's Undertaking/Land Improvement Agreement** in the City's standard form, and tender the security required therein prior to the recording of the Final Plat of Subdivision.
- q. **Stormwater Special Service Area:** Following recording of the Final Plat of Subdivision, the City shall initiate the formation of a Special Service Area for the purpose of maintaining and repairing stormwater management facilities and other facilities serving the Subject Realty. The Record Owner shall not sell or transfer ownership of any portion of the Subject Realty until such Special Service Area has been established. Such Special Service Area shall be of perpetual duration with a maximum rate sufficient to provide for maintenance, repair, and reconstruction of such facilities. Such Special Service Area may provide for maintenance by the City in the event that stormwater management facilities or other facilities are not adequately maintained by the Owner or successors.

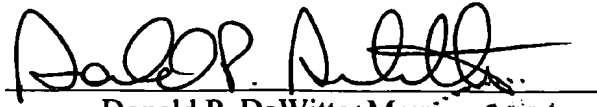
**Section 6.** That all ordinances and resolutions, or parts thereof, in conflict with the provisions of this Ordinance are, to the extent of such conflict, expressly repealed.

**Section 7.** That this Ordinance shall become effective from passage, approval and publication in pamphlet form as provided by law.

**PRESENTED** to the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 7<sup>th</sup> day of January, 2013.

**PASSED** by the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 7<sup>th</sup> day of January, 2013.

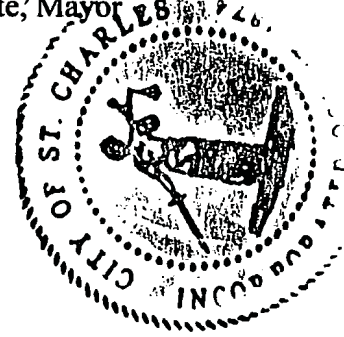
**APPROVED** by the Mayor of the City of St. Charles, Kane and DuPage Counties, Illinois this 7<sup>th</sup> day of January, 2013.



Donald P. DeWitte, Mayor

Attest:

  
City Clerk



COUNCIL VOTE:

Ayes: 6

Nays: 5

Absent:

Abstain:

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

DATE: \_\_\_\_\_, 2013

**EXHIBIT "A"**  
**LEGAL DESCRIPTION OF SINGLE FAMILY PARCEL**

**PARCEL TO BE ZONED RT-3:**

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTHWESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST, BEING AN ASSUMED BEARING AND THE BASIS OF BEARINGS FOR THIS LEGAL DESCRIPTION, ALONG SAID LAST DESCRIBED SOUTH LINE, 362.12 FEET TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF 6TH STREET, AS DELINEATED ON THE PLAT OF T.E. RYAN'S ADDITION TO THE CITY OF ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1889 AS DOCUMENT NUMBER 24117, ALSO BEING THE POINT OF BEGINNING OF THIS LEGAL DESCRIPTION; THENCE SOUTH 11 DEGREES 43 MINUTES 06 SECONDS EAST ALONG SAID LAST DESCRIBED WEST RIGHT OF WAY LINE, 186.93 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 610.92 FEET; THENCE SOUTH 86 DEGREES 11 MINUTES 29 SECONDS WEST, 58.19 FEET; THENCE NORTH 89 DEGREES 08 MINUTES 14 SECONDS WEST, 108.55 FEET TO AN INTERSECTION WITH THE NORTHERLY EXTENSION OF THE CENTER LINE OF 9TH STREET, AS DELINEATED ON THE PLAT OF MILLINGTON THIRD ADDITION TO ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED MAY 4, 1926 AS DOCUMENT NUMBER 272865; THENCE NORTH 00 DEGREES 55 MINUTES 11 SECONDS WEST ALONG SAID LAST DESCRIBED NORTHERLY EXTENSION, 120.17 FEET TO A POINT OF CURVATURE; THENCE WESTERLY ALONG A NON TANGENT CURVED LINE, CONCAVE NORTH, HAVING A RADIUS OF 101.50 FEET, AN ARC LENGTH OF 43.61 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 74 DEGREES 51 MINUTES 47 SECONDS WEST, 43.28 FEET) TO A POINT OF REVERSE CURVATURE; THENCE WESTERLY ALONG A CURVED LINE, CONCAVE SOUTH, HAVING A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 60.42 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 75 DEGREES 52 MINUTES 06 SECONDS WEST, 59.88 FEET); THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 58.51 FEET; THENCE NORTH 00 DEGREES 49 MINUTES 00 SECONDS EAST, 140.96 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY (A.K.A. UNION PACIFIC RAILROAD); THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS EAST ALONG SAID LAST DESCRIBED PARALLEL LINE, 932.55 FEET; THENCE SOUTH 00 DEGREES 49 MINUTES 00 SECONDS WEST, 97.84 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886 AFORESAID; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST ALONG SAID LAST DESCRIBED SOUTH LINE, 33.30 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

**EXHIBIT "B"**  
**LEGAL DESCRIPTION OF TOWNHOME PARCEL**

**PARCEL TO BE ZONED RM-2:**

LOT 2 (EXCEPT THE SOUTHERLY 116 FEET), ALL OF LOTS 3 AND 4 IN BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 1 AND LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 IN BLOCK 2; LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 3 AND LOTS 1, 2, 3, 4, 5 (EXCEPT THAT PART OF LOT 5 CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986) AND THE NORTH 30 FEET OF LOT 11 IN BLOCK 5, AND THAT PART OF VACATED NINTH STREET NORTH OF THE SOUTH LINE EXTENDED EASTERLY OF LOT 5 IN SAID BLOCK 5 AND VACATED MARK STREET, AND THE NORTH 1/2 OF VACATED RYAN STREET LYING EASTERLY OF THE WESTERLY LINE OF LOT 13, BLOCK 2 EXTENDED AND LYING WESTERLY OF THE WESTERLY LINE OF SEVENTH STREET, ALL IN MILLINGTON'S THIRD ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID SOUTHEAST 1/4 WITH THE NORTHERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES 13 MINUTES 00 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID DEAN STREET, 1043 FEET; THENCE NORTH 2 DEGREES 44 MINUTES 00 SECONDS EAST, 150 FEET (SAID POINT HEREINAFTER REFERRED TO AS POINT "A"); THENCE SOUTH 64 DEGREES 34 MINUTES 00 SECONDS EAST, 149.92 FEET; THENCE NORTH 01 DEGREES 31 MINUTES 00 SECONDS WEST, 62 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 31 MINUTES 00 SECONDS WEST, 651.43 FEET; THENCE SOUTH 89 DEGREES 45 MINUTES 00 SECONDS WEST, 135.80 FEET; THENCE NORTH, 7.90 FEET; THENCE SOUTH 89 DEGREES 20 MINUTES 00 SECONDS WEST, 282.40 FEET; THENCE SOUTH 00 DEGREES, 27 MINUTES, 10 SECONDS WEST 490.78 FEET; THENCE EAST, 106 FEET; THENCE SOUTH, 67.19 FEET TO A LINE DRAWN NORTH 64 DEGREES 34 MINUTES 00 SECONDS WEST FROM POINT "A" AFORESAID; THENCE SOUTH 64 DEGREES 34 MINUTES 00 SECONDS EAST, 19.73 FEET; THENCE SOUTH 74 DEGREES 16 MINUTES 30 SECONDS EAST, 327.76 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHEAST 1/4; THENCE EAST, 396.08 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST 1/4 TO A POINT 150 FEET NORTH OF THE NORTHERLY LINE OF DEAN STREET FOR THE POINT OF BEGINNING; THENCE SOUTH 66 DEGREES 13 MINUTES 00 SECONDS EAST, PARALLEL WITH THE NORTHERLY LINE OF DEAN STREET, 208.7 FEET (THIS COURSE HEREINAFTER REFERRED TO AS LINE "A") THENCE EAST, 69 FEET; THENCE NORTH 00 DEGREES 27 MINUTES 10 SECONDS EAST, 60 FEET; THENCE WEST, 56.84 FEET TO A LINE DRAWN PARALLEL WITH AND 60 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES THERETO, LINE "A" AFORESAID; THENCE NORTH 66 DEGREES 13 MINUTES 00 SECONDS WEST ALONG SAID PARALLEL LINE, 222.51 FEET TO A LINE DRAWN NORTH, PARALLEL WITH THE WEST LINE OF SAID SOUTHEAST 1/4, FROM THE POINT OF BEGINNING; THENCE SOUTH ALONG SAID PARALLEL LINE, 65.57 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF BLOCK 2 OF MILLINGTON'S ADDITION TO THE TOWN OF ST. CHARLES; THENCE NORTH 11 DEGREES 37 MINUTES 00 SECONDS WEST ALONG THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED, 356 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 78 DEGREES 46 MINUTES 00 SECONDS EAST, 186.2 FEET TO THE WESTERLY LINE OF BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES; THENCE NORTH 11 DEGREES 48 MINUTES 00 SECONDS WEST



ALONG SAID WESTERLY LINE, 481.9 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND GREAT WESTERN RAILWAY; THENCE SOUTH 89 DEGREES 30 MINUTES 00 SECONDS WEST ALONG SAID RIGHT OF WAY LINE TO THE NORTHEAST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID MILLINGTON'S THIRD ADDITION TO THE SOUTHEAST CORNER OF BLOCK 2 IN SAID ADDITION; THENCE EASTERLY ALONG THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 2 TO THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED; THENCE SOUTH 11 DEGREES 37 MINUTES 00 SECONDS EAST ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, ON THE NORTHERLY LINE OF DEAN STREET; THENCE NORTH 66 DEGREES 07 MINUTES 00 SECONDS WEST ALONG SAID NORTHERLY LINE OF DEAN STREET, 335.3 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND CONVEYED TO JULES VANOVERMEIREN BY DEED DATED DECEMBER 18, 1925, AND RECORDED DECEMBER 26, 1925 IN BOOK 788, PAGE 548, AS DOCUMENT 266367; THENCE NORTH ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID TRACT OF LAND, 174 FEET; THENCE NORTH 60 DEGREES 19 MINUTES 00 SECONDS WEST, 168.19 FEET; THENCE NORTH 01 DEGREES 29 MINUTES 00 SECONDS WEST, 188.59 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 01 DEGREES 29 MINUTES 00 SECONDS WEST, 479.71 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND GREAT WESTERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES 31 MINUTES 00 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 456.2 FEET TO THE NORTHWEST CORNER OF SAID MILLINGTON'S THIRD ADDITION; THENCE SOUTH 01 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION, 285 FEET; THENCE SOUTH 89 DEGREES 31 MINUTES 00 SECONDS WEST, 132 FEET; THENCE SOUTH 01 DEGREE 04 MINUTES 00 SECONDS EAST, 255.77 FEET TO A POINT SOUTH 80 DEGREES 02 MINUTES 00 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 80 DEGREES 02 MINUTES 00 SECONDS WEST, 325.65 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, KANE COUNTY, ILLINOIS; THENCE SOUTH 1 DEGREE 04 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID ADDITION, 285.0 FEET; THENCE SOUTH 89 DEGREES 31 MINUTES 00 SECONDS WEST, 132.0 FEET; THENCE SOUTH 01 DEGREES 04 MINUTES 00 SECONDS EAST PARALLEL WITH SAID WEST LINE 255.77 FEET FOR A POINT OF BEGINNING; THENCE NORTH 01 DEGREE 04 MINUTES 00 SECONDS WEST ALONG THE LAST DESCRIBED COURSE, 255.77 FEET; THENCE SOUTH 89 DEGREES 31 MINUTES 00 SECONDS WEST, 100.00 FEET; THENCE SOUTH 01 DEGREE 04 MINUTES 00 SECONDS EAST PARALLEL WITH SAID WEST LINE, 237.41 FEET TO A LINE DRAWN NORTH 80 DEGREES 06 MINUTES 00 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 80 DEGREES 06 MINUTES 00 SECONDS EAST, 101.86 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986), IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- TOGETHER WITH --

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTH WESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE WESTERLY ALONG THE SOUTH LINE BY SAID WARRANTY DEED, BEING ALONG THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, A DISTANCE OF 1857.64 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY ALONG SAID JOG, A DISTANCE OF 7.90 FEET; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 282.85 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE

NORTHERLY, ALONG SAID JOG, A DISTANCE OF 127.46 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY; THENCE EASTERLY ALONG SAID PARALLEL LINE, A DISTANCE OF 2126.02 FEET TO THE CENTER LINE OF 5TH STREET (STATE ROUTE 31) AS AFORESAID; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE, A DISTANCE OF 93.59 FEET TO THE POINT OF BEGINNING, BEING SITUATED IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND: THAT PART OF THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LAND CONVEYED TO THE CITY OF ST. CHARLES BY DOCUMENT NO. 910272, SAID POINT BEING 50.00 FEET NORMALLY DISTANT SOUTHERLY FROM THE UNION PACIFIC RAILROAD MAIN TRACK CENTER LINE; THENCE SOUTH 89 DEGREES 11 MINUTES EAST, 76.35 FEET, PARALLEL WITH SAID MAIN TRACK CENTER LINE; THENCE SOUTH 01 DEGREES 53 MINUTES EAST, 60.06 FEET, PARALLEL WITH THE EAST LINE OF SAID LAND CONVEYED BY DOCUMENT NO. 910272; THENCE NORTH 89 DEGREES 11 MINUTES WEST, 76.35 FEET TO THE SOUTHEAST CORNER OF SAID DOCUMENT NO. 910272; THENCE NORTH 01 DEGREE 53 MINUTES WEST, 60.06 FEET ALONG THE EAST LINE OF SAID DOCUMENT NO. 910272 TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

-- EXCEPTING THEREFROM ALL OF THE ABOVE --

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTHWESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST, BEING AN ASSUMED BEARING AND THE BASIS OF BEARINGS FOR THIS LEGAL DESCRIPTION, ALONG SAID LAST DESCRIBED SOUTH LINE, 362.12 FEET TO AN INTERSECTION WITH THE WEST RIGHT OF WAY LINE OF 6TH STREET, AS DELINEATED ON THE PLAT OF T.E. RYAN'S ADDITION TO THE CITY OF ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED JULY 11, 1889 AS DOCUMENT NUMBER 24117, ALSO BEING THE POINT OF BEGINNING OF THIS LEGAL DESCRIPTION; THENCE SOUTH 11 DEGREES 43 MINUTES 06 SECONDS EAST ALONG SAID LAST DESCRIBED WEST RIGHT OF WAY LINE, 186.93 FEET; THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 610.92 FEET; THENCE SOUTH 86 DEGREES 11 MINUTES 29 SECONDS WEST, 58.19 FEET; THENCE NORTH 89 DEGREES 08 MINUTES 14 SECONDS WEST, 108.55 FEET TO AN INTERSECTION WITH THE NORTHERLY EXTENSION OF THE CENTER LINE OF 9TH STREET, AS DELINEATED ON THE PLAT OF MILLINGTON THIRD ADDITION TO ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED MAY 4, 1926 AS DOCUMENT NUMBER 272865; THENCE NORTH 00 DEGREES 55 MINUTES 11 SECONDS WEST ALONG SAID LAST DESCRIBED NORTHERLY EXTENSION, 120.17 FEET TO A POINT OF CURVATURE; THENCE WESTERLY ALONG A NON TANGENT CURVED LINE, CONCAVE NORTH, HAVING A RADIUS OF 101.50 FEET, AN ARC LENGTH OF 43.61 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 74 DEGREES 51 MINUTES 47 SECONDS WEST, 43.28 FEET) TO A POINT OF REVERSE CURVATURE; THENCE WESTERLY ALONG A CURVED LINE, CONCAVE SOUTH, HAVING A RADIUS OF 130.00 FEET, AN ARC LENGTH OF 60.42 FEET (THE CHORD TO SAID CURVED LINE BEARS NORTH 75 DEGREES 52 MINUTES 06 SECONDS WEST, 59.88 FEET); THENCE NORTH 89 DEGREES 11 MINUTES 00 SECONDS WEST, 58.51 FEET; THENCE NORTH 00 DEGREES 49 MINUTES 00 SECONDS EAST, 140.96 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY (A.K.A. UNION PACIFIC RAILROAD); THENCE SOUTH 89 DEGREES 11 MINUTES 00 SECONDS EAST ALONG SAID LAST DESCRIBED PARALLEL LINE, 932.55 FEET; THENCE SOUTH 00 DEGREES 49 MINUTES 00 SECONDS WEST, 97.84 FEET TO AN INTERSECTION WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886 AFORESAID; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST ALONG SAID LAST DESCRIBED SOUTH LINE, 33.30 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

## EXHIBIT "C"

### LEGAL DESCRIPTION OF SUBJECT REALTY

#### SUBJECT PROPERTY:

##### PARCEL ONE:

LOT 2 (EXCEPT THE SOUTHERLY 116 FEET); ALL OF LOTS 3 AND 4 IN BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### PARCEL TWO:

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 1 AND LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 IN BLOCK 2; LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 3 AND LOTS 1, 2, 3, 4, 5 (EXCEPT THAT PART OF LOT 5 CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986) AND THE NORTH 30 FEET OF LOT 11 IN BLOCK 5, AND THAT

PART OF VACATED NINTH STREET NORTH OF THE SOUTH LINE EXTENDED EASTERLY OF LOT 5 IN SAID BLOCK 5 AND VACATED MARK STREET, AND THE NORTH 1/2 OF VACATED RYAN STREET LYING EASTERLY OF THE WESTERLY LINE OF LOT 13, BLOCK 2 EXTENDED AND LYING WESTERLY OF THE WESTERLY LINE OF SEVENTH STREET, ALL IN MILLINGTON'S THIRD ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### PARCEL THREE:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID SOUTH EAST 1/4 WITH THE NORTHERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID DEAN STREET 1043 FEET; THENCE NORTH 2 DEGREES, 44 MINUTES, 0 SECONDS EAST 150 FEET (SAID POINT HEREINAFTER REFERRED TO AS POINT "A"); THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 149.92 FEET; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 62 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 651.43 FEET; THENCE SOUTH 89 DEGREES, 45 MINUTES, 0 SECONDS WEST 135.80 FEET; THENCE NORTH 7.90 FEET; THENCE SOUTH 89 DEGREES, 20 MINUTES, 0 SECONDS WEST 282.40 FEET; THENCE SOUTH 00 DEGREES, 27 MINUTES, 10 SECONDS WEST 490.78 FEET; THENCE EAST 106 FEET; THENCE SOUTH 67.19 FEET TO A LINE DRAWN NORTH 64 DEGREES, 34 MINUTES, 0 SECONDS WEST FROM POINT "A" AFORESAID; THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 19.73 FEET; THENCE SOUTH 74 DEGREES, 16 MINUTES, 30 SECONDS EAST 327.76 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### PARCEL FOUR:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH EAST 1/4; THENCE EAST 396.08 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4 TO A POINT 150 FEET NORTH OF THE NORTHERLY LINE OF DEAN STREET, FOR THE POINT OF BEGINNING; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST PARALLEL WITH THE NORTHERLY LINE OF DEAN STREET, 208.7 FEET (THIS COURSE HEREINAFTER REFERRED TO AS LINE "A") THENCE EAST 69 FEET; THENCE NORTH 0 DEGREES, 27 MINUTES, 10 SECONDS EAST 60 FEET; THENCE WEST 56.84 FEET TO A LINE DRAWN PARALLEL WITH AND 60 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES THERETO, LINE "A" AFORESAID; THENCE NORTH 66 DEGREES, 13 MINUTES, 0 SECONDS WEST ALONG SAID PARALLEL LINE, 222.51 FEET TO A LINE DRAWN NORTH, PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4, FROM THE POINT OF BEGINNING; THENCE SOUTH ALONG SAID PARALLEL LINE 65.57 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### PARCEL FIVE:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF BLOCK 2 OF MILLINGTON'S ADDITION TO THE TOWN OF ST. CHARLES; THENCE NORTH 11 DEGREES, 37 MINUTES, 0 SECONDS WEST ALONG THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED, 356 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 78



DEGREES, 46 MINUTES, 0 SECONDS EAST 186.2 FEET TO THE WESTERLY LINE OF BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES; THENCE NORTH 11 DEGREES, 48 MINUTES, 0 SECONDS WEST ALONG SAID WESTERLY LINE 481.9 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND GREAT WESTERN RAILWAY; THENCE SOUTH 89 DEGREES, 30 MINUTES, 0 SECONDS WEST ALONG SAID RIGHT OF WAY LINE TO THE NORTHEAST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID MILLINGTON'S THIRD ADDITION TO THE SOUTHEAST CORNER OF BLOCK 2 IN SAID ADDITION; THENCE EASTERLY ALONG THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 2 TO THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED; THENCE SOUTH 11 DEGREES, 37 MINUTES, 0 SECONDS EAST ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SIX:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, ON THE NORTHERLY LINE OF DEAN STREET; THENCE NORTH 66 DEGREES, 07 MINUTES, 0 SECONDS WEST ALONG SAID NORTHERLY LINE OF DEAN STREET 335.3 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND CONVEYED TO JULES VANOVERMEIREN BY DEED DATED DECEMBER 18, 1925, AND RECORDED DECEMBER 26, 1925 IN BOOK 788, PAGE 548, AS DOCUMENT 266367; THENCE NORTH ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID TRACT OF LAND 174 FEET; THENCE NORTH 60 DEGREES, 19 MINUTES, 0 SECONDS WEST, 168.19 FEET; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 188.59 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 479.71 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND GREAT WESTERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES, 31 MINUTES, 0 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 456.2 FEET TO THE NORTHWEST CORNER OF SAID MILLINGTON'S THIRD ADDITION; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 285 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST 255.77 FEET TO A POINT SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 325.65 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, KANE COUNTY, ILLINOIS; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST ALONG THE WEST LINE OF SAID ADDITION 285.0 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132.0 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 255.77 FEET FOR A POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 04 MINUTES, 0 SECONDS WEST ALONG THE LAST DESCRIBED COURSE 255.77 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 100.00 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 237.41 FEET TO A LINE DRAWN NORTH 80 DEGREES, 06 MINUTES, 0 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 80 DEGREES, 06 MINUTES, 0 SECONDS EAST 101.86 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986), IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SEVEN:

EASEMENT FOR PRIVATE ROADWAY RESERVED BY DEED RECORDED JULY 16, 1957, IN BOOK 1855, PAGE 119, AS DOCUMENT 839306, MADE BY HAWLEY PRODUCT COMPANY TO CARL E. SODERQUIST AND SONS FOR THE BENEFIT OF THE NORTH 30 FEET OF LOT 11 IN BLOCK 5 OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES IN PARCEL TWO, OVER THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 535 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 1 DEGREE EAST 30 FEET; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 134.45 FEET; THENCE NORTH 1 DEGREE WEST PARALLEL WITH THE WEST LINE OF SAID ADDITION

30 FEET; THENCE SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST 134.45 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL EIGHT:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTH WESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE WESTERLY ALONG THE SOUTH LINE BY SAID WARRANTY DEED, BEING ALONG THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, A DISTANCE OF 1857.64 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY ALONG SAID JOG, A DISTANCE OF 7.90 FEET; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 282.85 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY, ALONG SAID JOG, A DISTANCE OF 127.46 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY; THENCE EASTERLY ALONG SAID PARALLEL LINE, A DISTANCE OF 2126.02 FEET TO THE CENTER LINE OF 5TH STREET (STATE ROUTE 31) AS AFORESAID; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE, A DISTANCE OF 93.59 FEET TO THE POINT OF BEGINNING, BEING SITUATED IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND THAT PART OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LAND CONVEYED TO THE CITY OF ST. CHARLES BY DOCUMENT NO. 910272, SAID POINT BEING 50.00 FEET NORMALLY DISTANT SOUTHERLY FROM THE UNION PACIFIC RAILROAD MAIN TRACK CENTER LINE; THENCE SOUTH 89 DEGREES 11 MINUTES EAST, 76.35 FEET, PARALLEL WITH SAID MAIN TRACK CENTER LINE; THENCE SOUTH 1 DEGREES 53 MINUTES EAST, 60.06 FEET, PARALLEL WITH THE EAST LINE OF SAID LAND CONVEYED BY DOCUMENT NO. 910272; THENCE NORTH 89 DEGREES 11 MINUTES WEST, 76.35 FEET TO THE SOUTHEAST CORNER OF SAID DOCUMENT NO. 910272; THENCE NORTH 1 DEGREE 53 MINUTES WEST, 60.06 FEET ALONG THE EAST LINE OF SAID DOCUMENT NO. 910272 TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

## EXHIBIT "D-1"

### FINDINGS OF FACT FOR MAP AMENDMENT

Plan Commission recommendation shall be based upon the preponderance of the evidence presented and the Commission shall not be required to find each Finding of Fact in the affirmative to recommend approval of an application for Map Amendment.

1. The existing uses and zoning of nearby property.

**The property is surrounded by both residential and manufacturing uses and zoning. Areas to the north and south of the site are primarily residential. Areas to the east and west contain a mix of residential and industrial land uses.**

2. The extent to which property values are diminished by the existing zoning restrictions.

**It is not known if the existing zoning restriction is diminishing property values in the area. Industrial uses are generally considered to be incompatible with single-family residential uses, which may cause property values surrounding the site to be diminished.**

3. The extent to which the reduction of the property's value under the existing zoning restrictions promotes the health, safety, morals or general welfare of the public.

**The current zoning restriction has not produced any perceptible public benefits during the last 5 years that the property has remained vacant. The property is in a deteriorated state and is environmentally contaminated. Under the existing zoning, the property could be developed with industrial uses that may be incompatible with the surrounding neighborhood, which is primarily residential.**

4. The suitability of the property for the purposes for which it is presently zoned, i.e. the feasibility of developing the property for one or more of the uses permitted under the existing zoning classification.

**The property is not well suited for industrial use. The property was originally used for industrial purposes because of its proximity to the railroad. The railroad line is no longer active and is in the process of abandonment. Access to the site requires use of minor streets and crossing through a residential neighborhood. The site has limited visibility from any arterial or collector street.**

5. The length of time that the property has been vacant, as presently zoned, considered in the context of the land development in the area where the property is located.

**Applied Composites closed and vacated the property in 2005. The property has remained vacant. Some of the structures on the site were torn down in 2008 and other structures were recently demolished in 2011. The area surrounding the site is mostly developed.**

6. The evidence, or lack of evidence, of the community's need for the uses permitted under the proposed district.

**Higher quality and better suited industrial sites surrounded by similar land uses are available elsewhere in the community. The proximity of the property relative to the Downtown area makes the property more desirable for residential use.**

7. The consistency of the proposed amendment with the City's Comprehensive Plan.

**In 2008 the City adopted an amendment to the Comprehensive Plan which designated a future land use for the site of "Medium Residential", with a gross density range of 2.5 to 6.5 dwelling units per acre. The proposed zoning districts of RT-2 (net 8.7 du/acre) and RM-2 (net 10 du/acre), after accounting for street rights-of-way and land for stormwater detention, will result in an overall gross density within the range recommended by the Comprehensive Plan.**

8. Whether the proposed amendment corrects an error or omission in the Zoning Map.

**No, the proposed amendment does not correct an error or omission in the Zoning Map.**

9. The extent to which the proposed amendment creates nonconformities.

**No non-conformities will be created by the Map Amendment.**

10. The trend of development, if any, in the general area of the property in question.

**There is no perceptible trend of development in the area. The subject property represents a substantial portion of the land area of the neighborhood and has been vacant for 5 years. The neighborhood surrounding the site is otherwise stable.**

## EXHIBIT "D-2"

### FINDINGS OF FACT FOR SPECIAL USE FOR PLANNED UNIT DEVELOPMENT

From the St. Charles Zoning Ordinance, Section 17.04.410.D.3:

The Plan Commission shall not favorably recommend, and the City Council shall not approve, a Special Use for a PUD or an amendment to a Special Use for a PUD unless they each make findings of fact based on the application and the evidence presented at the public hearing that the PUD is in the public interest, based on the following criteria:

1. The proposed PUD advances one or more of the purposes of the Planned Unit Development procedure stated in Section 17.04.400.A:

1. To promote a creative approach to site improvements and building design that results in a distinctive, attractive development that has a strong sense of place, yet becomes an integral part of the community.

**The PUD Preliminary Plans provide for a modified grid street pattern connected to existing access locations. The development plan is more "suburban" in layout and building form than recommended in the Comprehensive Plan.**

2. To create places oriented to the pedestrian that promote physical activity and social interaction, including but not limited to walkable neighborhoods, usable open space and recreational facilities for the enjoyment of all.

**The PUD Preliminary Plans interconnect all existing streets that currently terminate at the site. Complete sidewalks systems connect with the existing sidewalk grid in the neighborhood. Off-site sidewalks will be constructed on 7<sup>th</sup> Street, 9<sup>th</sup> Street, and along State Street between 7<sup>th</sup> and 9<sup>th</sup> Street to complete the sidewalk grid between the site and the neighborhood. The PUD Preliminary Plans provide recreational facilities in the form of the pedestrian/bike path connections off site to a future regional trail on the railroad right-of-way, a trail to the St. Charles Park District park site, and a trail connecting to 12<sup>th</sup> Street.**

3. To encourage a harmonious mix of land uses and a variety of housing types and prices.

**The PUD provides residential land uses that are compatible with the adjacent residential neighborhood. The residential land uses are not compatible with isolated industrial properties that adjoin the site. However, the Comprehensive Plan recommends a future land use of "Medium Residential" for the properties at 229 N. 9<sup>th</sup> Street and 602 N. 12<sup>th</sup> Street.**

**The PUD provides two different housing types within the site, but with limited variation within each category. The PUD does not provide any affordable residential units, which is a requirement of the Zoning Ordinance.**

4. To preserve native vegetation, topographic and geological features, and environmentally sensitive areas.

**The property has been previously developed. The PUD Preliminary Plans generally leave the State Street Creek and wooded areas south of the creek undisturbed.**

5. To promote the economical development and efficient use of land, utilities, street improvements, drainage facilities, structures and other facilities.

**The PUD Preliminary Plans include engineering plans for infrastructure facilities to serve the site. The plans follow City Code requirements for subdivisions and stormwater management. The Illinois EPA will require that environmental contamination of the property be remediated prior to development for residential use.**

6. To encourage redevelopment of sites containing obsolete or inappropriate buildings or uses.

**The Planned Unit Development will facilitate the redevelopment of a vacant site containing obsolete and deteriorated site improvements.**

7. To encourage a collaborative process among developers, neighboring property owners and residents, governmental bodies and the community.

**Neighborhood meetings were held in 2006 and 2007 to consider the future land use of the subject property. A Comprehensive Plan amendment was reviewed and adopted by the City Council in 2008.**

**Consideration of this development as a PUD has allowed a public hearing process and input from neighboring property owners and residents, governmental bodies, and the community. The PUD was discussed during Concept Plan review meetings before the Plan Commission and Planning and Development Committee of the City Council in 2008 and 2009. The Plan Commission held 2 public hearings to review the PUD.**

2. The proposed PUD and PUD Preliminary Plans conform to the requirements of the underlying zoning district or districts in which the PUD is located and to the applicable Design Review Standards contained in Chapter 17.06, except where:
  - A. Conforming to the requirements would inhibit creative design that serves community goals, or
  - B. Conforming to the requirements would be impractical and the proposed PUD will provide benefits that outweigh those that would have been realized by conforming to the applicable requirements.

Factors listed in Section 17.04.400.B shall be used to justify the relief from requirements:

1. The PUD will provide community amenities beyond those required by ordinance, such as recreational facilities, public plazas, gardens, public art, pedestrian and transit facilities.

**The PUD Preliminary Plans provide recreational facilities in the form of the pedestrian/bike path connections off site to a future regional trail on the railroad right-of-way, a trail to the St. Charles Park District park site, and a trail connecting to 12<sup>th</sup> Street. Off-site sidewalks will be constructed on 7<sup>th</sup> Street, 9<sup>th</sup> Street, and State Street.**

2. The PUD will preserve open space, natural beauty and critical environmental areas in excess of what is required by ordinance or other regulation.

**The PUD Preliminary Plans will leave the wooded area south of State Street Creek mostly undisturbed.**

3. The PUD will provide superior landscaping, buffering or screening.



**The PUD Preliminary Plans provide landscaping in compliance with the City's Zoning Ordinance. Landscape buffering is provided along the property lines adjoining existing industrial uses.**

4. The buildings within the PUD offer high quality architectural design.

**The single-family detached houses are traditional in form as recommended by the Comprehensive Plan, however the buildings are uniform in terms of mass and orientation on the lot. Garages are set back from the façade and porches are provided on some elevations. The elevations have varied architectural style treatments.**

**The townhome buildings are more suburban in form than recommended by the Comprehensive Plan, with garage entrances on the front elevations. The architectural elevations for the townhomes include more articulation, detailing, and variation in building materials and textures than is required by the Design Standards of the Zoning Ordinance. The PUD proposes elevations with masonry materials that do not continue around the entire building, which deviates from the Design Standard of continuous materials on all elevations. The PUD proposes two townhome buildings containing six units attached in a row, which exceeds the Design Standard maximum of five units attached in a row.**

5. The PUD provides for energy efficient building and site design.

**Energy efficient features of the building and site design have not been identified.**

6. The PUD provides for the use of innovative stormwater management techniques.

**The PUD Preliminary Plans include a stormwater management system in compliance with City Code requirements. The property is not currently served by a stormwater management system. The detention basins will be naturalized, which can improve water quality.**

7. The PUD provides accessible dwelling units in numbers or with features beyond what is required by the Americans with Disabilities Act (ADA) or other applicable codes.

**No accessible dwelling units have been proposed as part of the PUD.**

8. The PUD provides affordable dwelling units in conformance with, or in excess of, City policies and ordinances.

**The PUD deviates from the requirements of the City's Zoning Ordinance with respect to providing affordable dwelling units. The PUD does not include any affordable dwelling units and no fee-in-lieu of constructing the units is proposed. The developer will follow the recommendation of the City's Housing Commission to actively seek grant funding assistance that can reduce the cost of the residential units to a level that is closer to a level considered "affordable" by the City's Zoning Ordinance.**

9. The PUD preserves historic buildings, sites or neighborhoods.

**The proposed PUD is not within a Historic District, but is located approximately two blocks from the Central Historic District. The property is a former industrial facility that is located within an older neighborhood which contains two designated Landmark buildings located approximately two blocks south of the subject property. The buildings and other site improvements on the subject property have not been identified as having any unique historic value and have been substantially demolished.**

3. The proposed PUD conforms with the standards applicable to Special Uses (section 17.04.330.C.2):

From the Charles Zoning Ordinance, Section 17.04.430.C.2:

No Special Use or amendment to Special Use shall be recommended by the Plan Commission unless it finds that the proposed Special Use or amendment to Special Use will conform with each

of these standards. The Plan Commission shall submit its written findings together with its recommendations to the City Council after the conclusion of the Public Hearing, and also may recommend such conditions as it may deem necessary to ensure conformance with these standards.

On the basis of the evidence presented at the public hearing, the Plan Commission shall record its reasons for recommending approval or denial of the petition (findings of fact) in accordance with the following standards:

- A. **Public Convenience:** The Special Use will serve the public convenience at the proposed location.

**The location is desirable for residential development due to its proximity to downtown. The Comprehensive Plan recommends more residential housing in close proximity to downtown to enhance the Downtown's viability.**

- B. **Sufficient Infrastructure:** That adequate utilities, access roads, drainage and/or necessary facilities have been, or are being, provided.

**The following studies have been completed to determine infrastructure improvements necessary to support the development:**

- **Traffic Impact Study prepared by KLOA dated September 27, 2011, indicates that adequate access roads will be provided.**
- **Water Supply Modeling Study prepared by Trotter and Associates dated December 27, 2010 indicates that adequate water supply will be provided.**
- **Sanitary Sewer Evaluation prepared by Wills Burke Kelsey Associates dated December 17, 2010 indicates that adequate sanitary sewer utilities will be provided.**

**PUD Preliminary Engineering Plans have been reviewed by City staff for compliance with City Codes and Ordinances, including the Kane County Stormwater Ordinance. Based on these reviews, adequate on-site utilities, access roads, drainage, and related facilities have been provided on the plan documents,.**

- C. **Effect on Nearby Property:** That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

**Evaluations and studies were conducted to identify potential impacts of the proposed development. The studies, which were entered into the record at the public hearing, identified any necessary improvements or measures to be taken to mitigate those impacts, and concluded with these improvements or measures, there would be no negative effect on nearby property.**

**With respect to traffic, there was significant testimony regarding existing delays encountered for vehicles exiting the neighborhood on to IL Route 64 and IL Route 31. The proposed development is expected to increase these delays. The traffic study for the project concluded that all intersections analyzed would operate at an overall acceptable level of service in 2015 when the project is fully constructed. However, the study also identified that the level of service for individual traffic movements out of the neighborhood and on to IL Route 64 and 31 would be degraded to an unacceptable level for certain locations. The developer will provide a contribution for off-site traffic**



**improvements in the amount of \$200,000 to be used for improvements to these intersections, as determined by the City.**

**Residential land uses surrounding the subject property are compatible and complementary to the land uses proposed for the PUD. The PUD will not diminish or impair residential property values in comparison to the existing property value and condition of the site.**

**Existing industrial land uses surrounding the subject property are not compatible with the proposed land uses for the PUD. The isolated industrial properties surrounding the site are already located in close proximity to other residential uses. The industrial properties located immediately to the west and south have existing legal non-conforming building setbacks from the development site. The Zoning Ordinance requires that where two incompatible uses adjoin along a property line, buffering and screening are the responsibility of the more intensive use (the industrial property). Any future development of the industrial sites under the existing zoning will require additional buffering and screening.**

**D. Effect on Development of Surrounding Property: That the establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.**

**Evaluations and studies were conducted to identify potential impacts of the proposed development. The studies, which were entered into the record at the public hearing, identified any necessary improvements or measures to be taken to mitigate those impacts, and concluded with these improvements or measures, there would be no negative effect on surrounding property.**

**Residential land uses surrounding the subject property are compatible and complementary to the land uses proposed for the PUD, as discussed in Item C. above.**

**Industrial land uses surrounding the subject property are not compatible with the proposed land uses for the PUD, as discussed in Item C. above.**

**E. Effect on General Welfare: That the establishment, maintenance or operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare.**

**Evaluations and studies were conducted to identify potential impacts of the proposed development. The studies, which were entered into the record at the public hearing, identified any necessary improvements or measures to be taken to mitigate those impacts, and concluded with these improvements or measures, there would be no negative effect on surrounding property.**

**For the reasons stated under Item C. above, further traffic analysis is recommended.**

**F. Conformance with Codes: That the proposed Special Use conforms to all existing Federal, State and local legislation and regulation and meets or exceeds all applicable provisions of this Title, except as may be varied pursuant to a Special Use for Planned Unit Development.**

**The PUD complies with all City Codes, with the exception of any Zoning Ordinance deviations requested through the Planned Unit Development. The City will not authorize the construction of residential dwelling units on the property until the Illinois Environmental Protection Agency issues No Further Remediation letter(s) indicating that the site has been appropriately cleaned of environmental contaminants.**

4. The proposed PUD will be beneficial to the physical development, diversity, tax base and economic well-being of the City.

**The City has adopted policy through the Comprehensive Plan to support development of the subject property with residential uses within a specified density range. The proposed development meets this objective and is within the recommended density range.**

5. The proposed PUD conforms to the purposes and intent of the Comprehensive Plan.

**The subject property is classified in the Comprehensive Plan, Future Land Use Map #14 as "Medium Residential." The PUD Preliminary Plans conform to the Future Land Use Designation.**

**The Comprehensive Plan includes the following Goals and Objectives to be used when evaluating development proposals in this location:**

*Provide for future redevelopment while preserving the character of the surrounding neighborhood*

- *Maintain the existing typology of the surrounding residential neighborhood through the interconnection of streets and similar types of housing styles.*
- *Residential housing in close proximity to Downtown St. Charles is encouraged, to provide residents the opportunity to enjoy downtown amenities and to enhance Downtown's viability.*
- *Provide buffers or transition areas between different uses such as industrial and residential.*
- *Locate any areas of redevelopment that have a higher density away from existing lower density development, and provide appropriate transitions between dissimilar uses.*
- *Avoid land use and street patterns that result in heavy trucks using residential streets to access industrial or retail businesses.*

**The development provides interconnected streets. The architectural style treatments are similar to those in the neighborhood; however the building forms are dissimilar to those found in the neighborhood. The development is more regular and uniform than the existing neighborhood.**

**Higher density townhomes have been located adjacent to the neighboring industrial uses.**

**Only limited buffers and transition areas have been provided adjacent to the isolated industrial uses on 9<sup>th</sup> and 12<sup>th</sup> Streets. The Comprehensive Plan recommends a long term future land use of “Medium Residential” for these properties.**

*Provide Public open space to serve the neighborhood needs*

- *Look for opportunities to address changes to State Street Creek where possible.*
- *Provide for adequate park space to serve local needs.*

**No changes are proposed to State Street Creek. Stormwater basins will be constructed north of the creek. Most trees will be preserved on the south side of the creek.**

**The subject property represents the most significant development site within the neighborhood, and therefore is the only opportunity for a significant park land donation. The St. Charles Park District has acquired the 2.76 acre site located at 229 N. 9th Street, to be called “Belgium Town Park”. The Park District will accept a small parcel on 9th Street as a land donation to improve access to the Belgium Town Park site. The rest of the requirement will be met as a cash donation to the Park District that can be used to improve the park.**

**The City’s Subdivision Ordinance requires a land or cash donation based on the expected population of the subdivision (Population of 307, with a requirement at 10 acres per 1,000 population, equals a donation size of 3.07 acres). The park site acquired by the Park District is less than the recommended preferred size for the proposed development. A private park for the residents of the PUD is proposed on the north side of Mark Street between 5<sup>th</sup> and 6<sup>th</sup> Streets.**

*Provide a range of housing that is available, accessible and affordable*

- *Maintain the quality of the existing housing stock.*
- *Look for opportunities to add Senior housing to the area.*
- *Require high quality construction for new development.*
- *Promote subdivision design that creates desirable and cost efficient residential neighborhoods.*

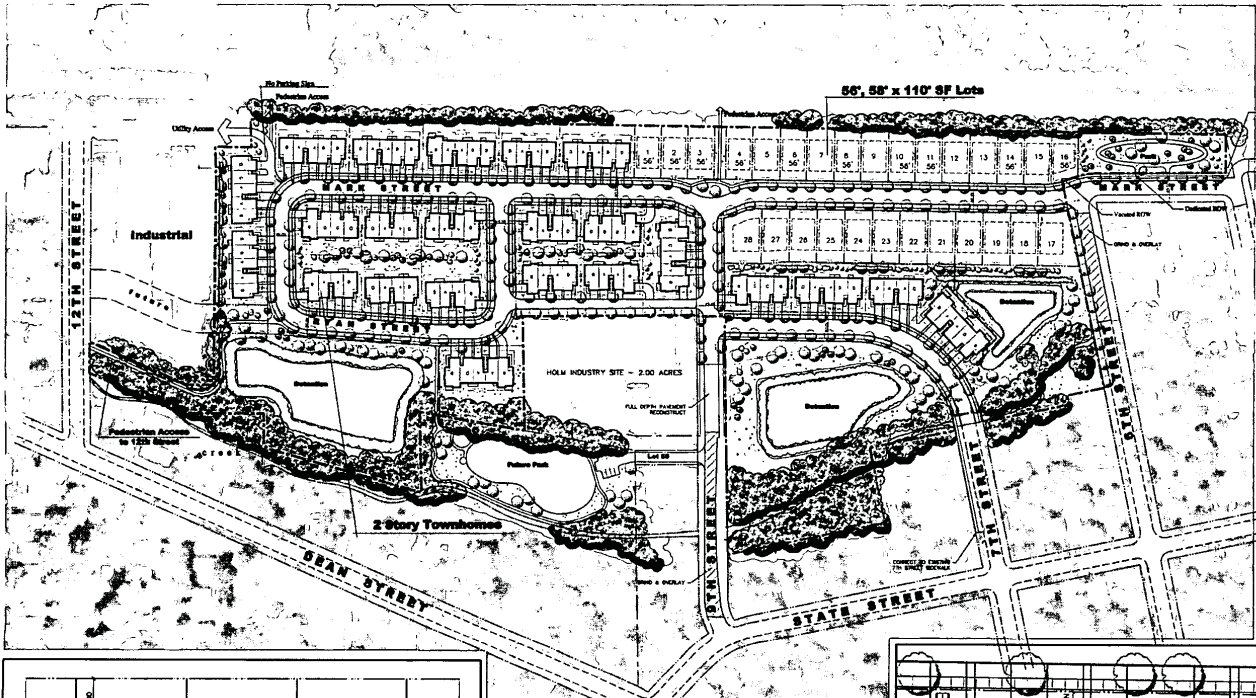
**The PUD provides two distinct housing types- single-family detached houses and townhome units. No units are specifically designed to be accessible. No units are considered “affordable” by the City’s Zoning Ordinance. No units have been designed specifically for senior housing.**

**In terms of construction and design quality, the proposed townhomes comply with the City’s Design Standards, with deviations requested to allow the use of masonry materials on front and side elevations only.**

**The overall subdivision layout is desirable, but it is unknown how cost efficient the development plan is without comparison to an alternate plan.**

**EXHIBIT "E"**

**PUD PRELIMINARY PLANS**



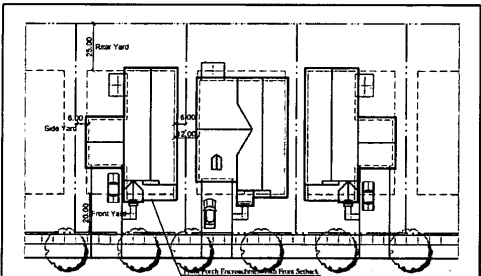
**SITE INFORMATION**

Residential Data

- 28 - Single Family Lots (56' SF x 110')
- 102 - Townhomes
- 130 Total Units
- 28.70 acres - Gross Total
- 5.07 acres - Environmental Constraints
- 23.63 acres - Net Total
- Project Density - 5.50 Du/Ac.
- Townhome Lot Area - 399,060 SF
- Townhome Lot Area/Unit - 3,912 SF

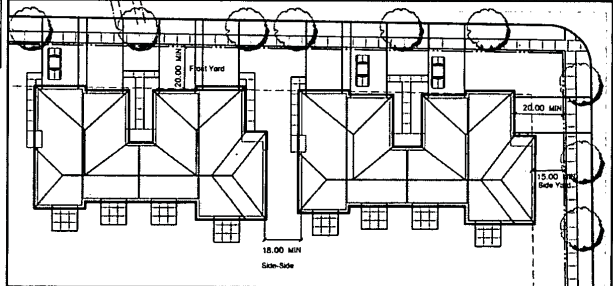
Total Parking

- 500 Off-Street Guest Spaces
- 0 Changes Spaces per Unit
- 520 Total Spaces (4,00:1)



Typical Single Family Lot Layout

Scale: 1"=80'



Typical Townhome Layout

Scale: 1"=20'



**Concept Site Plan**

**The Lexington Club**  
St. Charles, Illinois

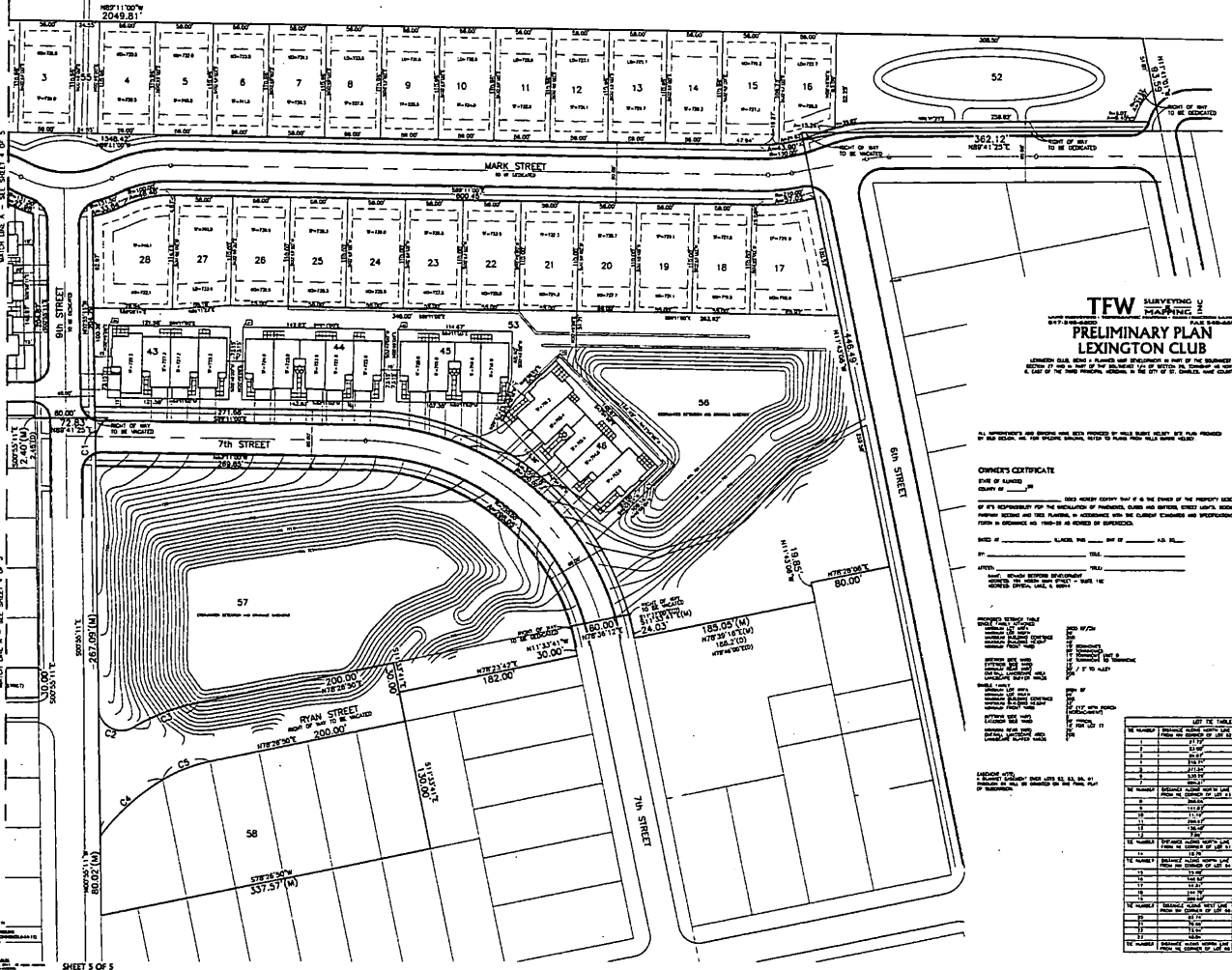


Date: April 18, 2012  
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Lexington Homes  
1751 North Marcora Suite 200  
Chicago, IL 60614  
312-220-0980







**TFW** SURVEYING & ENGINEERING  
 1077 S. 10th Street, Suite 100  
 Madison, WI 53703  
 (608) 271-1234  
**PRELIMINARY PLAN**  
**LEXINGTON CLUB**

THIS PLAN IS A PRELIMINARY PLAN AND SHOULD NOT BE USED FOR CONSTRUCTION OR RECORDATION. IT IS SUBJECT TO CHANGE WITHOUT NOTICE.

ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF. ALL DIMENSIONS SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED.

**OWNER'S CERTIFICATE**

I, the undersigned, hereby certify that I am the owner of the property described and that it is my intention to have the same subdivided as shown on this plan, in accordance with the current ordinances and regulations of the City of Madison, Wisconsin, and that I have caused this plan to be prepared and recorded as shown on this plan.

DATE: \_\_\_\_\_ PLACE: \_\_\_\_\_

SIGNED: \_\_\_\_\_

WITNESSED: \_\_\_\_\_

**PREPARED BY:**  
 TFW SURVEYING & ENGINEERING  
 1077 S. 10th Street, Suite 100  
 Madison, WI 53703  
 (608) 271-1234

NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENTAGE OF TOTAL AREA
1	Lot 3	1,200	0.15
2	Lot 4	1,200	0.15
3	Lot 5	1,200	0.15
4	Lot 6	1,200	0.15
5	Lot 7	1,200	0.15
6	Lot 8	1,200	0.15
7	Lot 9	1,200	0.15
8	Lot 10	1,200	0.15
9	Lot 11	1,200	0.15
10	Lot 12	1,200	0.15
11	Lot 13	1,200	0.15
12	Lot 14	1,200	0.15
13	Lot 15	1,200	0.15
14	Lot 16	1,200	0.15
15	Lot 17	1,200	0.15
16	Lot 18	1,200	0.15
17	Lot 19	1,200	0.15
18	Lot 20	1,200	0.15
19	Lot 21	1,200	0.15
20	Lot 22	1,200	0.15
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24	Lot 26	1,200	0.15
25	Lot 27	1,200	0.15
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27	Lot 29	1,200	0.15
28	Lot 30	1,200	0.15
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31	Lot 33	1,200	0.15
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86	Lot 88	1,200	0.15
87	Lot 89	1,200	0.15
88	Lot 90	1,200	0.15
89	Lot 91	1,200	0.15
90	Lot 92	1,200	0.15
91	Lot 93	1,200	0.15
92	Lot 94	1,200	0.15
93	Lot 95	1,200	0.15
94	Lot 96	1,200	0.15
95	Lot 97	1,200	0.15
96	Lot 98	1,200	0.15
97	Lot 99	1,200	0.15
98	Lot 100	1,200	0.15

DATE: \_\_\_\_\_  
 SHEET 5 OF 5

**PRELIMINARY ENGINEERING PLANS**  
for  
**LEXINGTON CLUB**

**ST. CHARLES, ILLINOIS**  
**PROJECT NO: 06-941D**

**PLANNER**  
BSB DESIGN  
3436 N. KENNICOTT, SUITE 100  
ARLINGTON HEIGHTS, IL 60004  
(847) 705-2200

**DEVELOPER**  
LEXINGTON HOMES  
1731 N. MARCEY ST., SUITE 200  
CHICAGO, IL 60614  
(773) 360-0300

**ENGINEER** \_\_\_\_\_ **DATE** \_\_\_\_\_ **SCALE** \_\_\_\_\_  
JOHN W. MITT, P.E.  
ILLINOIS REGISTRATION NO. 021-000288  
EXPIRATION DATE: 11/02/2011  
THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT  
THE SIGNATURE, SEAL, AND EXPIRATION DATE OF SEAL OF THE ENGINEER!  
PROFESSIONAL DESIGN FIRM NO. 104-000000  
EXPIRATION DATE: 10/02/2011

**NOTE:**  
WILLS BURKE KELSEY ASSOCIATES, LTD. IS TO BE  
NOTIFIED AT LEAST THREE (3) DAYS PRIOR TO STARTING  
CONSTRUCTION AND SHALL BE INCLUDED IN THE  
PRECONSTRUCTION MEETINGS

**SURVEYOR**  
TFW SURVEYING & MAPPING, INC.  
888 E. BELVIDERE RD., SUITE 413  
GRAYSLAKE, IL 60030  
(847) 548-6600

CALL J.U.L.I.E. 1-800-622-0123  
WITH THE FOLLOWING:  
COUNTY: KANE  
CITY/TOWNSHIP: ST. CHARLES, ST. CHARLES  
SEC. & 1/4 SEC. NO.: 27 & 28  
**48 HOURS BEFORE YOU DIG.**  
EXCLUDING SAT., SUN. & HOLIDAYS

AREA = 27.8 ACRES  
**BENCHMARK**  
ELEVATION: \_\_\_\_\_  
DESCRIPTION: SEE SHEET GRY FOR  
BENCHMARK INFORMATION

EXISTING ZONING: INDUSTRIAL  
TOWNSHIP: 40N RANGE: 8E SECTION: 28

**INDEX**

SHEET #	SHEET ID	SHEET DESCRIPTION
1	CI	COVER SHEET
2	ET1	EXISTING CONDITIONS AND DEMOLITION PLAN
3	GR1	GRADING PLAN
4	UT1	UTILITY PLAN
5-8	PP1-PP3	PLAN & PROFILES
7-10	TP1-TP4	TREE PRESENTATION PLAN



**LEGEND**

EXISTING	LINE TYPES	PROPOSED
1-2	DRAIN TILE	1-2
3	STORM SEWER	3
4	SANITARY SEWER	4
5	WATER MAIN (W/ SIZE)	5
6	PIPE TRENCH BACKFILL	6
7	SEW MAN	7
8	ELECTRIC LINES	8
9	TELEPHONE LINES	9
10	FENCE	10
11	RIGHT-OF-WAY	11
12	EASEMENT	12
13	PROPERTY LINE	13
14	SETBACK LINE	14
15	CELESTIAL CONTIGUR	15
16	STRUCTURES	16
17	SANITARY MANHOLE	17
18	STORM MANHOLE	18
19	CATCH BASIN	19
20	W/LET	20
21	SUMP STRUCTURE	21
22	PIPE FITTING	22
23	PRESSURE CONNECTION	23
24	PIPE REDUCER	24
25	VALVE & WALL VALVE	25
26	FLARED END SECTION	26
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28	UTILITY POLE	28
29	CONTROL POINT	29
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31	SPOT ELEVATION	31
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34	QUADRANT	34
35	TREE: EXISTING	35
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37	TREE: TO REMOVE	37

**REVISIONS**

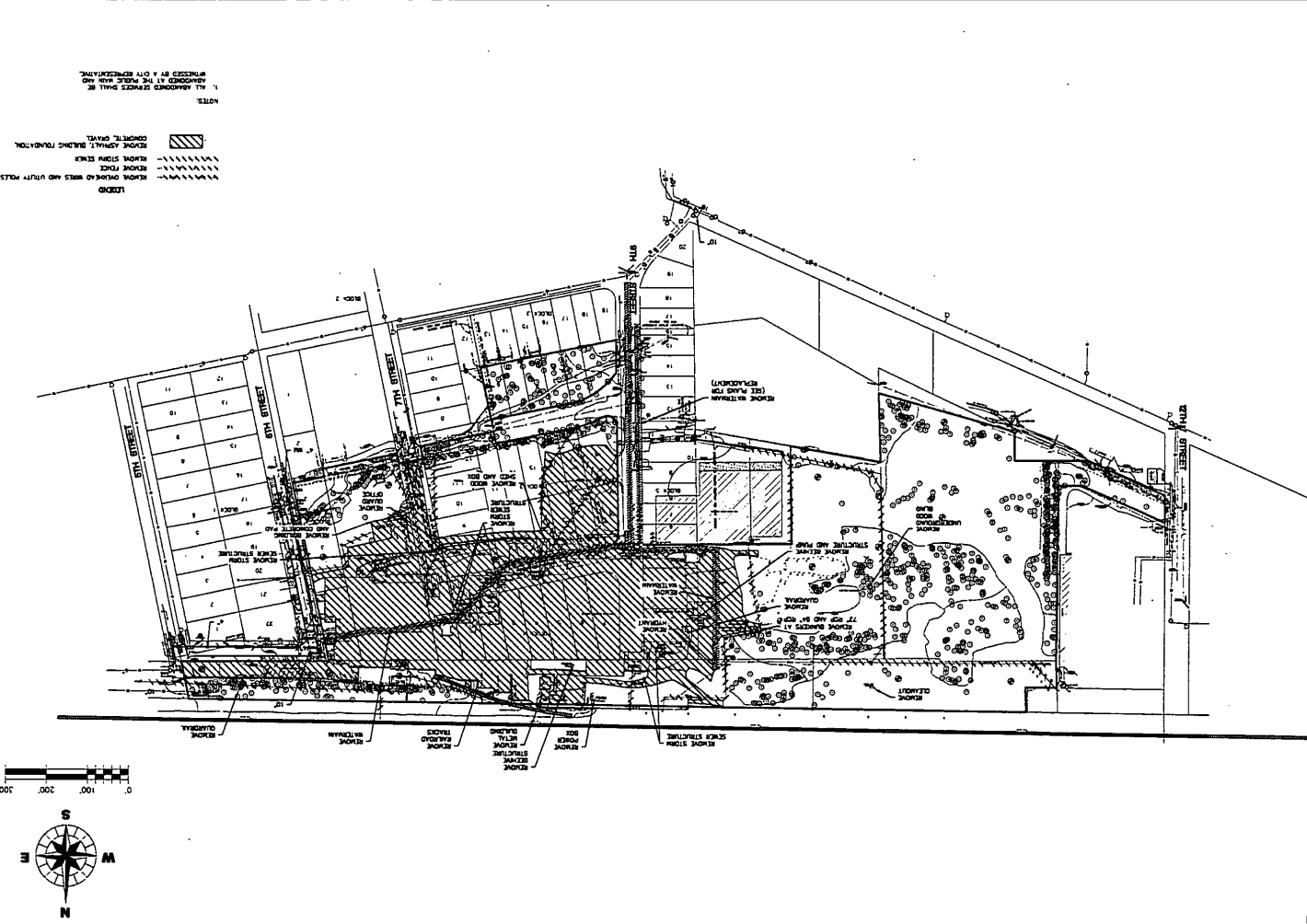
#	SHEET #	REMARKS	DATE
1	36	REVISIONS TO CITY OF ST. CHARLES PERMITS	02/25/2011
2	36	REVISIONS TO CITY OF ST. CHARLES PERMITS	07/20/2011
3	1,2-6,8	REVISIONS TO CITY OF ST. CHARLES PERMITS	04/20/2012
4	24	REVISIONS TO CITY OF ST. CHARLES PERMITS	03/28/2012
5	3,4,8	PER CITY REVIEW MEETING 10/26/12	10/26/2012

LEXINGTON CLUB

**WILLS BURKE KELSEY ASSOCIATES LTD.**  
116 West Main Street, Suite 201, St. Charles, Illinois 60174 (630) 443-7755

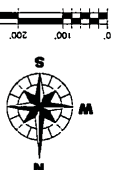
PLAN NO. 06-941D-Cov.DWG  
JOB NO. 06-941D  
SHEET **CI**  
1 OF 10

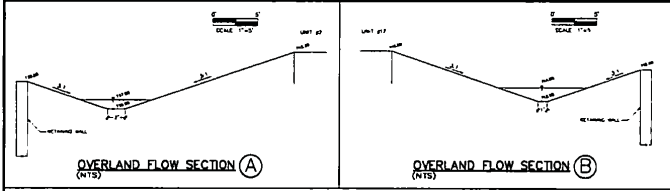




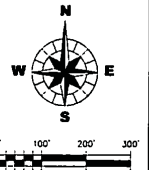
NOTES:  
 1. ALL DEMOLITION WORK SHALL BE ACCORDING TO THE LOCAL AND STATE REGULATIONS.  
 2. ALL DEMOLITION WORK SHALL BE APPROVED BY THE CITY ENGINEER.

REMOVE CONCRETE WALL  
 REMOVE STONE WALL  
 REMOVE BRICK WALL  
 REMOVE CONCRETE SLAB  
 REMOVE CONCRETE BEAMS AND UTILITY WALLS  
 REMOVE CONCRETE STRUCTURE  
 REMOVE BRICK STRUCTURE  
 REMOVE CONCRETE STRUCTURE  
 REMOVE CONCRETE SLAB  
 REMOVE CONCRETE BEAMS  
 REMOVE CONCRETE WALL  
 REMOVE CONCRETE FLOOR  
 REMOVE CONCRETE CEILING  
 REMOVE CONCRETE ROOF  
 REMOVE CONCRETE FOUNDATION  
 REMOVE CONCRETE PILING  
 REMOVE CONCRETE PILE  
 REMOVE CONCRETE PIER  
 REMOVE CONCRETE COLUMN  
 REMOVE CONCRETE BEAM  
 REMOVE CONCRETE JOIST  
 REMOVE CONCRETE GIRDER  
 REMOVE CONCRETE TRUSS  
 REMOVE CONCRETE RAFTER  
 REMOVE CONCRETE SHEATHING  
 REMOVE CONCRETE DECKING  
 REMOVE CONCRETE CURB  
 REMOVE CONCRETE DRIVEWAY  
 REMOVE CONCRETE SIDEWALK  
 REMOVE CONCRETE PAVEMENT  
 REMOVE CONCRETE ASPHALT  
 REMOVE CONCRETE GRAVEL  
 REMOVE CONCRETE SAND  
 REMOVE CONCRETE DIRT  
 REMOVE CONCRETE ROCK  
 REMOVE CONCRETE GROUND  
 REMOVE CONCRETE SURFACE  
 REMOVE CONCRETE FINISH  
 REMOVE CONCRETE PAINT  
 REMOVE CONCRETE COATINGS  
 REMOVE CONCRETE MEMBRANES  
 REMOVE CONCRETE LININGS  
 REMOVE CONCRETE INSULATION  
 REMOVE CONCRETE VAPOR BARRIERS  
 REMOVE CONCRETE DRAINAGE  
 REMOVE CONCRETE SEWER  
 REMOVE CONCRETE WATER  
 REMOVE CONCRETE GAS  
 REMOVE CONCRETE ELECTRIC  
 REMOVE CONCRETE TELEPHONE  
 REMOVE CONCRETE CABLE  
 REMOVE CONCRETE FIBER OPTIC  
 REMOVE CONCRETE RADIATION  
 REMOVE CONCRETE SOUND  
 REMOVE CONCRETE VIBRATION  
 REMOVE CONCRETE THERMAL  
 REMOVE CONCRETE ACoustic  
 REMOVE CONCRETE OPTIC  
 REMOVE CONCRETE CHEMICAL  
 REMOVE CONCRETE BIOLOGICAL  
 REMOVE CONCRETE PHYSICAL  
 REMOVE CONCRETE METEOROLOGICAL  
 REMOVE CONCRETE CLIMATOLOGICAL  
 REMOVE CONCRETE AERONAUTICAL  
 REMOVE CONCRETE ASTRONAUTICAL  
 REMOVE CONCRETE COSMOLOGICAL  
 REMOVE CONCRETE GEOLOGICAL  
 REMOVE CONCRETE BOTANICAL  
 REMOVE CONCRETE ZOOLOGICAL  
 REMOVE CONCRETE ANTHROPOLOGICAL  
 REMOVE CONCRETE LINGUISTICAL  
 REMOVE CONCRETE HISTORICAL  
 REMOVE CONCRETE ARCHAEOLOGICAL  
 REMOVE CONCRETE PALEONTOLOGICAL  
 REMOVE CONCRETE ETHNOLOGICAL

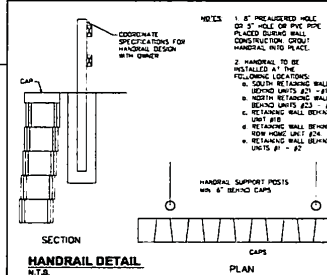
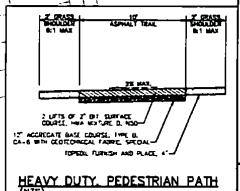
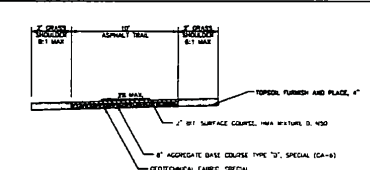
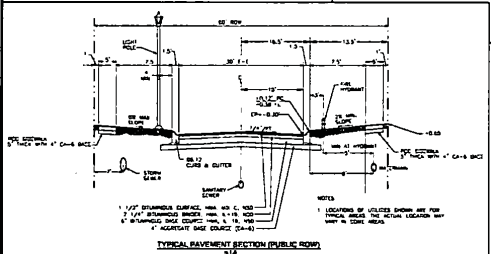
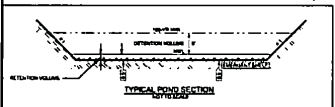
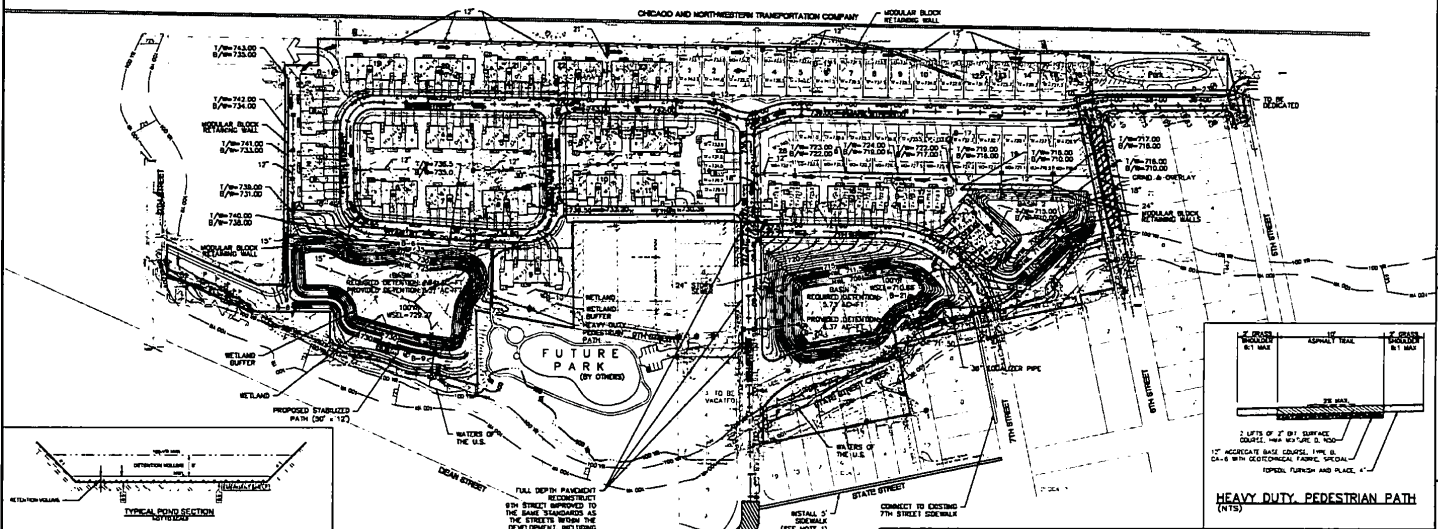




**NOTES:**  
1. THE INSTALLATION OF THE SIDEWALK ALONG THE NORTH SIDE OF STATE STREET IS CONTINGENT UPON SUFFICIENT ELEVATION AND THAT THE TOPOGRAPHIC FEATURES AND EXISTING CONDITIONS ARE SUCH THAT STANDARD CONSTRUCTION TECHNIQUES CAN BE FOLLOWED WITHOUT INCURRING UNDUPLICATE COSTS.



**LEXINGTON CLUB**  
**GRADING PLAN**



**NOTES:**  
1. 6" PRECASTER HOLE 20" HOLE OR PIPE PIPE PLACED DURING WALL CONSTRUCTION ONLY HANDRAIL INTO PLACE.  
2. HANDRAIL TO BE INSTALLED AT THE FOLLOWING LOCATIONS:  
A. SOUTH RETAINING WALL BEHIND DRIVE #1.  
B. NORTH RETAINING WALL BEHIND DRIVE #2.  
C. RETAINING WALL BEHIND UNIT #1.  
D. RETAINING WALL BEHIND ROW HOME UNIT #2A.  
E. RETAINING WALL BEHIND UNIT #1 - #2.  
3. COORDINATE SPECIFICATIONS FOR HANDRAIL DESIGN WITH OWNER.4. OWNER IS AWARE THAT STREET SIDE SHALL BE REQUIRED PER THE CITY OF ST. CHARLES CODE.5. ALL PARKWAYS SHALL BE SEEDED AND MAINTAINED PER CITY OF ST. CHARLES SPECIFICATIONS.  
6. THE UNDERGROUND DETENTION CHAMBER AND THE UNDERGROUND OVERLAND FLOW ROUTES WILL BE PRIVATELY OWNED AND MAINTAINED. ALL STORM UTILITIES AND AROUND THE BASINS SUCH AS UNDERGROUND DETENTION CHAMBERS, CONTROL STRUCTURES, COALESCE PIPES, AND FLARED-TOE SECTIONS WILL ALSO BE PRIVATELY OWNED AND MAINTAINED.

**LEGEND**  
--- FIN FLOOR PLAN  
--- FLOOR PLAN BY ELEVATION  
--- OVERLAND FLOW ROUTE  
--- ROADWAY DRAINAGE ARROWS  
--- SIDE DRAINAGE  
--- GRIND AND OVERLAY

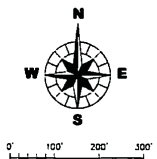
**PROJECT NO. 88-410**  
**DATE: 08/20/10**  
**SHEET 8 OF 10**  
**DRAWING NO. 88-410-8**

**WILLS BUESSE KELLEY ASSOCIATES LTD.**  
110 West Main Street, Suite 201  
Chicago, Illinois 60614  
(312) 467-7100

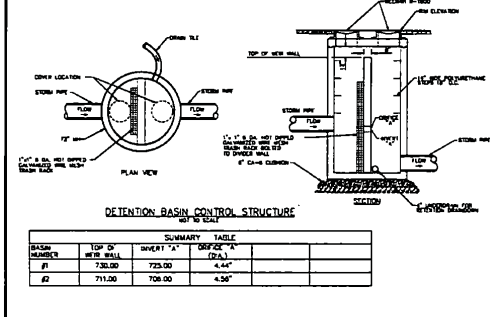
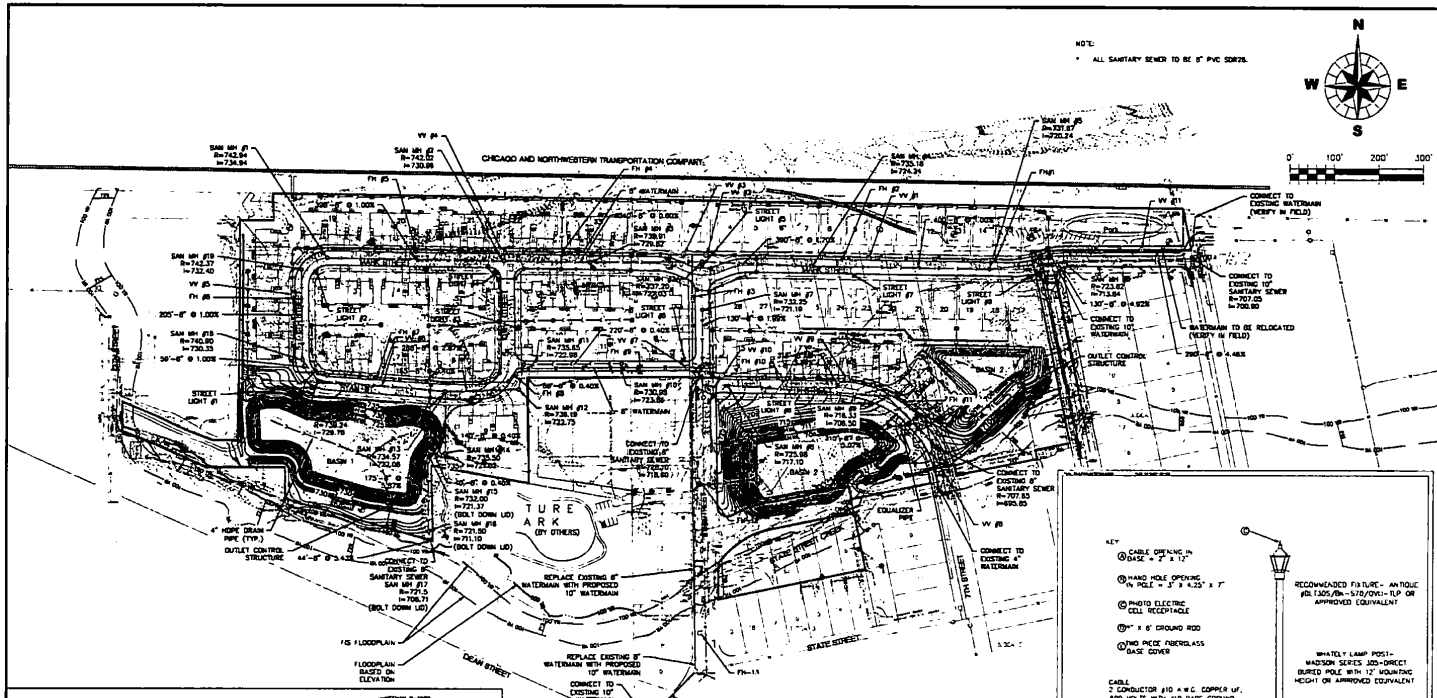
**CLIENT:** LEXINGTON HOMES  
1734 N. MARCET ST., SUITE 200  
CHICAGO, ILLINOIS 60614  
(773) 384-0300

**FILE #:**  
DATE: 08/20/10  
DRAWN: JAC  
CHECKED: JAC  
DESIGNED: JAC  
PROJECT MANAGER: JAC

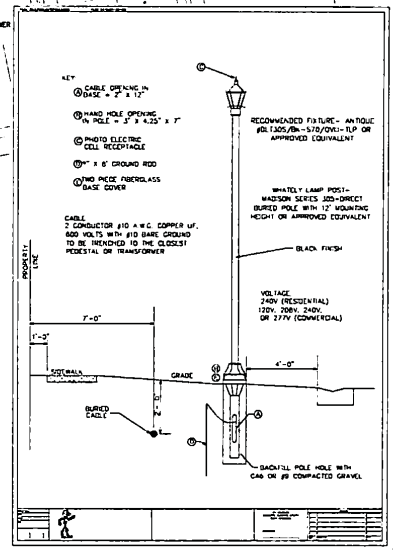
**GR1**



NOTE:  
\* ALL SANITARY SEWER TO BE 8" PVC SDR35.



NOTES:  
1. ALL SANITARY SEWER MANHOLES AS POINTS OF CONNECTION SHALL BE REPLACED.  
2. THE 12" WATERMAIN EXTENDED TO MAIN AND SEWER STRUCTURE WILL BE INSTALLED AND PAID FOR BY THE DEVELOPER, BUT THE CITY OF ST. CHARLES WILL REIMBURSE THE COST OF THE MAIN TO THE DEVELOPER FROM THE CITY'S GENERAL OBLIGATION BONDS AND NOT TV FUNDS.



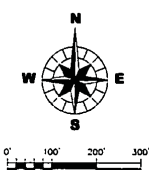
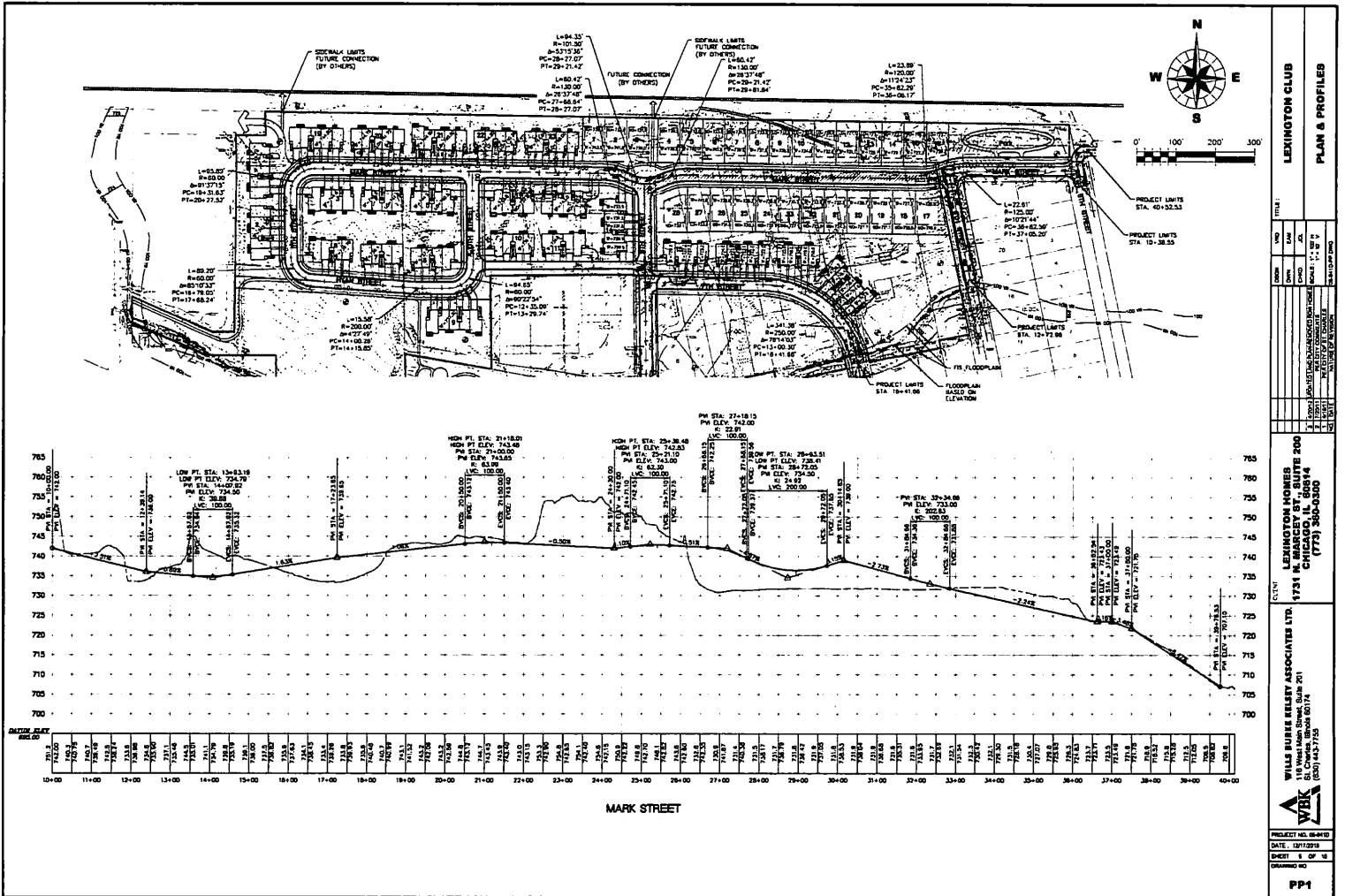
PROJECT NO. 04-0110  
DATE: 07/20/10  
SHEET # OF 10

WALLS BULLSEY ASSOCIATES LTD.  
110 West Main Street, Suite 201  
St. Charles, MO 63301  
(636) 427-7105

LEXINGTON CLUB  
1731 N. MARCY ST., SUITE 200  
CHICAGO, IL 60614  
(773) 360-8300

PROJECT NO. 04-0110  
DATE: 07/20/10  
SHEET # OF 10

UT1

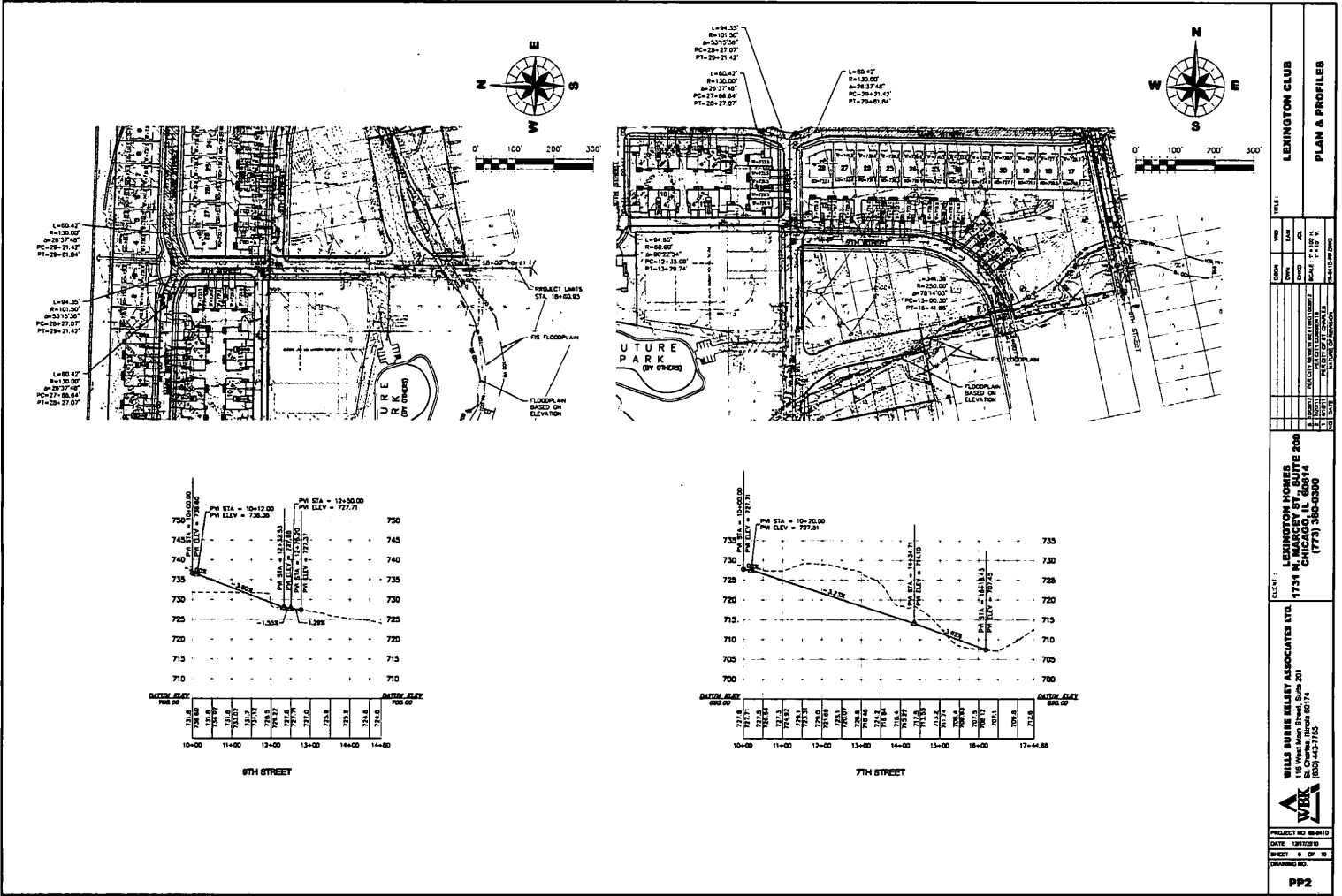


LEXINGTON CLUB  
PLAN & PROFILES

NO.	DATE	BY	CHKD.	APP.
1	12/15/10	J. BURKE	J. BURKE	J. BURKE
2	01/10/11	J. BURKE	J. BURKE	J. BURKE
3	02/01/11	J. BURKE	J. BURKE	J. BURKE
4	02/15/11	J. BURKE	J. BURKE	J. BURKE
5	03/01/11	J. BURKE	J. BURKE	J. BURKE
6	03/15/11	J. BURKE	J. BURKE	J. BURKE
7	04/01/11	J. BURKE	J. BURKE	J. BURKE
8	04/15/11	J. BURKE	J. BURKE	J. BURKE
9	05/01/11	J. BURKE	J. BURKE	J. BURKE
10	05/15/11	J. BURKE	J. BURKE	J. BURKE
11	06/01/11	J. BURKE	J. BURKE	J. BURKE
12	06/15/11	J. BURKE	J. BURKE	J. BURKE
13	07/01/11	J. BURKE	J. BURKE	J. BURKE
14	07/15/11	J. BURKE	J. BURKE	J. BURKE
15	08/01/11	J. BURKE	J. BURKE	J. BURKE
16	08/15/11	J. BURKE	J. BURKE	J. BURKE
17	09/01/11	J. BURKE	J. BURKE	J. BURKE
18	09/15/11	J. BURKE	J. BURKE	J. BURKE
19	10/01/11	J. BURKE	J. BURKE	J. BURKE
20	10/15/11	J. BURKE	J. BURKE	J. BURKE
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22	11/15/11	J. BURKE	J. BURKE	J. BURKE
23	12/01/11	J. BURKE	J. BURKE	J. BURKE
24	12/15/11	J. BURKE	J. BURKE	J. BURKE
25	01/01/12	J. BURKE	J. BURKE	J. BURKE
26	01/15/12	J. BURKE	J. BURKE	J. BURKE
27	02/01/12	J. BURKE	J. BURKE	J. BURKE
28	02/15/12	J. BURKE	J. BURKE	J. BURKE
29	03/01/12	J. BURKE	J. BURKE	J. BURKE
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31	04/01/12	J. BURKE	J. BURKE	J. BURKE
32	04/15/12	J. BURKE	J. BURKE	J. BURKE
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37	07/01/12	J. BURKE	J. BURKE	J. BURKE
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39	08/01/12	J. BURKE	J. BURKE	J. BURKE
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46	11/15/12	J. BURKE	J. BURKE	J. BURKE
47	12/01/12	J. BURKE	J. BURKE	J. BURKE
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49	01/01/13	J. BURKE	J. BURKE	J. BURKE
50	01/15/13	J. BURKE	J. BURKE	J. BURKE
51	02/01/13	J. BURKE	J. BURKE	J. BURKE
52	02/15/13	J. BURKE	J. BURKE	J. BURKE
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72	12/15/13	J. BURKE	J. BURKE	J. BURKE
73	01/01/14	J. BURKE	J. BURKE	J. BURKE
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75	02/01/14	J. BURKE	J. BURKE	J. BURKE
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79	04/01/14	J. BURKE	J. BURKE	J. BURKE
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97	01/01/15	J. BURKE	J. BURKE	J. BURKE
98	01/15/15	J. BURKE	J. BURKE	J. BURKE
99	02/01/15	J. BURKE	J. BURKE	J. BURKE
100	02/15/15	J. BURKE	J. BURKE	J. BURKE

WILLS BURKE ELSLEY ASSOCIATES LTD.  
1731 W. MARCY ST., SUITE 200  
CHICAGO, IL 60614  
(773) 350-0300

PROJECT NO. 04-10  
DATE: 12/15/10  
SHEET 6 OF 16  
PP1



**LEXINGTON CLUB**  
**PLAN & PROFILES**

PROJECT NO. 88-010  
DATE 10/12/80  
SHEET 6 OF 8  
DRAWING NO.

WILLS BURR KELSEY ASSOCIATES LTD.  
110 West Main Street, Suite 201  
CHICAGO, ILLINOIS 60601  
(800) 443-7135

LEXINGTON HOMES  
1734 N. Halsted Street  
CHICAGO, ILLINOIS 60641  
(773) 384-0300

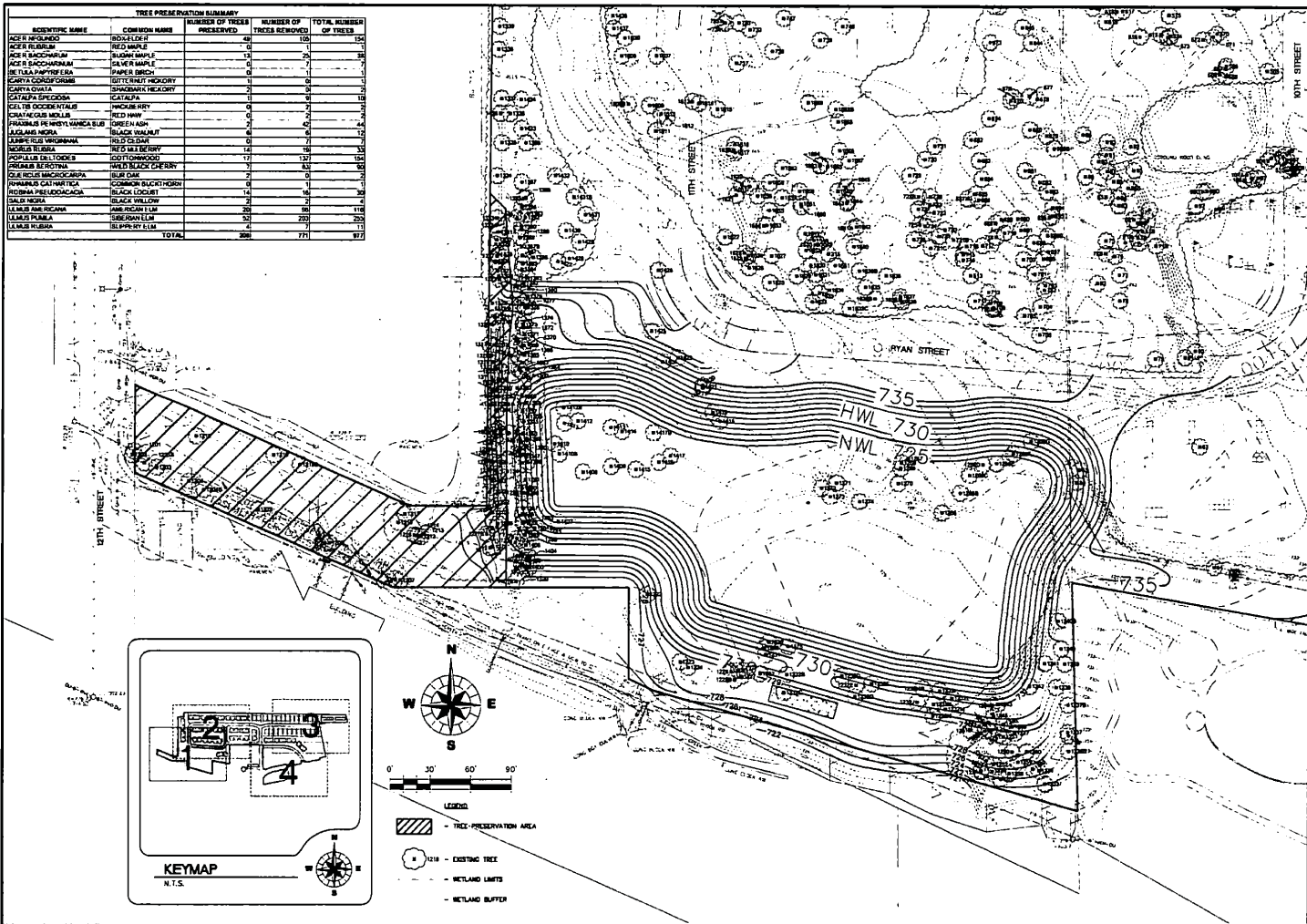
PROJECT TITLE  
OWNER  
DESIGNER  
DATE  
SCALE  
PROJECT NO.  
SHEET NO.  
DRAWING NO.

**PP2**



**TREE PRESERVATION SUMMARY**

SCIENTIFIC NAME	COMMON NAME	NUMBER OF TREES PRESERVED	NUMBER OF TREES TO BE REMOVED	TOTAL NUMBER OF TREES
ACHILLES MILFORD	RED BUD	48	106	154
ACHILLES NIGRA	RED MAPLE	6	1	7
ACHILLES SACCABARUM	BALCON MAPLE	13	25	38
ACHILLES SACCABARUM	GLASS MAPLE	4	1	5
BEULIA PAPYRIFERA	PAPEE BRICH	0	1	1
CARYA GORDONIA	BITTERNUT Hickory	3	0	3
CARYA OVALIS	SHOENANT Hickory	7	0	7
CATALPA BICOLOR	CATALPA	1	0	1
FRAXINUS OCCIDENTALIS	WITCHAMERE	0	7	7
FRAXINUS MOLLIS	RED HW	0	2	2
FRAXINUS VIRGINIANA	GREEN HW	2	42	44
FRAXINUS MEXICANA	BLACK WALNUT	0	6	6
LIRIODENDRON	RED CEDAR	0	7	7
MOISSES FLORIDA	RED BERRY	14	19	33
POPULUS ALBIFRONS	SCOTTFORWOOD	17	137	154
POPULUS ALBIFRONS	WEISS BLACK CHERRY	7	43	50
POPULUS MONILIFORMIS	BLACK CHERRY	2	0	2
POPULUS MONILIFORMIS	BUR OAK	0	0	0
POPULUS MONILIFORMIS	COMMON BUCKTHORN	0	1	1
POPULUS MONILIFORMIS	BLACK LOCUST	14	16	30
SALIX BICOLOR	BLACK WILLOW	2	2	4
ULMUS AMERICANA	HARD HICKORY	26	46	72
ULMUS FLAMMULA	SEABOARD LEM	0	200	200
ULMUS FLAMMULA	SLIPBERRY LEM	0	2	2
<b>TOTAL</b>		<b>206</b>	<b>771</b>	<b>977</b>



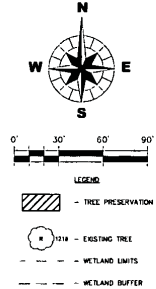
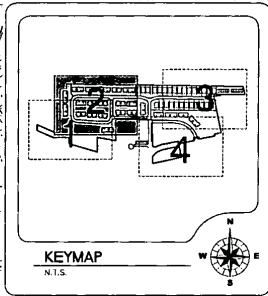
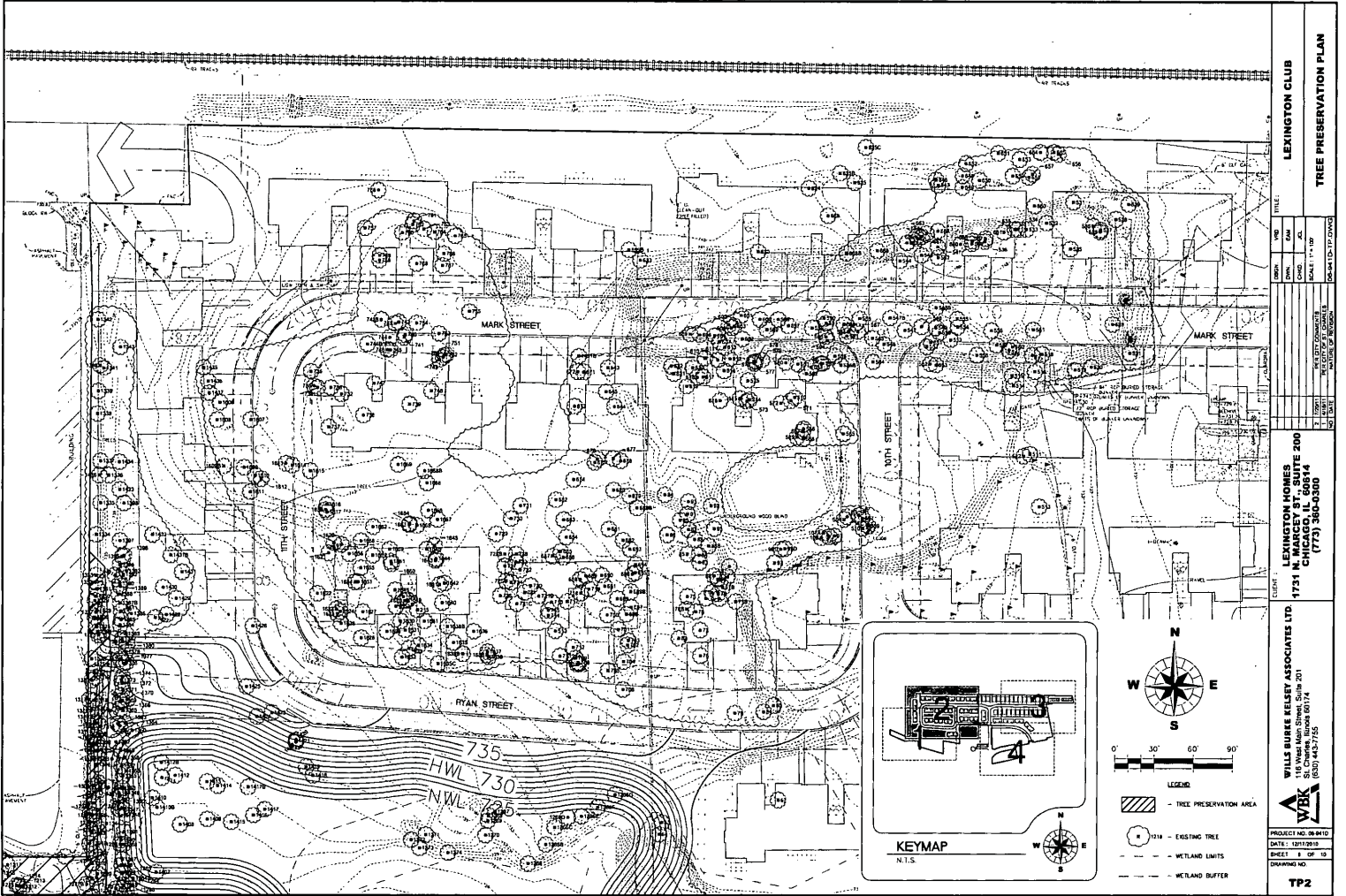
**LEXINGTON CLUB**  
**TREE PRESERVATION PLAN**

PROJECT NO. 04-0410  
DATE: 1/17/2010  
SHEET 7 OF 9

WILLS BUREAU ASSOCIATES LTD.  
116 West Main Street, Suite 201  
Charleston, SC 29401  
(853) 443-7100

LEXINGTON HOMES  
4131 N. HARGREY ST., SUITE 200  
CHARLESTON, SC 29405  
(773) 360-0300

DATE: 1/17/2010  
PROJECT NO. 04-0410  
SHEET 7 OF 9



**LEXINGTON CLUB**

**TREE PRESERVATION PLAN**

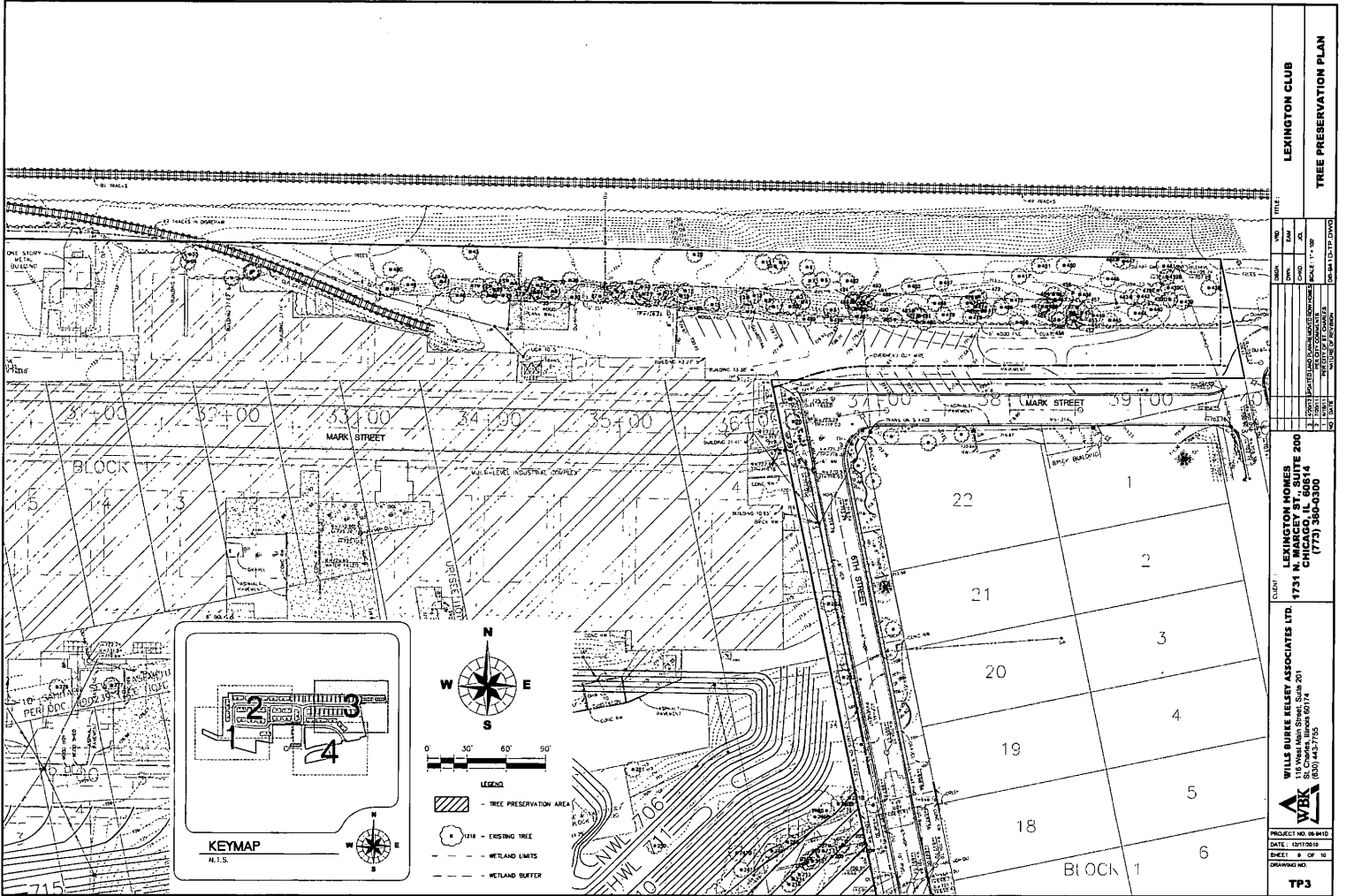
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CLIENT: **LEXINGTON HOMES**  
1721 N. MARCEY ST., SUITE 200  
CHANDLER, AZ 85024  
(773) 360-0300

PROJECT NO: 06-8410  
DATE: 12/12/10  
SHEET 8 OF 10  
DRAWING NO:

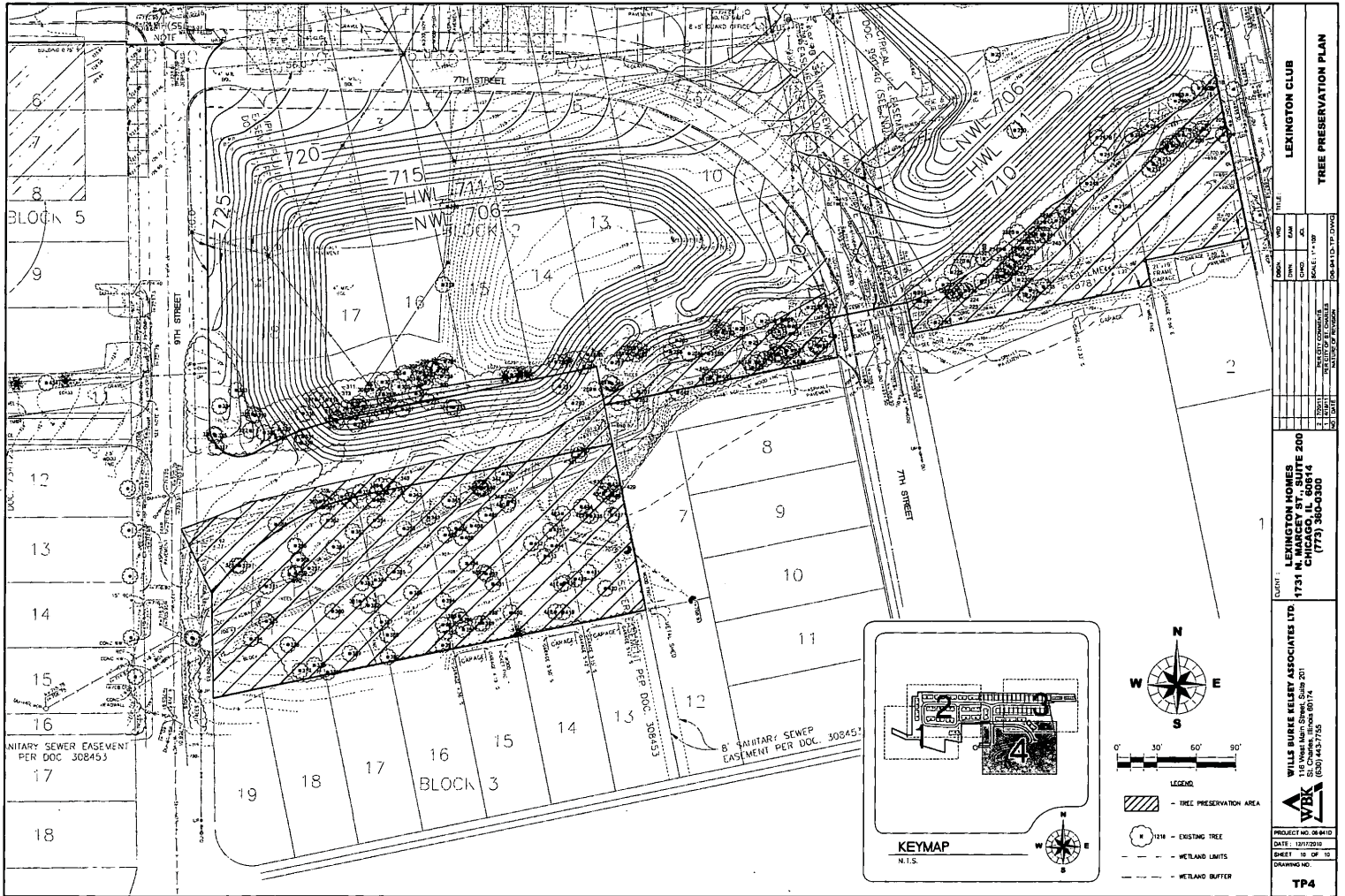
**TP2**





CLIENT: **LEXINGTON CLUB**  
 PROJECT: **1731 WILKINSON STREET, SUITE 200**  
 1731 WILKINSON STREET, SUITE 200  
 CHARLOTTE, NC 28204  
 (773) 360-0300  
 PROJECT NO. 08-010  
 DATE: 12/15/08  
 SHEET # OF 10  
 DRAWING NO.

**TP3**

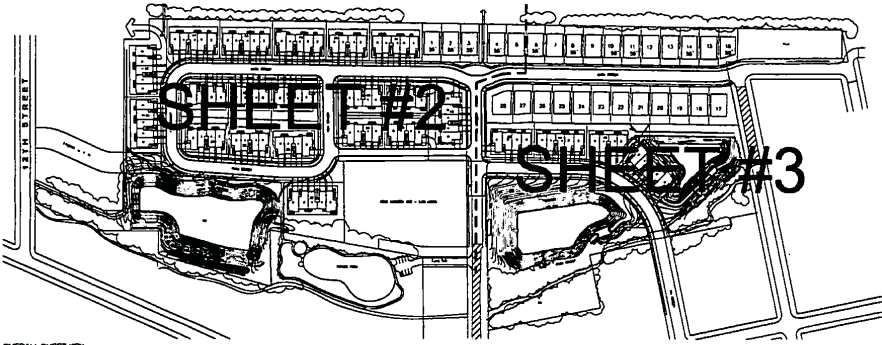


**LEXINGTON CLUB**  
**TREE PRESERVATION PLAN**

CLIENT: **LEXINGTON HOMES**  
1731 N. MARCEY ST., SUITE 200  
CHICAGO, IL 60614  
(773) 360-0300

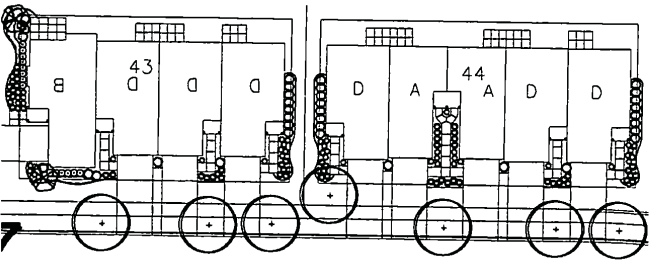
PROJECT NO. 06-0410  
DATE: 10/17/2010  
SHEET: 18 OF 19  
DRAWING NO. \_\_\_\_\_

**TP4**

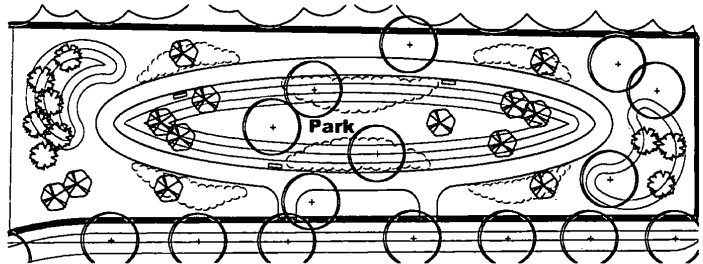


OVERALL SHEET KEY  
NOT TO SCALE

- NOTES**
1. ALL PLANTING SOIL AND TREE ROOTS SHALL:
    - RECEIVE SHREZZED HARDWOOD MULCH AT A DEPTH OF 6"
    - HAVE A SPORED COVER.
  2. PLANTS SHALL:
    - BE ALLOWED TO GROW AND BE MAINTAINED IN THEIR NATURAL FORM.
    - BE MAINTAINED IN GOOD CONDITION AT ALL TIMES. ALL DEAD, DISEASED, OR DAMAGED PLANT MATERIAL SHALL BE REPLACED PROMPTLY WITH ONE EQUAL IN GOOD CONDITION AND DIMENSIONS AND SPECIES THAT MEET THE REQUIREMENTS OF THE CITY.
    - BE INSTALLED IN ACCORDANCE WITH THE PLANTING PROCEDURES ESTABLISHED BY THE AMERICAN ASSOCIATION OF NURSERMEN.
  3. ALL TOP TREES SHALL BE IDENTIFIED BY SPECIES, SIZE, AND LOCATION ON THE PLAN.
    - DETENTION AREA SLOPES SHALL BE TREATED WITH A NATURALIZED SEED MIX AND EROSION CONTROL, BLANKET FROM NORMAL SWATH LINE SHALL TO HOLD FOR 18 MONTHS AFTER THE MIX SHALL BE SOCCED WITH IDENTIFY PLANTS: BLUE BERRY AND BURNING.
    - A THREE-YEAR MONITORING AND MAINTENANCE PLAN BY A QUALIFIED PROFESSIONAL SHALL BE INCORPORATED INTO THE FINAL PLAN.
    - FRONT YARDS & SIDE YARDS OF SINGLE-FAMILY LOTS SHALL BE IDENTIFIED BY SPECIES, SIZE, AND LOCATION. NO PLANTING SHALL BE INSTALLED WITHIN 5 FEET OF THE CURB OR SIDEWALK.
    - FRONT & SIDE YARDS OF ROW HOUSES SHALL BE IDENTIFIED BY SPECIES, SIZE, AND LOCATION. NO PLANTING SHALL BE INSTALLED WITHIN 5 FEET OF THE CURB OR SIDEWALK.
  4. LOCATIONS OF PLANT MATERIAL ARE SUBJECT TO CHANGE BASED ON FINAL ENGINEERING AND LOCATION OF SITE UTILITIES.
  5. FOR SYMBOL PLANT KEY, SEE THIS SHEET.
  6. FOR TYPICAL FOUNDATION LANDSCAPE PLANS FOR TOWN HOUSES, SEE THIS SHEET.
  7. TYPICAL FOUNDATION LANDSCAPE PLANS MAY VARY DUE TO NUMBER OF UNITS PER BUILDING AND/OR ORIENTATION, BUT SHALL REMAIN CONSISTENT IN PLANT MATERIAL TYPES, DESIGN, AND PLANT HEIGHTS.
  8. TYPICAL FOUNDATIONS FOR SINGLE-FAMILY HOUSES SHALL BE DETERMINED AT TIME OF FINAL LANDSCAPE PLANS.
  9. FOR PARK CONCEPT DESIGN DETAIL, SEE THIS SHEET.
  10. FOR ARTISTIC RENDERING OF LANDSCAPE BUFFER ALONG INDUSTRIAL-USE HIGHWAYS, SEE SHEET 42.
  11. FOR TREE PRESERVATION/FRESH DETAIL, SEE SHEET 42.
  12. FOR TREE PRESERVATION & REMOVAL PLAN, SEE ENGINEERING PLANS.



TYPICAL FOUNDATION LANDSCAPE PLAN - TOWN HOUSES  
SCALE: 1" = 20'-0"



PARK  
SCALE: 1" = 20'-0"

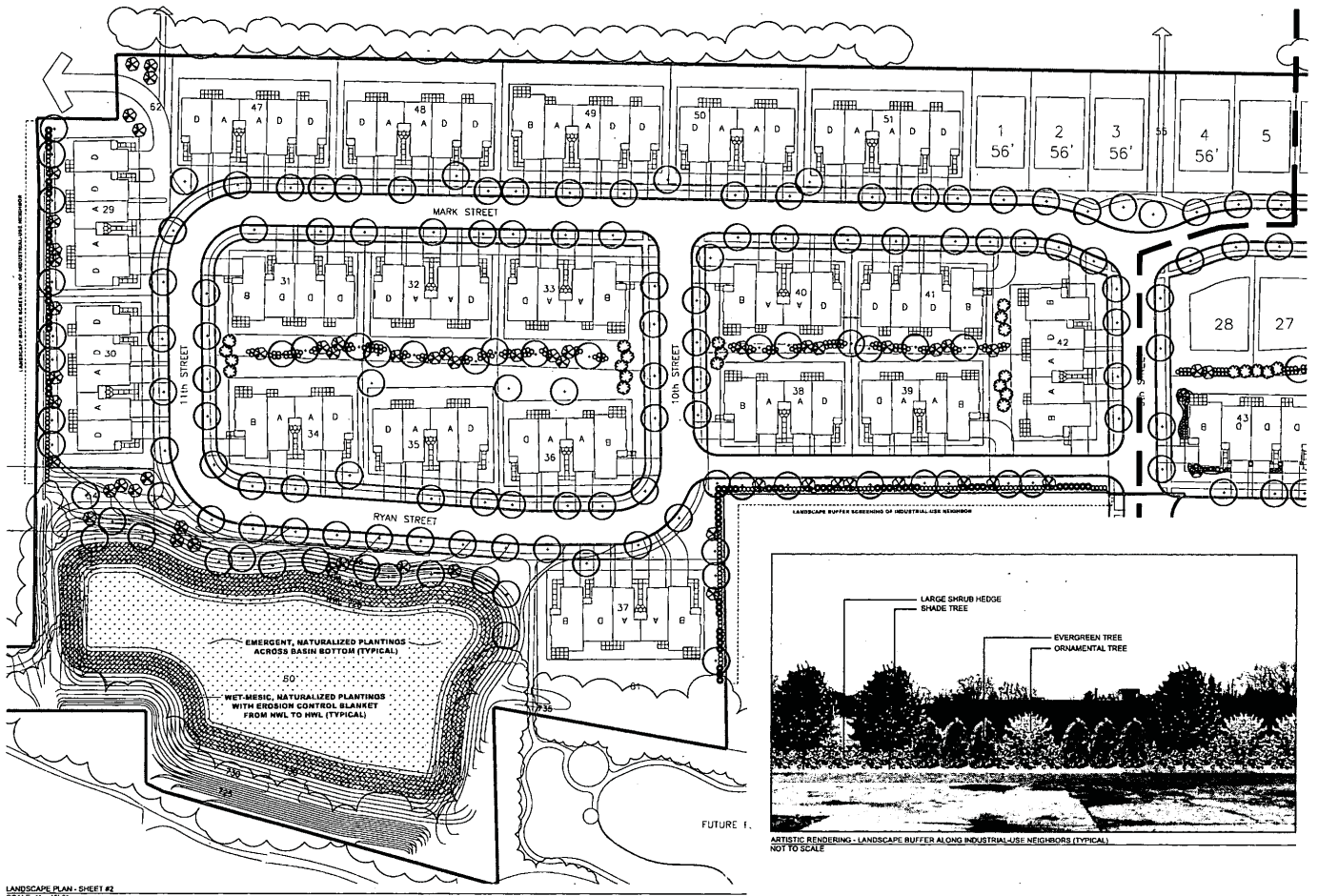
**PLANT KEY**

- FRONT YARD TREE (12"-18"):** AUTUMN BRASS MAPLE, SUMMER MAPLE, CRIMSON KING NORWAY MAPLE, GRAND OXHEART, HONEYLOCUST, SPANISH WHITE OAK, ACQUADUCE OAK, THORNLESS HONEYLOCUST, LINCOLN, & COMMON HONEYLOCUST  
NOTE: ALL PINE AND SPRUCE TREES WILL BE INSTALLED AT 2" CALIPER, WHILE COMMON AREA SHADE TREES WILL BE INSTALLED IN A RANGE OF SIZES, VARYING FROM 3" CALIPER TO 4" CALIPER
- FRONT YARD TREE (18"-24"):** GOLDENADO SPRUCE, NORWAY SPRUCE, AUSTRALIAN PINE, COOLIAS FIR, & ARBORVITAE
- FRONT YARD TREE (24"-36"):** SERVICE BERRY, CORNELLAN CHERRY, DOGWOOD, FLOWERING CRABAPPLE, RIVER BRICK, EUROPEAN BLACK ALDER, JAPANESE TREE LARIX, & BLACKGUM VIBURNUM
- FRONT YARD SHRUB (6"-12"):** KALPA COMPACT JASMINE, DENSE YEW, EMERALD & GOLD ELDERBERRY, & EMERALD ARBORVITAE
- LANDSCAPE ACCENT SHRUB (6"-12"):** FRAGRANT, REDTIP DOGWOOD, PINK DOGWOOD, RED CHOCHEBERRY, SCARLETT FORTYTHREE, BURNING BUSH, HYDRANGEA, & NICKELIA
- SMALL PLANTING (6"-12"):** EPHEA, ALPINE CURRANT, CRANBERRY COTONEASTER, CUTLEAF STYPTANEMUS, DELAVALLA, & GRANDIFOLIUM
- FRONT YARD GRASS (6"-12"):** WHEATGRASS, EARL FORTENYER FEATHER REED GRASS, SWITCH GRASS, DRIFT FOUNTAIN GRASS, & PINEAPPLE GRASS
- FRONT YARD GRASS (12"-18"):** OXYALYX ASTER, CONCORDIA, BLACK EYED BUSH, PURPLE CONEFLOWER, COMBESALL, HOSTA, REDDAN, BLACK STAR, & PURPLE LEAF HYDRANGEA
- DETENTION AREA SLOPE:** EROSION CONTROL, BLANKET, DETENTION AREA SLOPE: ACTUAL SPECIES & SIZES TO BE DETERMINED AT TIME OF FINAL PLAN
- FRONT YARD PLANTING:** DETENTION AREA SLOPE: ACTUAL SPECIES & SIZES TO BE DETERMINED AT TIME OF FINAL PLAN
- FRONT YARD PLANTING:** DETENTION AREA SLOPE: ACTUAL SPECIES & SIZES TO BE DETERMINED AT TIME OF FINAL PLAN

**PUGSLEY & LAHAIE, LTD.**  
Landscape Architects  
3414 N. 28th Street, Suite 100, Phoenix, AZ 85018  
Tel: 602.998.1111

**LEXINGTON CLUB**  
Preliminary Landscape Plan  
LEXINGTON HOMES

11/29/09  
1-3



LANDSCAPE PLAN - SHEET #2  
 SCALE: 1" = 40'-0"

NOTE: LOCATIONS OF PLANT MATERIAL ARE SUBJECT TO CHANGE BASED ON FINAL ENGINEERING AND LOCATION OF SITE UTILITIES.

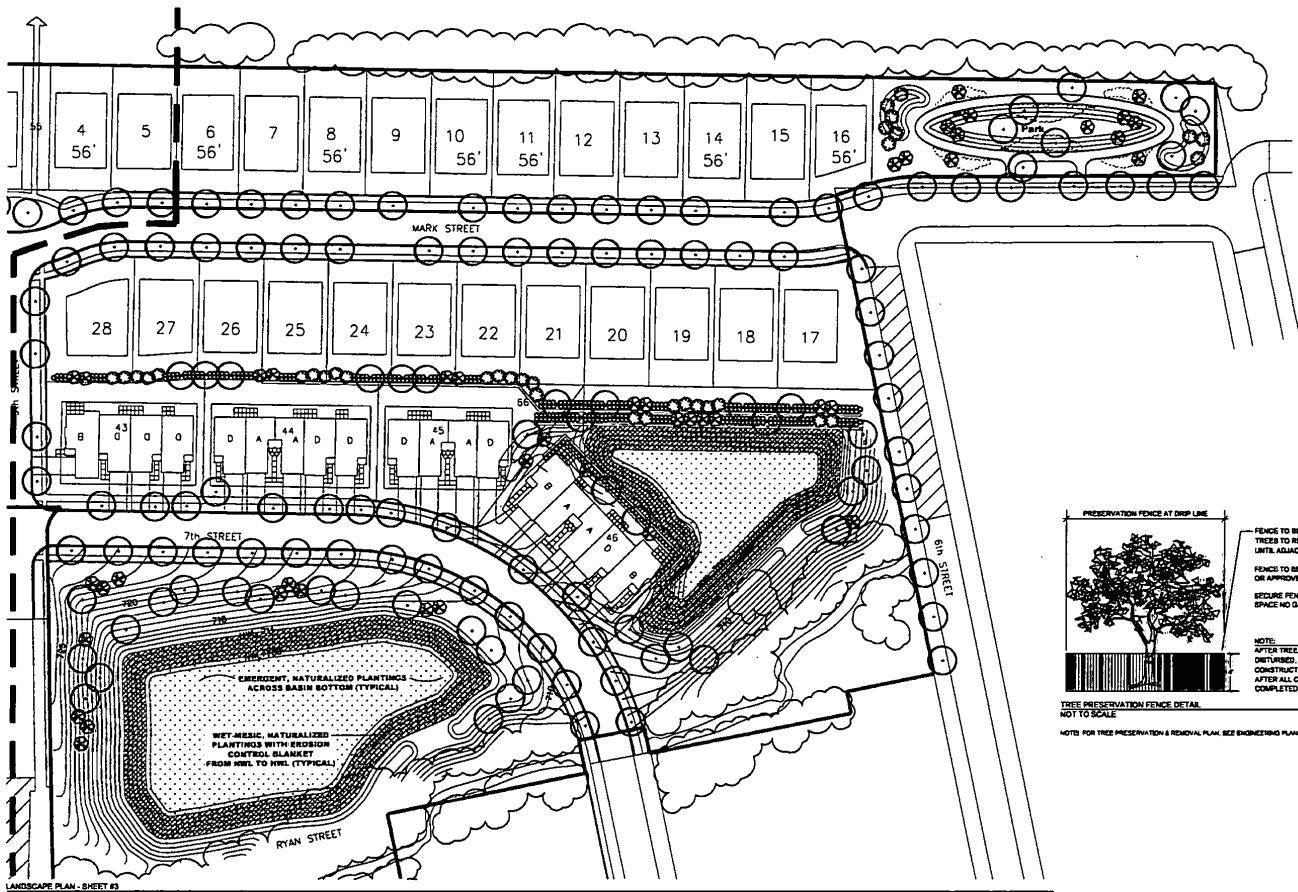
**PUGSLEY & LAHAIE LTD.**  
 ARCHITECTS AND CONTRACTORS  
 3444 W. 10th St. Suite 100  
 Lincoln, NE 68502  
 402.441.2222  
 www.pugsleyandlahaie.com

**LEXINGTON CLUB**  
 Preliminary Landscape Plan  
 LEXINGTON HOMES

11/25/08

2-3





**PRESERVATION FENCE AT DRIP LINE**

FENCE TO BE PROVIDED AROUND ALL EXISTING TREES TO REMAIN. FENCE TO REMAIN IN PLACE UNTIL ADJACENT CONSTRUCTION IS COMPLETE.

FENCE TO BE 4" TALL, ROLLED WOOD LATHE OR APPROVED EQUAL.

SECURE FENCE TO METAL STAKES. SPACE NO GREATER THAN 4' O.C.

NOTE:  
AFTER TREES ARE FENCED, NOTHING IS TO BE DISTURBED. STORED OR CUT WASTE CONSTRUCTION FENCE. REMOVE FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

**TREE PRESERVATION FENCE DETAIL**  
NOT TO SCALE

NOTE: FOR TREE PRESERVATION & REMOVAL PLAN, SEE ENGINEERING PLANS.

**PUGSLEY & LAHAIE, LTD.**  
ARCHITECTS AND LANDSCAPE ARCHITECTS  
2441 N. 20th Parkway, Suite 1000, Tallahassee, FL 32310  
Tel: 904.222.2222

**LEXINGTON CLUB**  
Preliminary Landscape Plan  
LEXINGTON HOMES

11/25/09

3 of 3



- Asphalt Shingles
- Aluminum Fascia & Soffit
- Smart Trim Panels
- Brick Veneer
- Smart Trim
- Designer Series Garage Doors

**Plan 500 & 503: Prairie**  
scale: 3/16" = 1'-0"



- Asphalt Shingles
- Decorative Brackets
- Vinyl Accent Siding
- Smart Trim
- Aluminum Fascia & Soffit
- Smart Trim Columns
- Stone Veneer
- Designer Series Garage Doors

**Plan 500: Craftsman**  
scale: 3/16" = 1'-0"



- Asphalt Shingles
- Decorative Louvers
- Vinyl Horizontal Siding
- Smart Trim
- Typical Shutters
- Aluminum Fascia & Soffit
- Smart Trim Columns
- Designer Series Garage Doors

**Plan 501: Farmhouse**  
scale: 3/16" = 1'-0"



- Asphalt Shingles
- Aluminum Fascia & Soffit
- Smart Trim Panels
- Typical Shutters
- Smart Trim
- Decorative Brackets
- Smart Trim Columns
- Stone Veneer
- Designer Series Garage Doors

**Plan 501: French Country**  
scale: 3/16" = 1'-0"

**Character Elevations**

Lexington Homes  
Chicago, IL

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**Lexington Club**  
St. Charles, IL

July 21, 2011  
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- Asphalt Shingles
- Aluminum Fascia & Soffit
- Smart Trim Panels
- Typical Shutters
- Decorative Brackets
- Smart Trim
- Brick Veneer
- Smart Trim Columns
- Designer Series
- Garage Doors

**Plan 502: Tudor**  
scale: 3/16" = 1'-0"



- Asphalt Shingles
- Decorative Louver
- Vinyl Accent Siding
- Aluminum Fascia & Soffit
- Typical Shutters
- Vinyl Horizontal Siding
- Smart Trim
- Smart Trim Columns
- Brick Veneer
- Designer Series
- Garage Doors

**Plan 502: Victorian**  
scale: 3/16" = 1'-0"



- Asphalt Shingles
- Typical Shutters
- Smart Trim
- Vinyl Horizontal Siding
- Aluminum Fascia & Soffit
- Smart Trim Columns
- Brick Veneer
- Designer Series
- Garage Doors

**Plan 503: Four Square**  
scale: 3/16" = 1'-0"



- Asphalt Shingles
- Aluminum Fascia & Soffit
- Smart Trim Panels
- Typical Shutters
- Brick Veneer
- Smart Trim
- Smart Trim Columns
- Designer Series
- Garage Doors

**Plan 503: Old English**  
scale: 3/16" = 1'-0"

**Character Elevations**

Lexington Homes  
Chicago, IL

The Client hereby authorizes BSB Design, Inc. to use the architectural drawings and designs for the project described herein for the purpose of construction only. No other use is permitted without the written consent of BSB Design, Inc.

**Lexington Club**  
St. Charles, IL

July 21, 2011  
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**Plan 500 & 503: Prairie - Side Elevation**  
 scale: 3/16" = 1'-0"



**Plan 500: Craftsman - Side Elevation**  
 scale: 3/16" = 1'-0"



**Plan 501: Farmhouse - Side Elevation**  
 scale: 3/16" = 1'-0"



**Plan 501: French Country - Side Elevation**  
 scale: 3/16" = 1'-0"

**Character Elevations**

Lexington Homes  
 Chicago, Illinois

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**Lexington Club**  
 St. Charles, IL

July 21, 2011  
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- Asphalt Shingles
- Vinyl Horizontal Siding
- Aluminum Fascia & Soffit
- Typical Shutters
- Brick Veneer
- Smart Trim Columns

**Front Elevation - 4 Unit Building**

scale: 3/16" = 1'-0"

Designer Series Garage Doors



- Asphalt Shingles
- Vinyl Vertical Siding
- Aluminum Fascia & Soffit
- Typical Shutters
- Vinyl Horizontal Siding
- Stone Veneer
- Smart Trim Columns

**Front Elevation - 5 Unit Building**

scale: 3/16" = 1'-0"

Designer Series Garage Doors

**Character Elevations**

Lexington Homes  
Chicago, IL

11/20/11 10:00 AM 11/20/11 10:00 AM 11/20/11 10:00 AM  
11/20/11 10:00 AM 11/20/11 10:00 AM 11/20/11 10:00 AM

**Lexington Club**  
St. Charles, IL



July 21, 2011  
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**BSB**  
DESIGN



Side Elevation - Unit B  
scale: 3/16" = 1'-0"



Side Elevation - Unit C  
scale: 3/16" = 1'-0"

- Asphalt Shingles
- Aluminum Fascia & Soffit
- Typical Shutters
- Vinyl Horizontal Siding
- Brick Veneer
- Smart Trim Columns
- Designer Series Garage Doors



Rear Elevation - 4 Unit Building  
scale: 3/16" = 1'-0"

- Asphalt Shingles
- Aluminum Fascia & Soffit
- Vinyl Horizontal Siding
- Brick Veneer
- Smart Trim Columns

### Character Elevations

EXHIBIT "F"

**AFFORDABLE HOUSING AGREEMENT**

This Affordable Housing Agreement (hereinafter referred to as the "Agreement") is made and entered into as of the \_\_\_\_\_ day of \_\_\_\_\_, 2013, by and between the City of St. Charles, a municipal corporation (the "City"), organized and incorporated under the laws of the State of Illinois and Lexington Homes, LLC, an Illinois limited liability company (the "Developer"; the City and the Developer each known individually as a "Party" and collectively as the "Parties").

**RECITALS**

**WHEREAS**, the Developer is the owner of the real estate legally described on Exhibit "A", attached hereto and made a part hereof (the "Subject Realty"); and

**WHEREAS**, the Developer has filed applications with the City regarding the Subject Realty for, among other things, (a) a zoning map amendment, (b) a special use for a planned unit development, and (c) certain deviations from the City's Zoning Ordinance, in order to allow construction of a residential development consisting of 102 two-story townhomes and 28 single family detached homes, all as more specifically described in Ordinance No. 2013-Z-\_\_\_\_\_, passed by the City on \_\_\_\_\_, 2013 (the "Project"); and

**WHEREAS**, one of the deviations requested by the Developer is exemption from the requirements of Chapter 17.18 of the City's Zoning Ordinance regarding inclusionary housing; and

**WHEREAS**, as a condition of approving such a deviation, the Developer is required to take certain actions to seek funding for providing Affordable Housing (as defined in the Zoning Ordinance) on the Subject Realty, and to enter in to this Agreement in connection therewith.

**NOW, THEREFORE**, in consideration of the foregoing premises and in further consideration of the mutual covenants, conditions and agreements herein contained, the Parties hereto agree as follows:

**Section 1. Incorporation of Recitals.** The recitals set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1, and this Agreement shall be construed in accordance therewith.

**Section 2. Application for Affordable Housing Funding.** Commencing with the execution of this Agreement, and until the last certificate of occupancy is granted for the Project, the Developer shall apply for grant funding for the purpose of obtaining financing for the construction of Affordable Housing as part of the Project. At a minimum, application shall be made to Kane County Office of Community Reinvestment, Illinois Housing Development Authority, and the U.S. Department of Housing and Urban Development for all programs for which the project may qualify.

Applications shall be made each calendar year, or grant funding cycle, whichever is more frequent. The Developer shall provide copies of each funding application to the City for review prior to filing such application. In the event the project does not qualify for any program offered during the calendar year or grant funding cycle, the developer shall provide documentation demonstrating that the project does not qualify or shall provide a letter confirming such from each respective agency.

**Section 3. Use of Funds.** Should the Developer obtain any of the grant funding applied for, it shall utilize the funds to construct Affordable Housing on the Subject Realty as part of the Project, in conformance with all applicable laws, ordinances and regulations.

**Section 4. Meeting with Housing Commission.** Upon filing the first grant application, the Developer shall meet with the Housing Commission of the City to discuss strategies and activities related to the Developer's obligations hereunder. Additional meetings shall occur periodically thereafter, pursuant to the request of either Party.

**Section 5. Failure to Comply.** Should the Developer fail to comply with the terms of this Agreement at any time during construction of the Project, the City may declare the Developer to be in default by providing written notice to the Developer. Upon such written notice, the requirements of Chapter 17.18 of the City's Zoning Ordinance shall apply to all remaining housing units comprising the Project which have not, at the time of such written notice, received a final occupancy permit.

**Section 6. Miscellaneous Provisions.**

(a) *Mutual Cooperation.* The Parties shall do all things necessary or appropriate to carry out the terms and provisions of this Agreement and to aid and assist each other in furthering the objectives of this Agreement and the intent of the Parties as reflected by the terms of this Agreement.

(b) *Disclaimer.* Nothing contained in this Agreement, nor any act of the City, shall be deemed or construed by any of the Parties, or by third persons, to create any relationship of third Party beneficiary, or of principal or agent, or of limited or general partnership, or of joint venture, or of any association or relationship involving the City or the Developer.

(c) *Covenants Running with the Land.* It is intended and agreed that all covenants provided in this Agreement on the part of the Developer to be performed or observed shall be covenants running with the land binding to the fullest extent permitted by law and equity for the benefit and in favor of, and enforceable by the City, and any successor in interest to the Subject Realty, other than individual owners of residential units constructed on the Subject Realty.

(d) *Paragraph Headings.* The paragraph headings and references are for the convenience of the parties and are not intended to limit, vary, define or expand the terms and provisions contained in this Agreement and shall not be used to interpret or construe the terms and provisions of this Agreement.

(e) *Counterparts.* This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same Agreement.

(f) *Recordation of Agreement.* The Parties agree to execute and deliver the original of this Agreement in proper form for recording in the office of the Recorder of Deeds, Kane County, Illinois.

(g) *Notices.* Notices herein required shall be in writing and shall be served upon the Parties, either personally or mailed by certified or registered mail, return receipt requested:

If to the City:

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

with a copy to:

Gorski & Good, LLP  
211 South Wheaton Avenue, Suite 305  
Wheaton, Illinois 60187  
Attn: Ms. Robin Jones

If to Developer:

Lexington Homes, LLC  
1731 N. Marcey Street, Suite 200  
Chicago, Illinois 60614

with a copy to:

Rathje & Woodward, LLC  
300 E. Roosevelt Road, Suite 300  
Wheaton, IL 60187  
Attn: Mr. Henry Stillwell

If to any Mortgagee: To the person and address designated to the City in writing by the Mortgagee.

A Party's address may be changed from time to time by such Party giving notice as provided above to the other Parties noted above.

(h) *Integration.* This Agreement together with all Exhibits and attachments thereto, constitute the entire understanding and agreement of the Parties. This Agreement integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiations or previous agreements between the Parties with respect to all or any part of the subject matter hereof.

All waivers of the provisions of this Agreement must be in writing and signed by the appropriate authorities of the City or the Developer.

(i) *Amendment.* This Agreement, and any Exhibit attached hereto, may be amended only by written instrument properly executed by the Parties or their successors in interest. Execution of any such amendment by the City shall first have been authorized by the Ordinance or Resolution duly adopted by the corporate authorities of the City.

(j) *Successors and Assignees.* The terms and conditions of this Agreement are to apply to and bind and inure to the benefit of the City, the Developer and their successors and assignees.

(k) *Severability.* If any provision of this Agreement, or any paragraph, sentence, clause, phrase or word, or the application thereof, in any circumstances, is held invalid, the remainder of the Agreement shall be construed as if such invalid part were never included herein and the Agreement shall be and remain valid and enforceable to the fullest extent permitted by law.

(l) *Term.* This Agreement shall be in full force and effect from and after the execution hereof by the last Party to execute the same and shall remain in full force and effect until final completion of the Project, as evidenced by issuance of a final occupancy certificate for the last unit comprising the Project.

(m) *Governing Law.* The laws of the State of Illinois shall govern the interpretation and enforcement of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed on or as of the day and year first above written.

CITY OF ST. CHARLES, an Illinois  
municipal corporation,

By: \_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_, an Illinois limited  
liability company

By: \_\_\_\_\_  
Its: \_\_\_\_\_

ATTEST:

\_\_\_\_\_



STATE OF ILLINOIS        )  
  ) SS.  
COUNTY OF KANE         )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that Donald P. DeWitte, Mayor of the City of St. Charles, and Nancy Garrison, City Clerk of said City, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as such Mayor and City Clerk, respectively appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as the free and voluntary act of said City, for the uses and purposes therein set forth; and the City Clerk then and there acknowledged that she, as custodian of the corporate seal of said City, did affix the corporate seal of said City to said instrument, as her own free and voluntary act and as the free and voluntary act of said City, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
Notary Public

STATE OF ILLINOIS        )  
  ) SS.  
COUNTY OF KANE         )

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that \_\_\_\_\_, \_\_\_\_\_ of \_\_\_\_\_, an Illinois limited liability company, and \_\_\_\_\_, \_\_\_\_\_ of said company, personally known to me to be the same persons whose names are subscribed to the foregoing instrument as such \_\_\_\_\_ and \_\_\_\_\_, respectively appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as the free and voluntary act of said company, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal this \_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
Notary Public

## EXHIBIT A

### LEGAL DESCRIPTION OF SUBJECT REALTY

#### **SUBJECT PROPERTY:**

##### **PARCEL ONE:**

LOT 2 (EXCEPT THE SOUTHERLY 116 FEET); ALL OF LOTS 3 AND 4 IN BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### **PARCEL TWO:**

LOTS 1, 2, 3, 4, 5, 6 AND 7 IN BLOCK 1 AND LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 IN BLOCK 2; LOTS 1, 2, 3, 4, 5 AND 6 IN BLOCK 3 AND LOTS 1, 2, 3, 4, 5 (EXCEPT THAT PART OF LOT 5 CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986) AND THE NORTH 30 FEET OF LOT 11 IN BLOCK 5, AND THAT

PART OF VACATED NINTH STREET NORTH OF THE SOUTH LINE EXTENDED EASTERLY OF LOT 5 IN SAID BLOCK 5 AND VACATED MARK STREET, AND THE NORTH 1/2 OF VACATED RYAN STREET LYING EASTERLY OF THE WESTERLY LINE OF LOT 13, BLOCK 2 EXTENDED AND LYING WESTERLY OF THE WESTERLY LINE OF SEVENTH STREET, ALL IN MILLINGTON'S THIRD ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### **PARCEL THREE:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID SOUTH EAST 1/4 WITH THE NORTHERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID DEAN STREET 1043 FEET; THENCE NORTH 2 DEGREES, 44 MINUTES, 0 SECONDS EAST 150 FEET (SAID POINT HEREINAFTER REFERRED TO AS POINT "A"); THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 149.92 FEET; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 62 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 31 MINUTES, 0 SECONDS WEST, 651.43 FEET; THENCE SOUTH 89 DEGREES, 45 MINUTES, 0 SECONDS WEST 135.80 FEET; THENCE NORTH 7.90 FEET; THENCE SOUTH 89 DEGREES, 20 MINUTES, 0 SECONDS WEST 282.40 FEET; THENCE SOUTH 00 DEGREES, 27 MINUTES, 10 SECONDS WEST 490.78 FEET; THENCE EAST 106 FEET; THENCE SOUTH 67.19 FEET TO A LINE DRAWN NORTH 64 DEGREES, 34 MINUTES, 0 SECONDS WEST FROM POINT "A" AFORESAID; THENCE SOUTH 64 DEGREES, 34 MINUTES, 0 SECONDS EAST 19.73 FEET; THENCE SOUTH 74 DEGREES, 16 MINUTES, 30 SECONDS EAST 327.76 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### **PARCEL FOUR:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH EAST 1/4; THENCE EAST 396.08 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4 TO A POINT 150 FEET NORTH OF THE NORTHERLY LINE OF DEAN STREET, FOR THE POINT OF BEGINNING; THENCE SOUTH 66 DEGREES, 13 MINUTES, 0 SECONDS EAST PARALLEL WITH THE NORTHERLY LINE OF DEAN STREET, 208.7 FEET (THIS COURSE HEREINAFTER REFERRED TO AS LINE "A") THENCE EAST 69 FEET; THENCE NORTH 0 DEGREES, 27 MINUTES, 10 SECONDS EAST 60 FEET; THENCE WEST 56.84 FEET TO A LINE DRAWN PARALLEL WITH AND 60 FEET NORTHERLY OF, MEASURED AT RIGHT ANGLES THERETO, LINE "A" AFORESAID; THENCE NORTH 66 DEGREES, 13 MINUTES, 0 SECONDS WEST ALONG SAID PARALLEL LINE, 222.51 FEET TO A LINE DRAWN NORTH, PARALLEL WITH THE WEST LINE OF SAID SOUTH EAST 1/4, FROM THE POINT OF BEGINNING; THENCE SOUTH ALONG SAID PARALLEL LINE 65.57 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

##### **PARCEL FIVE:**

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF BLOCK 2 OF MILLINGTON'S ADDITION TO THE TOWN OF ST. CHARLES; THENCE NORTH 11 DEGREES, 37 MINUTES, 0 SECONDS WEST ALONG THE EASTERLY LINE OF WEST

SEVENTH STREET EXTENDED, 356 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 78 DEGREES, 46 MINUTES, 0 SECONDS EAST 186.2 FEET TO THE WESTERLY LINE OF BLOCK 2 OF T. E. RYAN'S ADDITION TO ST. CHARLES; THENCE NORTH 11 DEGREES, 48 MINUTES, 0 SECONDS WEST ALONG SAID WESTERLY LINE 481.9 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND GREAT WESTERN RAILWAY; THENCE SOUTH 89 DEGREES, 30 MINUTES, 0 SECONDS WEST ALONG SAID RIGHT OF WAY LINE TO THE NORTHEAST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID MILLINGTON'S THIRD ADDITION TO THE SOUTHEAST CORNER OF BLOCK 2 IN SAID ADDITION; THENCE EASTERLY ALONG THE SOUTHERLY LINE EXTENDED EASTERLY OF SAID BLOCK 2 TO THE EASTERLY LINE OF WEST SEVENTH STREET EXTENDED; THENCE SOUTH 11 DEGREES, 37 MINUTES, 0 SECONDS EAST ALONG SAID EASTERLY LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SIX:

THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, ON THE NORTHERLY LINE OF DEAN STREET; THENCE NORTH 66 DEGREES, 07 MINUTES, 0 SECONDS WEST ALONG SAID NORTHERLY LINE OF DEAN STREET 335.3 FEET TO THE SOUTHEAST CORNER OF THE TRACT OF LAND CONVEYED TO JULES VANOVERMEIREN BY DEED DATED DECEMBER 18, 1925, AND RECORDED DECEMBER 26, 1925 IN BOOK 788, PAGE 548, AS DOCUMENT 266367; THENCE NORTH ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID TRACT OF LAND 174 FEET; THENCE NORTH 60 DEGREES, 19 MINUTES, 0 SECONDS WEST, 168.19 FEET; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 188.59 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 29 MINUTES, 0 SECONDS WEST 479.71 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND GREAT WESTERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES, 31 MINUTES, 0 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 456.2 FEET TO THE NORTHWEST CORNER OF SAID MILLINGTON'S THIRD ADDITION; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 285 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST 255.77 FEET TO A POINT SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST 325.65 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING: THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES, KANE COUNTY, ILLINOIS; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST ALONG THE WEST LINE OF SAID ADDITION 285.0 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 132.0 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 255.77 FEET FOR A POINT OF BEGINNING; THENCE NORTH 1 DEGREES, 04 MINUTES, 0 SECONDS WEST ALONG THE LAST DESCRIBED COURSE 255.77 FEET; THENCE SOUTH 89 DEGREES, 31 MINUTES, 0 SECONDS WEST 100.00 FEET; THENCE SOUTH 1 DEGREES, 04 MINUTES, 0 SECONDS EAST PARALLEL WITH SAID WEST LINE 237.41 FEET TO A LINE DRAWN NORTH 80 DEGREES, 06 MINUTES, 0 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 80 DEGREES, 06 MINUTES, 0 SECONDS EAST 101.86 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART CONVEYED BY DOCUMENT 1788487 RECORDED AUGUST 19, 1986), IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL SEVEN:

EASEMENT FOR PRIVATE ROADWAY RESERVED BY DEED RECORDED JULY 16, 1957, IN BOOK 1855, PAGE 119, AS DOCUMENT 839306, MADE BY HAWLEY PRODUCT COMPANY TO CARL E. SODERQUIST AND SONS FOR THE BENEFIT OF THE NORTH 30 FEET OF LOT 11 IN BLOCK 5 OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES IN PARCEL TWO, OVER THAT PART OF THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF MILLINGTON'S THIRD ADDITION TO ST. CHARLES; THENCE SOUTH 1 DEGREE EAST ALONG THE WEST LINE OF SAID ADDITION 535 FEET FOR THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 1 DEGREE EAST 30 FEET; THENCE NORTH 80 DEGREES, 02 MINUTES, 0 SECONDS WEST

134.45 FEET; THENCE NORTH 1 DEGREE WEST PARALLEL WITH THE WEST LINE OF SAID ADDITION 30 FEET; THENCE SOUTH 80 DEGREES, 02 MINUTES, 0 SECONDS EAST 134.45 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL EIGHT:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 27 AND THE SOUTH EAST 1/4 OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF FIFTH STREET (STATE ROUTE 31) AS PLATTED IN THE CITY OF ST. CHARLES WITH THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN A WARRANTY DEED DATED JUNE 2, 1886, BETWEEN JOHN WARNE, AND OTHERS, AND THE MINNESOTA AND NORTH WESTERN RAILROAD COMPANY, FILED FOR RECORD IN THE RECORDER'S OFFICE OF KANE COUNTY ON JUNE 4, 1886, IN BOOK 243 ON PAGE 17; THENCE WESTERLY ALONG THE SOUTH LINE BY SAID WARRANTY DEED, BEING ALONG THE SOUTH RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY, A DISTANCE OF 1857.64 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY ALONG SAID JOG, A DISTANCE OF 7.90 FEET; THENCE WESTERLY ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 282.85 FEET TO A JOG IN SAID SOUTH RIGHT OF WAY LINE; THENCE NORTHERLY, ALONG SAID JOG, A DISTANCE OF 127.46 FEET TO A POINT ON A LINE THAT IS 50.0 FEET SOUTH OF AND PARALLEL WITH THE CENTER LINE OF THE MAIN TRACK OF THE CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY; THENCE EASTERLY ALONG SAID PARALLEL LINE, A DISTANCE OF 2126.02 FEET TO THE CENTER LINE OF 5TH STREET (STATE ROUTE 31) AS AFORESAID; THENCE SOUTHEASTERLY ALONG SAID CENTER LINE, A DISTANCE OF 93.59 FEET TO THE POINT OF BEGINNING, BEING SITUATED IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LAND CONVEYED TO THE CITY OF ST. CHARLES BY DOCUMENT NO. 910272, SAID POINT BEING 50.00 FEET NORMALLY DISTANT SOUTHERLY FROM THE UNION PACIFIC RAILROAD MAIN TRACK CENTER LINE; THENCE SOUTH 89 DEGREES 11 MINUTES EAST, 76.35 FEET, PARALLEL WITH SAID MAIN TRACK CENTER LINE; THENCE SOUTH 1 DEGREES 53 MINUTES EAST, 60.06 FEET, PARALLEL WITH THE EAST LINE OF SAID LAND CONVEYED BY DOCUMENT NO. 910272; THENCE NORTH 89 DEGREES 11 MINUTES WEST, 76.35 FEET TO THE SOUTHEAST CORNER OF SAID DOCUMENT NO. 910272; THENCE NORTH 1 DEGREE 53 MINUTES WEST, 60.06 FEET ALONG THE EAST LINE OF SAID DOCUMENT NO. 910272 TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

EXHIBIT G

REIMBURSEMENT FOR OFF-SITE WATER MAIN IMPROVEMENTS

<b>ASPHALT ROADS</b>				
	<u>Street Name</u>	<u>Unit</u>	<u>Quantity</u>	<u>Cost</u>
	State St., 9th to Dean St	FT	250	\$ 13,863.33
<b>WATERMAIN</b>				
		<u>Unit</u>	<u>Quantity</u>	<u>Cost</u>
1	10" DIP, Class 52, Water Main	LF	820	\$65,600.00
2	Fire Hydrant Assembly, With Auxillary Valve and Box	EA	1	\$3,200.00
3	1" Type "K" Copper Water Service, With B-Box Assembly	EA	6	\$12,000.00
4	Curb and Gutter Removal and Replacement	LF	30	\$630.00
5	Restoration	LS	1	\$2,000.00
				<b>\$83,430.00</b>
	<b><u>TOTAL FOR ALL WORK</u></b>			<b><u>\$97,293.33</u></b>

State of Illinois )  
 )  
 ) ss.  
Counties of Kane and DuPage )

## Certificate

I, NANCY GARRISON, certify that I am the duly elected and acting Municipal City Clerk of the City of St. Charles, Kane and DuPage Counties, Illinois.

I further certify that on January 7, 2013, the Corporate Authorities of such municipality passed and approved Ordinance No. 2013-Z-2, entitled

"Ordinance Granting Approval of Map Amendment,  
Special Use for a Planned Unit Development, and  
Approval of a PUD Preliminary Plan (Lexington Club  
PUD),"

which provided by its terms that it should be published in pamphlet form.

The pamphlet form of Ordinance No. 2013-Z-2, including the Ordinance and a cover sheet thereof was prepared, and a copy of such Ordinance was posted in the municipal building, commencing on January 11, 2013, and continuing for at least ten days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the municipal clerk.

DATED at St. Charles, Illinois, this 7th day of January 2013.



*Nancy Garrison*  
\_\_\_\_\_  
Municipal Clerk