

**AGENDA
CITY OF ST. CHARLES
PLANNING & DEVELOPMENT COMMITTEE
ALD. TODD BANCROFT – CHAIRMAN
MONDAY, SEPTEMBER 14, 2015 - 7:00 PM
CITY COUNCIL CHAMBERS
2 E. MAIN STREET**

1. CALL TO ORDER

2. ROLL CALL

3. COMMUNITY & ECONOMIC DEVELOPMENT


- a. Plan Commission Recommendation to approve a Preliminary and Final Plat of Subdivision for Kirk Rd. St. Charles Subdivision.
- b. Recommendation to approve an Economic Development Incentive for AJR Filtration, Inc.
- c. Review and Recommendation for the Fox River Corridor Master Plan 2015 Amendment (Active River Task Force).
- d. Historic Preservation Commission Recommendation to approve Historic Landmark Designation for 521 W. Main St. (Haines House).
- e. Corridor Improvement Commission Recommendation to Approve a Corridor Improvement Grant for 218 State Street (Tom Anderson).
- f. Corridor Improvement Commission Recommendation to Approve a Corridor Improvement Grant for 303 N. Second Street (Tom Anderson – Dick Pond Athletics Building).
- g. Corridor Improvement Commission Recommendation to Approve a Corridor Improvement Grant for 1625 E. Main Street (Tom Anderson – Colonial Cafe).
- h. Recommendation to approve a revised Final Plat of Subdivision for the Quad St. Charles – Unit 1 Resubdivision (theater lot).
- i. Recommendation to approve a Minor Change to PUD Preliminary Plan for 3255 W. Main St. (Standard Wash).
- j. Plan Commission Recommendation to approve a General Amendment to Title 17 of the St. Charles Municipal Code (Zoning Ordinance) pertaining to design review standards and guidelines for one and two-family dwellings in the RT and CBD-2 zoning districts.

4. ADDITIONAL BUSINESS

5. EXECUTIVE SESSION

- Personnel
- Pending Litigation
- Probable or Imminent Litigation
- Property Acquisition
- Collective Bargaining

6. ADJOURNMENT

	AGENDA ITEM EXECUTIVE SUMMARY					
	Title:	Plan Commission Recommendation to approve a Preliminary and Final Plat of Subdivision for the Kirk Road St. Charles Subdivision				
	Presenter:	Russell Colby				
<i>Please check appropriate box:</i>						
	Government Operations				Government Services	
X	Planning & Development – (9/14/15)				City Council	
	Public Hearing					
Estimated Cost:		N/A		Budgeted:	YES	NO
If NO, please explain how item will be funded:						
Executive Summary:						
<p>The subject property comprises 15 acres of a 33 acre parcel of undeveloped agricultural land along the east side of Kirk Road, south of the Legacy Business Park. The entire parcel of undeveloped land was annexed into the City in 2005 along with the Legacy Business Park. The property is zoned M2 Limited Manufacturing.</p> <p>Venture One Acquisitions, LLC proposes a subdivision to create a 15-acre building lot on the northern portion of the undeveloped parcel. The proposed development is a 257,920 sf. industrial building (with 180,000 sf. to be constructed initially) for AJR Filtration. (The southern portion of the larger parcel extending to Division Street would not be subdivided at this time.)</p> <p>The Committee is reviewing the subdivision only, not the actual development plans for the building on the lot. However, this information has been provided to understand the anticipated site plan in relation to the proposed lot.</p> <p>Staff has found the application materials to be complete and the combined Preliminary and Final Plat of Subdivision to be substantially in compliance with the all code requirements, subject to the applicant submitting revised plans addressing the outstanding staff review comments.</p> <p>Plan Commission Review The Plan Commission reviewed the application on August 18, 2015. The Commission voted 9-0 to recommend approval of the Preliminary and Final Plat of Subdivision.</p>						
Attachments: <i>(please list)</i>						
Plan Commission Resolution, Staff Report, Applications for Preliminary and Final of Subdivision, plans						
Recommendation / Suggested Action <i>(briefly explain):</i>						
Staff recommends approval of the combined Preliminary and Final Plat of Subdivision, contingent upon resolution of staff comments prior to City Council action.						
<i>For office use only:</i>		<i>Agenda Item Number: 3a</i>				

City of St. Charles, Illinois
Plan Commission Resolution No. 13-2015

**A Resolution Recommending Approval of a Preliminary and Final Plat of
Subdivision for Kirk Road St. Charles Subdivision (Venture One
Acquisitions, LLC)(Kirk Road south of Legacy Business Park)**

Passed by Plan Commission on August 18, 2015

WHEREAS, it is the responsibility of the St. Charles Plan Commission to review Preliminary and Final Plats of Subdivision; and

WHEREAS, the Plan Commission has reviewed the Preliminary and Final Plat of Subdivision for Kirk Road St. Charles Subdivision (Venture One Acquisitions, LLC) (Kirk Road south of Legacy Business Park) received July 20, 2015; and

WHEREAS, the Plan Commission finds approval of said Preliminary and Final Plat of Subdivision to be in the best interest of the City of St. Charles.

NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to the City Council approval for Kirk Road St. Charles Subdivision (Venture One Acquisitions, LLC) (Kirk Road south of Legacy Business Park) received July 20, 2015; contingent upon the resolution of all staff comments prior to City Council action, including a detailed engineering review; and approval by Kane County for the right-in, right-out access to Kirk Rd.

Voice Vote:

Ayes: Wallace, Kessler, Holderfield, Schuetz, Doyle, Frio, Macklin-Purdy, Pretz, Spruth

Nays: None

Absent:

Motion Carried.

PASSED, this 18th day of August 2015.

Chairman
St. Charles Plan Commission

Community & Economic Development Planning Division

Phone: (630) 377-4443

Fax: (630) 377-4062



Staff Report

TO: Chairman Todd Bancroft
And the Members of the Planning & Development Committee

FROM: Russell Colby
Planning Division Manager

RE: Kirk Road St. Charles Subdivision

DATE: September 8, 2015

I. APPLICATION INFORMATION:

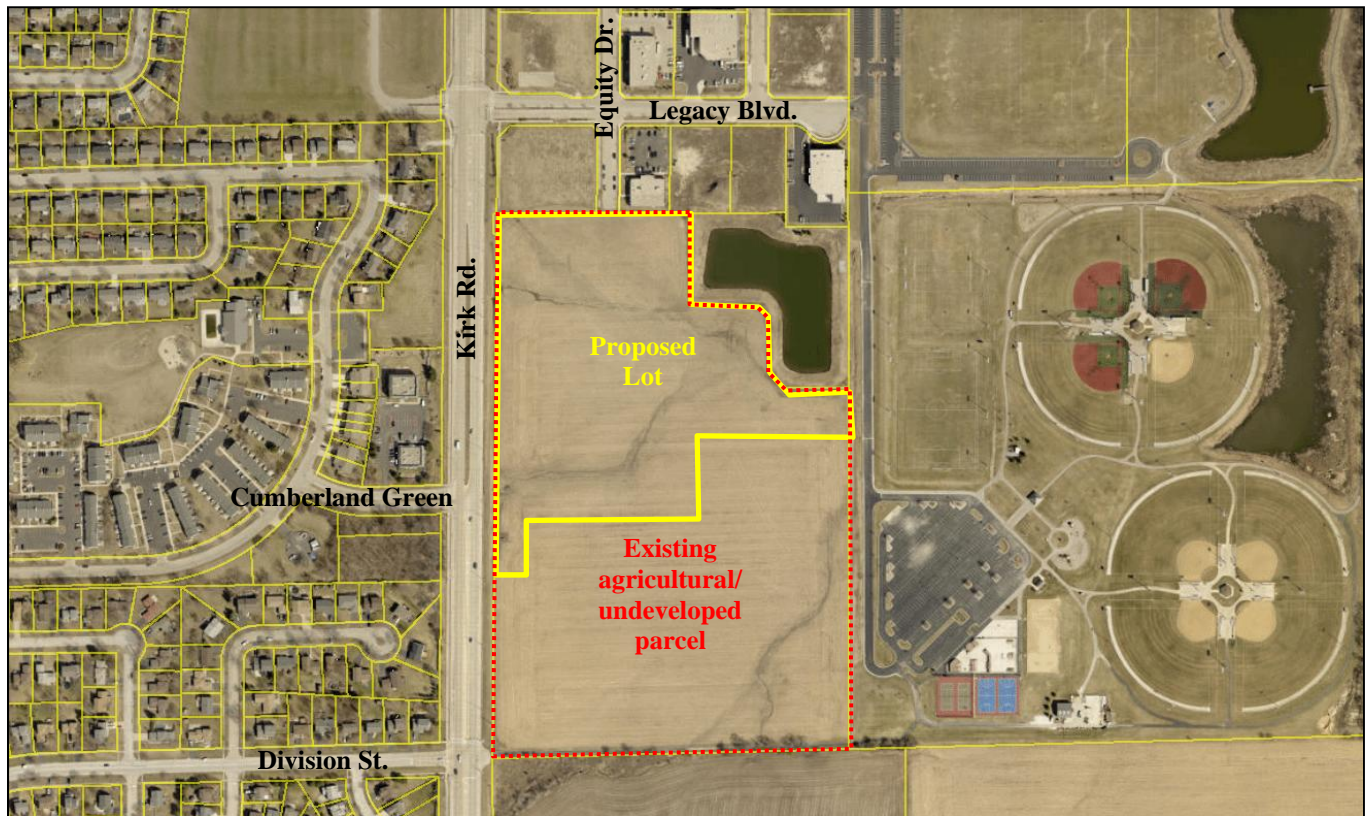
Project Name: Kirk Road St. Charles Subdivision

Applicant: Venture One Acquisitions, LLC

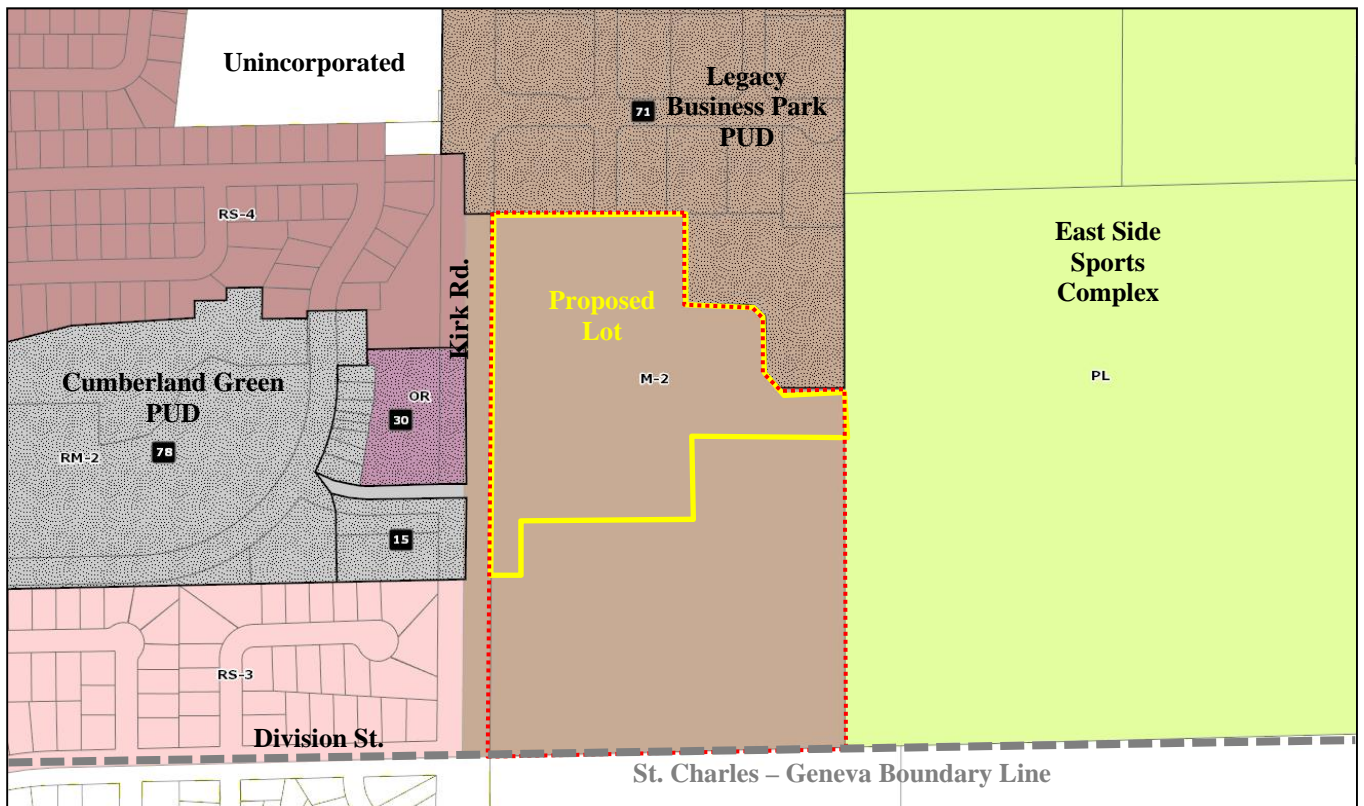
Purpose: Create lot for industrial building

General Information:		
Site Information		
Location	East of Kirk Road, south of Legacy Business Park	
Acres	15 acres acres	
Applications	Preliminary and Final Plat of Subdivision	
Applicable Zoning Code	Title 16, Subdivision Code	
Sections/ Ordinances	Title 17, Zoning Code, Chapter 17.16- M2 Limited Manufacturing District	
Existing Conditions		
Land Use	Agricultural / Undeveloped	
Zoning	M2 – Limited Manufacturing District	
Zoning Summary		Current Land Uses
North	M2 – Limited Manufacturing District	Legacy Business Park – Light Industrial uses
East	PL – Public Lands	St. Charles Parking District – East Side Sports Complex
South	M2 – Limited Manufacturing District	Agricultural / Undeveloped
West	RS-4 Suburban Single Family OR Office Research RM-2 Medium Density Multi-Family	Single Family Residential Kensington School Cumberland Green Co-Op – Multi-Family Residential
Comprehensive Plan Designation		
Industrial/Business Park		

Aerial Photograph



Zoning Map



II. PROJECT OVERVIEW:

BACKGROUND

The subject property comprises 15 acres of a 33 acre parcel of undeveloped agricultural land along the east side of Kirk Road, south of the Legacy Business Park. The larger parcel extends south to Division Street. The south border is along the St. Charles/Geneva Township line, which is the agreed to future boundary line between St. Charles and Geneva.

The entire parcel of undeveloped land was annexed into the City in 2005 along with the Legacy Business Park. The property is zoned M2 Limited Manufacturing.

There is an annexation agreement on the property that provides for the site to be developed per the City's M2 zoning district. The agreement requires the extension of Division Street as an industrial collector street along the south border of the larger parcel. The Comprehensive Plans for both St. Charles and Geneva include the future extension of Division Street from Kirk Road to Kautz Road.

The Legacy Business Park to the north began constructed in 2005 and is partially completed, with a number of vacant lots. Most of the uses in the park are light industrial. Portions of the site that had been approved for retail/commercial and offices uses have not developed. The subdivision street network was constructed, including Legacy Boulevard, with a signalized intersection at Kirk Road. Legacy Blvd. also provides access to the East Side Sports Complex, located east of the subject property.

PROPOSAL

The proposal is to subdivide to create a 15 acre building lot on the northern portion of the larger undeveloped parcel. The proposed development is a 257,920 sf. industrial building (with 180,000 sf. to be constructed initially). The southern portion of the larger parcel extending to Division Street would not be subdivided at this time.

III. ANALYSIS OF PLANS

ZONING COMPLIANCE

Committee is reviewing the subdivision only, not the actual development plans for the building on the lot. However, this information has been provided to understand the anticipated site plan in relation to the proposed lot. The proposed building lot meets all of the M2 zoning requirements, as shown in the table below.

	M2 Zoning Standard	Proposed
Min. Lot Area	None	14.99 acres
Min. Lot Width	None	871 ft.
Max. Building Coverage	60%	39.4%
Max. Building Height	60 ft.	TBD
Front Yard	40 ft.	40 ft. along Kirk Rd.
Interior Side Yard	Building: 20 ft., Parking 0 ft.	North Lot Line: Building: 81 ft. South Lot Line: Building: 20 ft.
Rear Yard	Building, 20 ft., Parking 0 ft.	East Lot Line: Building: 130 ft.
Landscape Buffer Yard	40 ft. adjacent to residential	40 ft. along Kirk Rd.

Required Parking	For Manufacturing, Light or Heavy, and Warehouse/Distribution 1 space per 1,000 sf of gross floor area	At full build out: 257 spaces required, 267 spaces provided.
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ACCESS

No new public streets are proposed as a part of the project. Full access to the lot will be from the existing street stub of Equity Drive on the north and from a proposed right-in/right-out access to Kirk Road at the south end of the proposed lot. All truck traffic will utilize Equity Drive.

Kirk Road is under the jurisdiction of the Kane County Department of Transportation (KDOT). Installation of the right-in/right-out access will require approval from Kane County. On August 18, 2015, the Kane County Board Transportation Committee reviewed the proposal and was supportive of the right-in/right-out access.

TRAFFIC STUDY

A traffic study has been provided. The study finds that the proposed access is adequate for the site to be developed as proposed. This traffic study information is also being reviewed by KDOT in connection with the proposed new right-in/right-out access point.

Traffic studies were conducted in 2005 at the time the Legacy Business Park to the north was approved. Those traffic studies assumed development of the larger undeveloped parcel to the south, which includes the proposed lot, would occur with light industrial uses and potentially some other higher traffic generating retail or service uses. It was also assumed that traffic from the undeveloped parcel would have access to Kirk Road from both the Legacy Blvd. and Division St. traffic signals. As proposed, without cross access, traffic from the undeveloped parcel would be split between the two intersections (with traffic from the proposed lot not having access to future Division St.).

Quantifying future traffic from the undeveloped portions of Legacy Business Park is difficult because the site has not developed with the land uses that were anticipated. A number of higher traffic generating land uses were contemplated on certain lots, including commercial service/restaurant uses and office buildings. The City is not aware of any of these types of businesses having an interest in this location.

Information in the traffic study regarding the Phase II development and the design of Division Street will be reviewed at the time the southern portion of the larger parcel is proposed to be subdivided.

FINAL PLAT OF SUBDIVISION

A Final Plat of Subdivision has been submitted. The plat appears to comply with all code requirements. The plat may need to be revised depending on revisions to the final engineering plans for the development of the proposed lot.

The final version of the plat will need to include a table listing all easement areas to be granted to the City.

Also, the Kirk Rd. frontage should be labelled on the Final Plat as the Front Yard.

ENGINEERING REVIEW

Preliminary engineering plans are required to be submitted for a proposed subdivision that involves land improvements. In this case, because no streets are proposed, the land improvements required are relatively minimal and would be limited to constructing sidewalk and extending utilities along the frontage of Kirk Rd.

Because a building is being proposed for the property, final level engineering plans for the development of the lot have been submitted with the subdivision applications. The engineering improvements shown on the plans are mostly associated with the building itself.

Final engineering plans are subject to staff review and approval only. Plans have been reviewed by staff and comments have been provided to the developer. No major issues have been identified with the improvements shown on the plans.

A landscape plan has also been submitted. The required landscape areas have been provided on the plans and additional calculations have been requested to demonstrate compliance with the planting requirements.

IV. PLAN COMMISSION RECOMMENDATION

The Plan Commission reviewed the Preliminary and Final Plat of Subdivision on August 18, 2015 and recommended approval, 9-0.

V. STAFF RECOMMENDATION

Staff has found the application materials to be complete and the combined Preliminary and Final Plat of Subdivision to be substantially in compliance with the all code requirements, subject to the applicant submitting revised plans addressing the outstanding staff review comments.

Staff recommends approval of the combined Preliminary and Final Plat of Subdivision, contingent upon resolution of staff comments prior to City Council action.

VI. ATTACHMENTS

- Applications
- Engineering and Subdivision plat documents
- Traffic Study

CITY OF ST. CHARLES

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

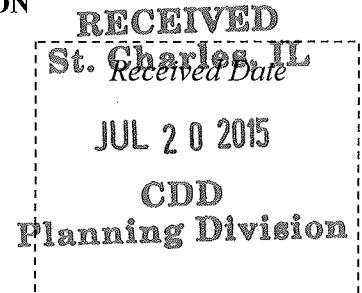


COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

PRELIMINARY PLAT OF SUBDIVISION APPLICATION

For City Use	
Project Name:	<u>Kirk Rd. St. Charles Subdivision</u>
Project Number:	<u>2015</u> -PR- <u>014</u>
Application No.	<u>2015</u> -AP- <u>026</u>



To request preliminary approval of a subdivision, complete this application and submit it with all required attachments to the Planning Division.

When the application is complete City staff will distribute the plans to other City departments for review. When the staff has determined that the plans are ready for Plan Commission review, we will place the proposed subdivision on a Plan Commission meeting agenda.

The information you provide must be complete and accurate. If you have any questions, please call the Planning Division and we will be happy to assist you.

1. Property Information:	Location: +/-1,000' north of the NEC of Kirk and Division	
	Parcel Number (s): 09-36-300-048	
	Proposed Subdivision Name: Kirk Road St. Charles Subdivision	
2. Applicant Information:	Name <u>VENTURE ONE ACQUISITIONS, LLC</u>	Phone <u>847-243-4306</u>
	Address <u>9500 W. BAYN MAWR AVENUE, SUITE 340</u> <u>ROSEMONT, IL 60018</u>	Fax <u>847-243-4307</u>
		Email <u>JEFFR@VENTUREONERO.COM</u>
3. Record Owner Information:	Name <u>EDWARD M. REGOLE REVOCABLE TRUST DATED 11/09/93</u>	Phone <u>630-594-7161</u>
	Address <u>P.O. Box 3411</u> <u>ST. CHARLES, IL 60174</u>	Fax <u>Same (but phone first)</u>
		Email <u>NONE</u>

Please check the type of application:

- ☐ **Preliminary Plat of Subdivision** (Final Plat of Subdivision to be filed later)
- ☒ **Combined Preliminary-Final Review Process** (Final Plat Application filed concurrently)

This application is not required for:

- **Minor Subdivision** – File only a Minor Subdivision - Final Plat application (Minor Subdivision per City Code Section 16.04.040: Meets all subdivision design standards, no more than 4 lots, no utility extensions or new streets, no stormwater detention required, lots meet minimum zoning standards)
- **Planned Unit Developments - PUD** (The PUD Preliminary Plan Application should be filed instead)

Attachment Checklist:

For Combined Preliminary-Final Review or where multiple applications have been submitted concurrently, do not submit duplicate checklist items or plans. Fee must be paid for each application.

☐ APPLICATION FEE:

Application fee in accordance with Appendix A of the Subdivision Code. Refer to attached Schedule of Application Fees.

☐ REIMBURSEMENT OF FEES AGREEMENT:

An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Exhibit B of the Zoning Ordinance.

☐ REIMBURSEMENT OF FEES INITIAL DEPOSIT:

Deposit of funds in escrow with the City. Required deposit is based on review items (number of applications filed) and the size of the site:

Number of Review Items	Under 5 Acres	5-15 Acres	16-75 Acres	Over 75 Acres
1	\$1,000	\$2,000	\$3,000	\$4,000
2 or 3	\$2,000	\$4,000	\$5,000	\$7,000
4 or more	\$3,000	\$5,000	\$7,000	\$10,000

☐ PROOF OF OWNERSHIP and DISCLOSURE:

Submit one of the following:

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

If the owner is not the applicant, submit the attached Ownership Authorization form to permit the applicant to act on the owner's behalf. If the owner or applicant is a Trust, a disclosure of all beneficiaries; if the owner or applicant is a Partnership, a disclosure of all partners; if the owner or applicant is a Corporation, a disclosure of all owners with an interest of at least ten percent (10%).)

NOTE: Private covenants and deed restrictions can limit private property rights with respect to the use of land even though the City's Zoning Ordinance may authorize the use or a less restrictive use. We strongly advise that you perform a title search on the property to determine if there any private covenants containing use restrictions

or other deed restrictions. As those private covenants and deed restrictions may conflict with the City's Zoning Ordinance, it is further recommended that you consult with an attorney to obtain an opinion with respect to whether your intended use is compatible with those restrictions.

❑ **LEGAL DESCRIPTION:**

For entire subject property, on 8 1/2 x 11 inch paper

❑ **PLAT OF SURVEY:**

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

❑ **SOIL AND WATER CONSERVATION DISTRICT APPLICATION:**

Copy of completed Land Use Opinion application as required by state law, as submitted to The Kane-Dupage Soil and Water Conservation District. <http://www.kanedupageswcd.org/>

Submit the application form and fee directly to the Kane-DuPage Soil and Water Conservation District. Provide a copy with this application.

❑ **ENDANGERED SPECIES REPORT:**

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnr.illinois.gov/EcoPublic/>

Fill out the online form, print the report and submit with this application.

❑ **PLANS:**

All required plans shall be drawn on sheets no larger than 24" x 36", unless the Director of Community Development permits a larger size when necessary to show a more comprehensive view of the project. All required plans shall show north arrow and scale, and shall be drawn at the same scale (except that a different scale may be used to show details or specific features). All plans shall include the name of the project, developer or owner of site, person or firm preparing the plan, and the date of plan preparation and all revisions.

Copies of Plans:

Initial Submittal - Ten (10) full size copies, Three (3) 11" by 17", and a PDF electronic file (On a CD-ROM or may be emailed to the Project Manager). For subsequent submittals, please contact the Project Manager to determine how many copies are required.

❑ **SUBDIVISION PLAT DRAWING REQUIREMENTS/CHECKLIST:**

Complete the attached checklist and ensure that all required information is included on the plat.

❑ **PRELIMINARY ENGINEERING PLANS – DRAWING REQUIREMENTS/CHECKLIST:**

Complete the attached checklist and ensure that all required information is included on the Preliminary Engineering Plans.

❑ **STORMWATER MANAGEMENT:**

Written information (reports, calculations, etc.) as described in the Stormwater Management Requirements for Preliminary Plans (attached).

❑ TREE PRESERVATION PLAN:

Tree Preservation Plan when required in accordance with Chapter 8.30 of the St. Charles Municipal Code. The information required for this plan may be included as part of the Landscape Plan set. See attachment, "Tree Preservation Requirements for Preliminary Plans".

❑ DEPARTURES FROM SUBDIVISION CODE STANDARDS:

List any requests for departures from the requirements of Title 16, "Subdivisions and Land Improvement," and reasons for requesting each departure.

❑ PARK AND SCHOOL LAND/CASH WORKSHEETS

For residential developments, Park and School land/cash worksheets in accordance with Title 16 of the St. Charles Municipal Code with population projections establishing anticipated population and student yields.

❑ INCLUSIONARY HOUSING SUMMARY & WORKSHEET:

For residential developments, submit information describing how the development will comply with the requirements of Chapter 17.18, Inclusionary Housing, including:

- The number and rental/for sale status of Market-Rate Units and Affordable Units to be constructed including type of dwelling, number of bedrooms per unit, proposed pricing, and construction schedule, including anticipated timing of issuance of building permits and occupancy certificates.
- Documentation and plans regarding locations of Affordable Units and Market-Rate Units, and their exterior appearance, materials, and finishes.
- A description of the marketing plan that the Applicant proposes to utilize and implement to promote the sale or rental of the Affordable Units within the development; and,
- Any proposal to pay fees in lieu of providing the required Affordable Unit, per section 17.18.050.

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

Edward J. Pegole Trustee 7/16/2015
Record Owner Date

Mark Hoode 7/16/15
Applicant or Authorized Agent Date

CITY OF ST. CHARLES

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

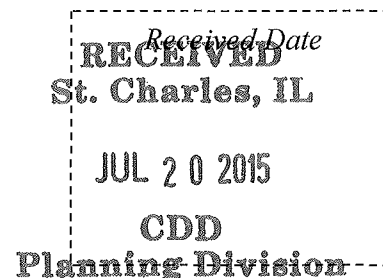


COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

FINAL PLAT OF SUBDIVISION APPLICATION

For City Use	
Project Name:	Kirk Rd. St. Charles Subdivision
Project Number:	2015 -PR- 014
Application Number:	2015 -AP- 027



To request approval of Final Plat for a Subdivision, complete this application and submit it with all required attachments to the Planning Division.

When this application is complete and the plans are substantially in compliance with requirements, the Final Plat will be placed on a Plan Commission agenda for review.

The information you provide must be complete and accurate. If you have any questions, please call the Planning Division and we will be happy to assist you.

1. Property Information:	Location: +/-1,000' North of the NEC of Kirk and Division	
	Parcel Number (s): 09-36-300-048	
	Proposed Subdivision Name: Kirk Road St Charles Subdivision	
2. Applicant Information:	Name VENTURE ONE ACQUISITIONS, LLC	Phone 847-243-4300
	Address 7500 W. BRYAN MAWR AVENUE, SUITE 340 ROSEMONT, IL 60018	Fax 847-243-4303
		Email JEFF@VENTUREONERE.COM
3. Record Owner Information:	Name EDWARD N. REGOLE REVOCABLE TRUST DATED 11/09/93	Phone 630-584-7161
	Address P.O. BOX 3411 ST. CHARLES, IL 60174	Fax Same (but phone first)
		Email NAN?

Please check the type of application:



Subdivision:

- ☐ Preliminary Subdivision Plat was previously approved by the City
☒ Combined Preliminary-Final Review Process (Preliminary Plat Application filed concurrently)



Planned Unit Development (PUD):

- ☐ PUD Preliminary Plan was previously approved by the City
☐ Combined Preliminary-Final Review Process (PUD Preliminary Plan Application filed concurrently)
☐ PUD Final Plan application filed concurrently

This application is not required for a Minor Subdivision (Per City Code Section 16.04.040: Meets all subdivision design standards, no more than 4 lots, no utility extensions or new streets, no stormwater detention required, lots meet minimum zoning standards)

Attachment Checklist:

For Combined Preliminary-Final Review or where multiple applications have been submitted concurrently, do not submit duplicate checklist items or plans. Fee must be paid for each application.

☐ APPLICATION FEE:

Application fee in accordance with Appendix A of the Subdivision Code. (\$300)

☐ REIMBURSEMENT OF FEES AGREEMENT:

An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Appendix B of the Zoning Ordinance.

☐ REIMBURSEMENT OF FEES INITIAL DEPOSIT:

Deposit of funds in escrow with the City. Required deposit is based on review items (number of applications filed) and the size of the site:

Number of Review Items	Under 5 Acres	5-15 Acres	16-75 Acres	Over 75 Acres
1	\$1,000	\$2,000	\$3,000	\$4,000
2 or 3	\$2,000	\$4,000	\$5,000	\$7,000
4 or more	\$3,000	\$5,000	\$7,000	\$10,000

☐ PROOF OF OWNERSHIP and DISCLOSURE:

Submit one of the following:

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

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

NOTE: Private covenants and deed restrictions can limit private property rights with respect to the use of land even though the City's Zoning Ordinance may authorize the use or a less restrictive use. We strongly advise that you perform a title search on the property to determine if there any private covenants containing use restrictions or other deed restrictions. As those private covenants and deed restrictions may conflict with the City's Zoning Ordinance, it is further recommended that you consult with an attorney to obtain an opinion with respect to whether your intended use is compatible with those restrictions.

❑ **PLANS:**

All required plans shall be drawn on sheets no larger than 24" x 36", unless the Director of Community Development permits a larger size when necessary to show a more comprehensive view of the project. All required plans shall show north arrow and scale, and shall be drawn at the same scale (except that a different scale may be used to show details or specific features). All plans shall include the name of the project, developer or owner of site, person or firm preparing the plan, and the date of plan preparation and all revisions.

Copies of Plans:

Ten (10) full size copies, Three (3) 11" by 17", and a PDF electronic file (On a CD-ROM or may be emailed to the Project Manager). For subsequent submittals, please contact the Project Manager to determine how many copies are required.

❑ **SUBDIVISION PLAT – DRAWING REQUIREMENTS/CHECKLIST:**

Complete the attached checklist and ensure that all required information is included on the plat.

❑ **FINAL ENGINEERING PLANS – DRAWING REQUIREMENTS/CHECKLIST:**

Complete the attached checklist and ensure that all required information is included on the Final Engineering Plans.

❑ **ENGINEER'S COST ESTIMATE SPREADSHEET:**

See attached form.

❑ **STORMWATER MANAGEMENT PERMIT APPLICATION** (if not already filed)

❑ **STORMWATER REPORT**

❑ **FINANCIAL GUARANTEE & LAND IMPROVEMENT AGREEMENT**

When submitting the application, provide a draft or description of the proposed guarantee for the payment and completion of Land Improvements (consisting of proposed form, amount and provider of completion guarantee collateral - bond, cash, or letter of credit).

- For Letter of Credit form, see City Code Title 16, Appendix C.
- For Land Improvement Agreement, see City Code Title 16, Appendix D.

A Financial Guarantee and Land Improvement Agreement must be provided prior to the City signing the Final Plat of Subdivision and recording the plat.

❑ **COPIES OF THIRD PARTY PERMIT/APPROVALS**

- Illinois EPA Water Pollution Control Permit for sanitary sewer extension

- Illinois EPA Division of Public Water Supplies Permit for water mains
- Notice of Intent (NOI) letter/permit for NPDES Stormwater Discharge for sites 5 acres and larger
- IDNR Office of Water Resources Permit (for work in flood plain)
- Wetlands Permit from Army Corps of Engineers
- Kane County DOT and/or IDOT signature on Final Plat (if applicable)
- Offsite easements and right of way necessary to construct the required Land Improvements

☐ **WORKSHEETS (Residential Development only)**

- PARK AND SCHOOL LAND/CASH WORKSHEETS: For residential developments, Park and School land/cash worksheets in accordance with Title 16 of the St. Charles Municipal Code with population projections establishing anticipated population and student yields.
- INCLUSIONARY HOUSING WORKSHEET

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

Edward H. Regole Trustee 7/16/2015
Record Owner Date

Mark G. Hodge 7/16/15
Applicant or Authorized Agent Date

**OWNERSHIP DISCLOSURE FORM
LAND TRUST**

STATE OF ILLINOIS)
) SS.
KANE COUNTY)

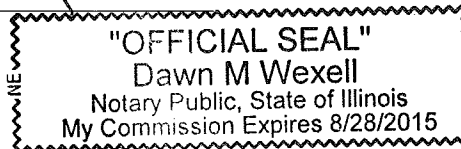
I, Edward M. Regole, being first duly sworn on oath depose and say that I am
Sole Trustee
Trust Officer of Edward M. Regole Revocable Trust, and that the following
dated 11/9/93
persons are all of the beneficiaries of Land Trust No. _____:
the trust

<u>Edward M. Regole</u>	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

By: Edward M. Regole, Trustee
Trust Officer

Subscribed and Sworn before me this 16th day of
July, 20 15.

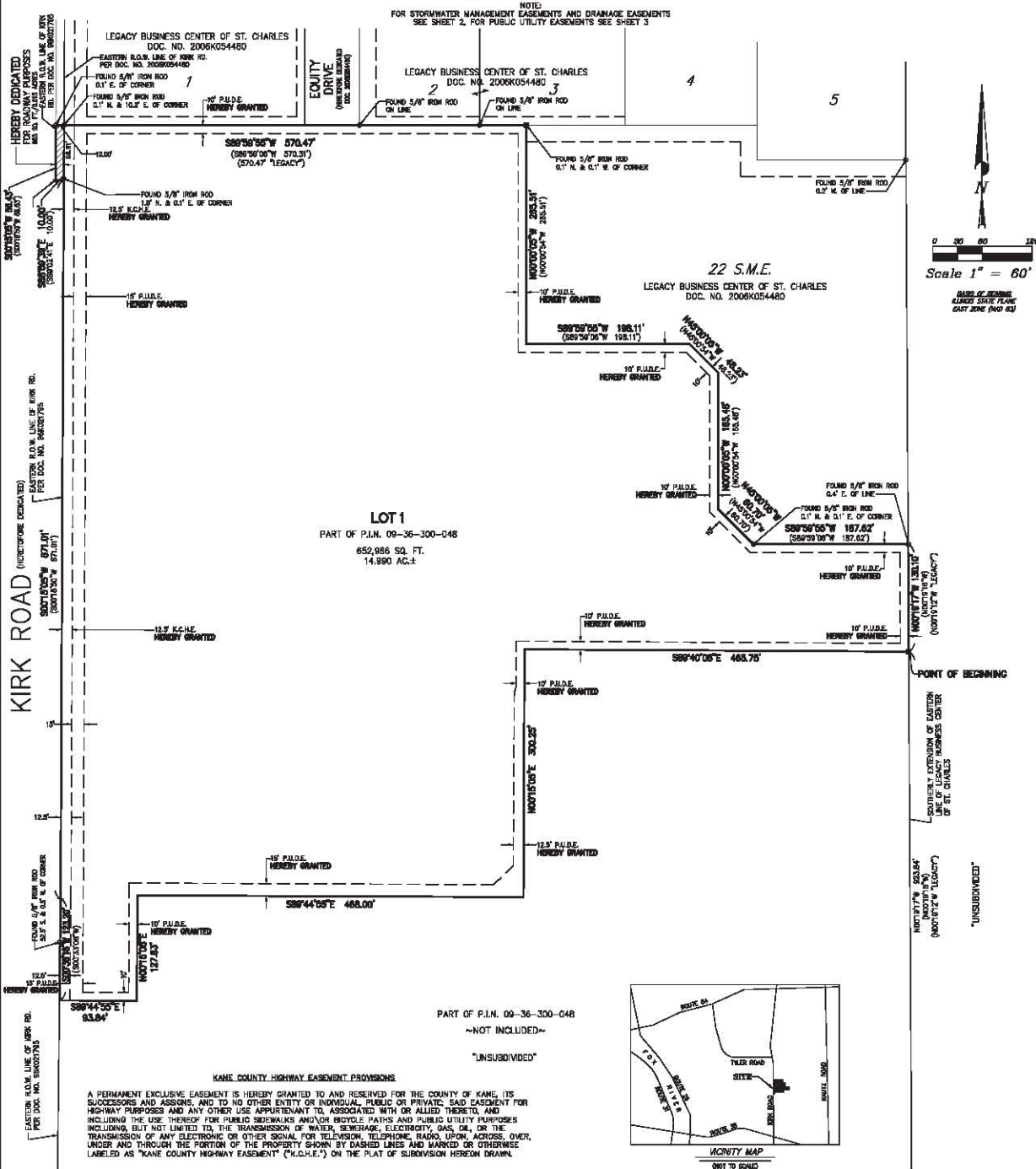
Dawn M. Wexell
Notary Public



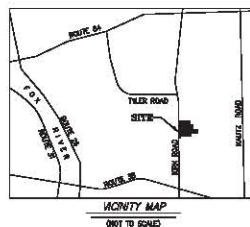
KIRK ROAD ST. CHARLES SUBDIVISION

P.L.N. NUMBER
PART OF 09-36-300-048

OF
PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 40, NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL
MERIDIAN, KANE COUNTY, ILLINOIS.



Scale 1" = 60'
N
NORTH ARROW
BASE OF IRON ROD
EAST ZONE (NAD 83)



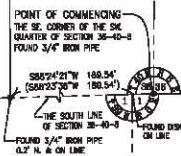
KANE COUNTY HIGHWAY EASEMENT PROVISIONS
A PERMANENT EXCLUSIVE EASEMENT IS HEREBY GRANTED TO AND RESERVED FOR THE COUNTY OF KANE, ITS SUCCESSORS AND ASSIGNS, AND TO NO OTHER ENTITY OR INDIVIDUAL, PUBLIC OR PRIVATE, SAID EASEMENT FOR HIGHWAY PURPOSES AND ANY OTHER USE APPROPRIATE TO, ASSOCIATED WITH OR ALLIED THERETO, AND INCLUDING THE USE THEREOF FOR PUBLIC SIDEWALKS AND/OR BICYCLE PATHS AND PUBLIC UTILITY PURPOSES INCLUDING, BUT NOT LIMITED TO, THE TRANSMISSION OF WATER, SEWERAGE, ELECTRICITY, GAS, OR, ON THE TRANSMISSION OF ANY ELECTRONIC OR OTHER SIGNAL, FOR TELEVISION, TELEPHONE, RADIO, UHF, ACROSS, OVER, UNDER AND THROUGH THE PORTION OF THE PROPERTY SHOWN BY DASHED LINES AND MARKED OR OTHERWISE LABELED AS "KANE COUNTY HIGHWAY EASEMENT" ("K.C.H.E.") ON THE PLAT OF SUBDIVISION HEREON DRAWN.

PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS
A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF ST. CHARLES AND TO ALL PUBLIC UTILITY COMPANIES OF ANY KIND OPERATING UNDER FRANCHISE GRANTING THEM EASEMENT RIGHTS FROM SAID CITY OF ST. CHARLES, INCLUDING BUT NOT LIMITED TO, AMERITECH AND MOOR AND TO THEIR SUCCESSORS AND ASSIGNS (HEREIN COLLECTIVELY REFERRED TO AS "GRANTEES"), IN, UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "PUBLIC UTILITY AND DRAINAGE EASEMENT" ON THE PLAT OF EASEMENT HEREON DRAWN FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, REPAIRING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING, AND MAINTAINING ABOVE GROUND AND UNDERGROUND ELECTRICAL SYSTEMS, CABLE TELEVISION, COMMUNICATION, GAS, TELEPHONE OR OTHER UTILITY LINES OR APPURTENANCES, SANITARY AND STORM SEWERS, DRAINAGE WAYS, STORM WATER DETENTION AND RETENTION, WATER MAINS AND ANY AND ALL MAN-HOLES, HYDRANTS, PIPES, CONNECTIONS, CATCH BASINS, BUFFALO BOXES AND WITHOUT LIMITATION, SUCH OTHER INSTALLATIONS AS MAY BE REQUIRED TO FURNISH PUBLIC UTILITY SERVICE TO ADJACENT AREAS TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE REAL ESTATE PLACED HEREON FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO MAKE ANY OR ALL OF THE ABOVE WORK. THE PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF ST. CHARLES AND THE RESPECTIVE SUCCESSORS AND ASSIGNS FOR MAINTAINING THE UNINTERRUPTED AND UNIMPEDED CONVEYANCE, FLOW AND RUNOFF OF SURFACE STORM WATER ACROSS AND UPON THE AREAS DESIGNATED ON THIS PLAT AS DRAINAGE EASEMENT. THE RIGHT IS HEREBY GRANTED TO SAID GRANTEE TO CUT DOWN, TOP, OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS THAT INTERFERE WITH THE DRAINAGE WAYS AND OPERATION OF OR ACCESS TO SAID UTILITY INSTALLATIONS, WITHOUT LIMITATION, IN, ON, UPON OR ACROSS, UNDER, OR THROUGH SAID EASEMENTS.
NO PERMANENT BUILDINGS, TREES, GARDENS, SHRUBS, OR BERRING SHALL BE PLACED ON OR IN SAID EASEMENTS, BUT THE EASEMENT AREAS MAY BE USED FOR PARKING, FENCES, SIDEWALKS, AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE AFORESAID USES AND RIGHTS. WHERE AN EASEMENT IS USED FOR STORM OR SANITARY SEWERS, OTHER UTILITY INSTALLATIONS SHALL BE SUBJECT TO THE PRIOR APPROVAL OF SAID CITY OF ST. CHARLES SO AS NOT TO INTERFERE WITH THE GRAVITY FLOW IN SAID SEWER OR SEWERS. UTILITY INSTALLATIONS, OTHER THAN THOSE MANAGED BY THE CITY OF ST. CHARLES, SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF ST. CHARLES, AS TO DESIGN AND LOCATION, AND ALL OTHER INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE CITY OF ST. CHARLES.
FOLLOWING ANY WORK TO BE PERFORMED BY THE GRANTEE IN THE EXERCISE OF ITS EASEMENT RIGHTS GRANTED HEREON, THE GRANTEE SHALL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION INCLUDING, BUT NOT LIMITED TO, THE RESTORATION, REPAIR, OR REPLACEMENT OF ANY LANDSCAPING PROVIDED, HOWEVER, THE GRANTEE SHALL BE OBLIGATED FOLLOWING ANY SUCH WORK, TO SHOVEL AND MOUND SO AS TO RETAIN SUITABLE DRAINAGE, REMOVE DEBRIS, AND LEAVE THE AREA IN GENERALLY CLEAN AND WORKMANLIKE CONDITION.

LEGEND	
■	CONCRETE MONUMENT TO BE SET
○ P.L.N.	FOUND IRON ROD
K.C.H.E.	KANE COUNTY HIGHWAY EASEMENT
S.M.E.	STORMWATER MANAGEMENT EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
P.U.D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT
D.E.	DRAINAGE EASEMENT

- NOTES:
- IRON RODS WITH CAPS WILL BE SET AT ALL CORNERS UNLESS OTHERWISE NOTED.
 - ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
 - THE SUBJECT SITE IS CURRENTLY ZONED M-2 "LIMITED MANUFACTURING" PER THE PER THE CITY OF ST. CHARLES 2015 ZONING MAP PUBLISHED MARCH 1, 2015.

AREA TABLE	
LOT 1	652,986 SQ. FT. / 14.990 AC.
R.O.W. TO BE DEDICATED	685 SQ. FT. / 0.015 AC.
TOTAL	653,671 SQ. FT. / 15.005 AC.



Survey No. DSB4J

Ordered By:	VENTURE ONE REAL ESTATE
Description:	PLAT OF SUBDIVISION
Date Prepared:	JULY 17, 2018
Scale:	1" = 60'

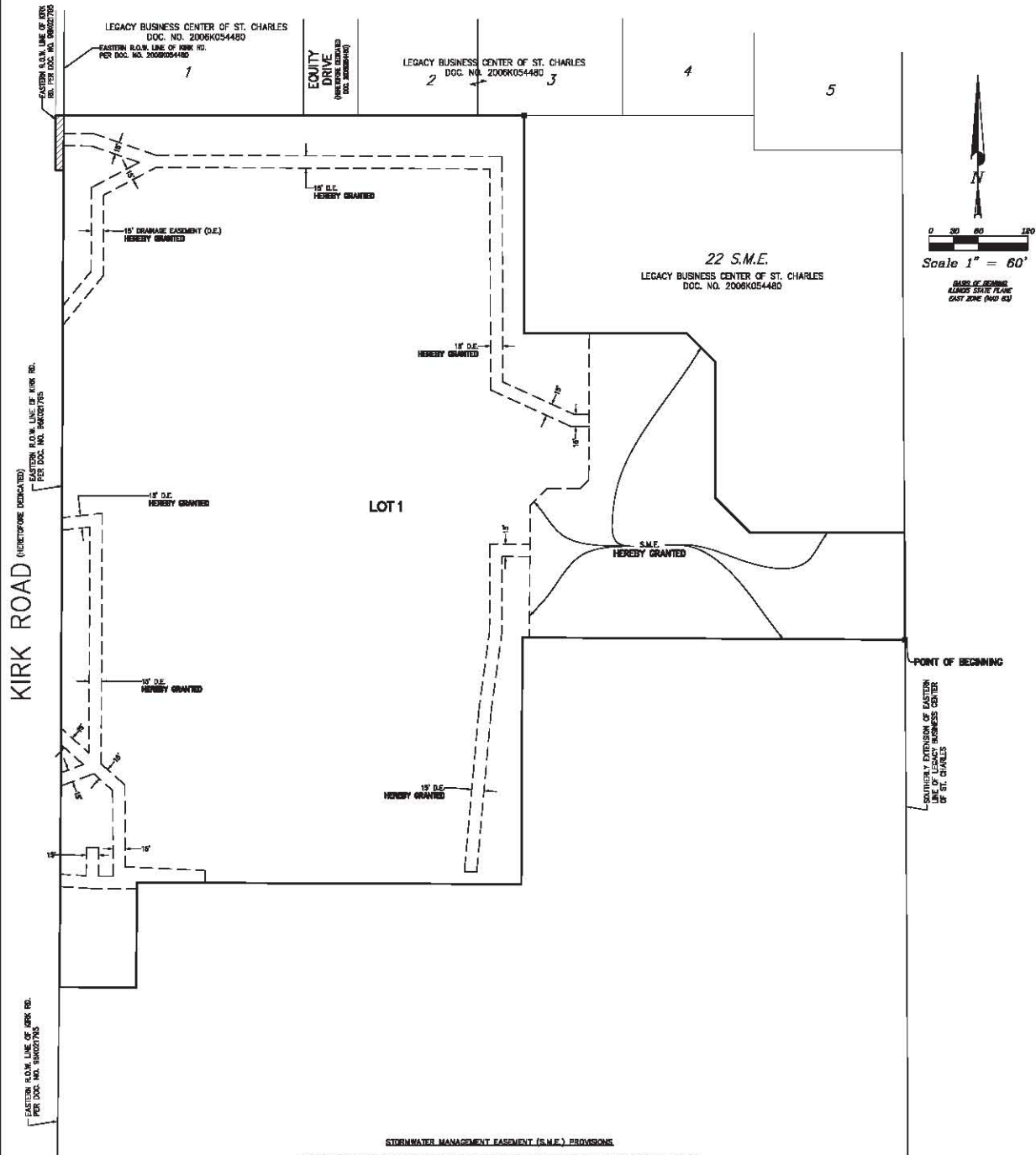
SHEET 1 OF 4

JACOB & HEFNER ASSOCIATES
1510 S. Third Street, Suite 100, Lombard, IL 60148
Phone: (630) 942-4888, Fax: (630) 942-4888
www.jacobandhefner.com
Licensed Professional Surveyors
License No. 044-000078 Exp. 03/2017

P.I.N. NUMBER:
PART OF 09-36-300-048

OF

PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 40, NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS.



STORMWATER MANAGEMENT EASEMENT (S.M.E.) PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF ST. CHARLES AND TO THEIR SUCCESSORS AND ASSIGNS, IN, UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN HEREON TO THE CITY OF ST. CHARLES, FOR THE PURPOSES OF CONSTRUCTION, CONSTRUCTION, REPAIR, REPLACING, REMOVING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING, AND MAINTAINING STORM SEWERAGE, SANITARY SEWERAGE, WATER MAINS, WATER LINES, WATER SERVICE LINES, WATER SERVICE CONNECTIONS, CATCH BASINS, AND WITHOUT LIMITATION, SUCH OTHER INSTALLATIONS AS MAY BE REQUIRED FOR THE PROPER OPERATION OF THE STORM SEWERAGE AND SANITARY SEWERAGE SYSTEMS, AS PLATED HEREON FOR THE NECESSARY PERSONNEL, AND EQUIPMENT TO MAKE ANY OR ALL OF THE ABOVE WORK AND BUILDING SHALL BE PLACED ON AND OVER EASEMENT PREMISES WITHOUT PRESENT OR FUTURE INTERFERENCE WITH THE USE AND ENJOYMENT OF THE EASEMENT PREMISES. THE STORMWATER MANAGEMENT EASEMENT SHALL BE BOUND ON THE HEIRS, DESCENDANTS, ADMINISTRATORS, SUCCESSORS AND ASSIGNS OF THE EASEMENT GRANTOR. THE EASEMENT GRANTOR'S OBLIGATIONS SHALL NOT BE AFFECTED BY THE STORMWATER MANAGEMENT EASEMENT WITHOUT HAVING FIRST RECEIVED WRITTEN APPROVAL OF THE STORMWATER MANAGEMENT EASEMENT GRANTOR. THE EASEMENT GRANTOR'S OBLIGATIONS SHALL RESTORE ANY STORMWATER MANAGEMENT EASEMENT AREA DISTURBED BY UNAUTHORIZED ACTIVITIES.

Survey No.:	DS24j		
Ordered By:	VENTURE ONE REAL ESTATE		
Description:	PLAY OF SUMMERSHOW		
Date Prepared:	JULY 17, 2016		
Scale:	1" = 60'	Field Work: Prepared By:	RB/BA/RS BRV

SHEET 2 OF 4



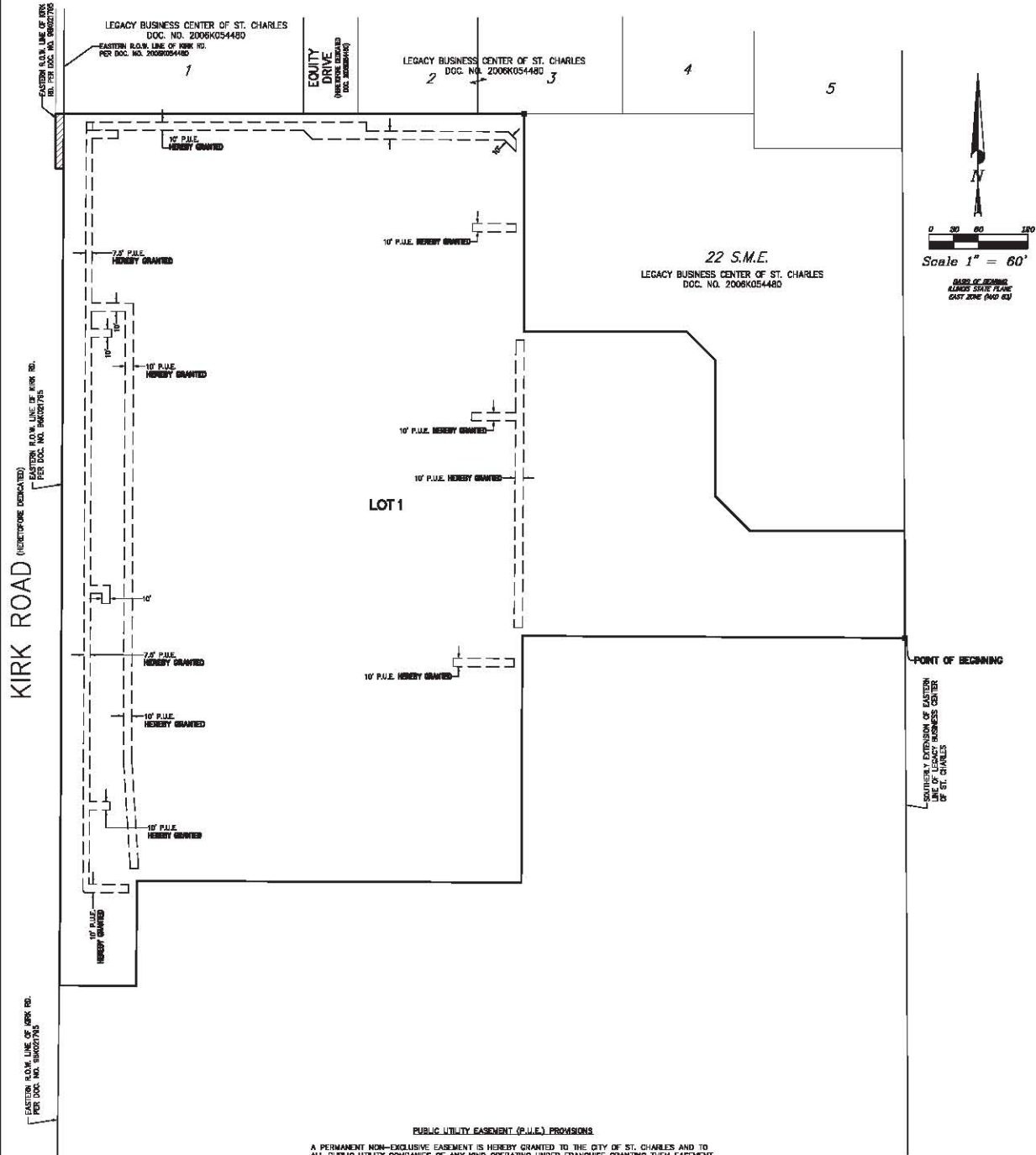
JACOB & HEFNER
ASSOCIATES
1910 S. Third Street, Suite 120, Lombard, IL 60148
PHONE: (630) 822-6688, FAX: (630) 822-6684
www.jacobandhefner.com
Illinois Professional Seal & Firm
License No. 264-000079 Exp. 06/01/17

P.L.M. NUMBER
PART OF 08-36-300-048

KIRK ROAD ST. CHARLES SUBDIVISION

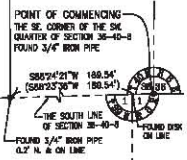
OF

PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 40, NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL
MERIDIAN, KANE COUNTY, ILLINOIS.



PUBLIC UTILITY EASEMENT (P.U.E.) PROVISIONS

A PERMANENT NON-EXCLUSIVE EASEMENT IS HEREBY GRANTED TO THE CITY OF ST. CHARLES AND TO ALL PUBLIC UTILITY COMPANIES OF ANY KIND OPERATING UNDER FRANCHISE GRANTING THEM EASEMENT RIGHTS FROM SAID CITY OF ST. CHARLES, INCLUDING BUT NOT LIMITED TO, AMERITECH AND NIOP AND TO THEIR SUCCESSORS AND ASSIGNS (HEREIN COLLECTIVELY REFERRED TO AS "GRANTEES"), IN, UPON, ACROSS, OVER, UNDER, AND THROUGH THE AREAS SHOWN BY DASHED LINES AND LABELED "PUBLIC UTILITY EASEMENT (P.U.E.)" ON THE PLAT OF SUBDIVISION HEREON DRAWN FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, INSPECTING, OPERATING, REPLACING, RENOVATING, ALTERING, ENLARGING, REMOVING, REPAIRING, CLEANING, AND MAINTAINING ABOVE GROUND AND UNDERGROUND ELECTRICAL SYSTEMS, CABLE TELEVISION, COMMUNICATION, GAS, TELEPHONE OR OTHER UTILITY LINES OR APPURTENANCES, SANITARY AND STORM SEWERS, DRAINAGE WAYS, STORM WATER DETENTION AND RETENTION, WATER MAINS AND ANY AND ALL MANHOLES, HYDRANTS, PIPES, CONNECTIONS, CATCH BASINS, BUFFALO BOXES AND WITHOUT LIMITATION, SUCH OTHER INSTALLATIONS AS MAY BE REQUIRED TO FURNISH PUBLIC UTILITY SERVICE TO ADJACENT AREAS TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE REAL ESTATE PLATED HEREON FOR THE NECESSARY PERSONNEL AND EQUIPMENT TO MAKE ANY OR ALL OF THE ABOVE WORK. THE RIGHT IS ALSO HEREBY GRANTED TO SAID GRANTEES TO CUT DOWN, TRIM, OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS THAT INTERFERE WITH THE OPERATION OF OR ACCESS TO SAID UTILITY INSTALLATIONS, WITHOUT LIMITATION, IN, ON, UPON OR ACROSS, UNDER, OR THROUGH SAID EASEMENTS. IN THE EVENT UTILITY MAINTENANCE IS PERFORMED WITHIN THE UTILITY EASEMENT, THE CITY OF ST. CHARLES WILL HAVE NO OBLIGATION WITH RESPECT TO SURFACE RESTORATION INCLUDING, BUT NOT LIMITED TO, THE RESTORATION, REPAIR, OR REPLACEMENT OF ANY LANDSCAPING PROVIDED, HOWEVER, THE GRANTEES SHALL BE OBLIGATED FOLLOWING ANY SUCH WORK TO BACKFILL AND MOUND SO AS TO RETAIN SUITABLE DRAINAGE, REMOVE DEBRIS, AND LEAVE THE AREA IN GENERALLY CLEAN AND WORKMANLIKE CONDITION. NO PERMANENT BUILDINGS OR TREES SHALL BE PLACED ON SAID EASEMENTS, BUT THE EASEMENT AREAS MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, PAVING, FENCES, SIDEWALKS, CURBING, AND OTHER PURPOSES THAT DO NOT INTERFERE WITH THE AFORESAID USES AND RIGHTS. WHERE AN EASEMENT IS USED FOR STORM OR SANITARY SEWERS, OTHER UTILITY INSTALLATIONS SHALL BE SUBJECT TO THE PRIOR APPROVAL OF SAID CITY OF ST. CHARLES SO AS NOT TO INTERFERE WITH THE GRAVITY FLOW IN SAID SEWER OR SEWERS. UTILITY INSTALLATIONS, OTHER THAN THOSE MANAGED BY THE CITY OF ST. CHARLES, SHALL BE SUBJECT TO THE APPROVAL OF THE CITY OF ST. CHARLES, AS TO DESIGN AND LOCATION, AND ALL OTHER INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE CITY OF ST. CHARLES.



Survey No.	DSB4
Ordered By:	VENTURONE ONE REAL ESTATE
Description:	PLAT OF SUBDIVISION
Date Prepared:	JULY 17, 2018
Scale:	1" = 60'
Field Work:	8/8/2018
Prepared By:	RY

SHEET 3 OF 4

JACOB & HEFNER
ASSOCIATES
1300 N. Third Street, Suite 100, Lombard, IL 60148
Phone: (630) 962-4888, Fax: (630) 962-4888
www.jacobandhefner.com
Black & Veatch Registered Design Firm
License No. 004-00078 Exp. 03/2017

KIRK ROAD ST. CHARLES SUBDIVISION

OF

PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 40, NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL
MERIDIAN, KANE COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF _____)
COUNTY OF _____) SS

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE PROPERTY DESCRIBED
IN THE ANNEXED PLAT AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, PLATTED, AND
RECORDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES
HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREIN INDICATED.

PURSUANT TO SECTION 1006 OF THE PLAT ACT, 765 ILCS 205, THIS DOCUMENT SHALL SERVE AS
THE NOTARIZED STATEMENT CONCERNING THE SCHOOL DISTRICT STATEMENT TO BE SUBMITTED
SIMULTANEOUSLY WITH THE FINAL PLAT OF KIRK ROAD ST. CHARLES SUBDIVISION, IN KANE COUNTY,
ILLINOIS.

TO THE BEST OF THE OWNER'S KNOWLEDGE THE SCHOOL DISTRICT(S) IN WHICH THE TRACT OF LAND
LIES, IS IN THE FOLLOWING DISTRICT(S):

ST. CHARLES COMMUNITY UNIT SCHOOL DISTRICT 303.

DATED THIS _____ DAY OF _____, 2015.

(OWNER NAME/ADDRESS)

BY: _____

ITS: _____

NOTARY CERTIFICATE

STATE OF _____)
COUNTY OF _____) SS

I, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE

AFORSAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE
THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT APPEARED BEFORE
ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID
INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET
FORTH.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, 2015.

BY: _____
NOTARY PUBLIC COMMISSION EXPIRES

CERTIFICATE OF COUNTY CLERK

STATE OF ILLINOIS)
COUNTY OF KANE) SS

I, _____, COUNTY CLERK OF KANE COUNTY, ILLINOIS, DO HEREBY
CERTIFY THAT THERE ARE NO DELINQUENT TAXES, NO UNPAID FORFEITED TAXES, NO UNPAID CURRENT
GENERAL TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE
ANNEXED PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED
PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT GENEVA, ILLINOIS,

THIS _____ DAY OF _____ IN THE YEAR 2015 A.D.

BY _____
COUNTY CLERK

CERTIFICATE OF COUNTY ENGINEER

STATE OF ILLINOIS)
COUNTY OF KANE) SS

THIS PLAT HAS BEEN APPROVED BY THE KANE COUNTY ENGINEER WITH RESPECT TO ROADWAY ACCESS
TO _____ PURSUANT TO ILCS CHAPTER 765 PARAGRAPH 205/2.

DATED AT _____, ILLINOIS, THIS _____ DAY OF _____, A.D. 2015.

COUNTY ENGINEER

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS)
COUNTY OF KANE) SS

I DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT, OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS
OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED
IN THE PLAT.

DATED AT THE CITY OF ST. CHARLES, THIS _____ DAY OF _____, A.D. 2015.

BY _____
COLLECTOR OF SPECIAL ASSESSMENTS

DIRECTOR OF COMMUNITY DEVELOPMENT

STATE OF ILLINOIS)
COUNTY OF KANE) SS

I, _____ DO HEREBY CERTIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED, OR
THE REQUIRED GUARANTEE BOND HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED LAND IMPROVEMENTS.

DATED AT THE CITY OF ST. CHARLES,

THIS _____ DAY OF _____, A.D. 2015.

DIRECTOR OF COMMUNITY DEVELOPMENT

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF KANE) SS

APPROVED THIS _____ DAY OF _____, 2015 A.D.

CITY OF ST. CHARLES PLAN COMMISSION

CHAIRMAN

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF KANE) SS

APPROVED AND ACCEPTED THIS _____ DAY OF _____, A.D. 2015.

CITY COUNCIL OF THE CITY OF ST. CHARLES, ILLINOIS,

BY _____

MAYOR

ATTEST _____

CITY CLERK

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF KANE) SS

THIS IS TO CERTIFY THAT I, TIMOTHY G. WOLFE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED AND
SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD
PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 36; THENCE SOUTH 88
DEGREES 44 MINUTES 21 SECONDS WEST (BASIS OF BEARINGS - ILLINOIS STATE PLANE COORDINATES - EAST ZONE
(NAD83)) ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER SECTION 180.54 FEET TO THE SOUTHERLY
EXTENSION OF THE EASTERN LINE OF LEGACY BUSINESS CENTER OF ST. CHARLES RECORDED MAY 16, 2008, AS
DOCUMENT NUMBER 8000031440 IN THE OFFICE OF THE RECORDER, KANE COUNTY, ILLINOIS; THENCE NORTH 00
DEGREES 19 MINUTES 17 SECONDS WEST ALONG SAID SOUTHERLY EXTENSION 803.84 FEET TO THE POINT OF
BEGINNING OF THIS DESCRIPTION; THENCE CONTINUING NORTH 00 DEGREES 18 MINUTES 17 SECONDS WEST ALONG
SAID SOUTHERLY EXTENSION 135.10 FEET TO THE SOUTHEAST CORNER OF SAID LEGACY BUSINESS CENTER OF ST.
CHARLES (THE FOLLOWING SEVEN (7) COURSES ARE ALONG THE SOUTHERN LINE OF SAID LEGACY BUSINESS CENTER
OF ST. CHARLES SUBDIVISION: 1) THENCE SOUTH 88 DEGREES 50 MINUTES 55 SECONDS WEST 187.82 FEET; 2)
THENCE NORTH 45 DEGREES 00 MINUTES 00 SECONDS WEST 60.70 FEET; 3) THENCE NORTH 00 DEGREES 00 MINUTES
05 SECONDS WEST 185.48 FEET; 4) THENCE NORTH 45 DEGREES 00 MINUTES 05 SECONDS WEST 48.53 FEET; 5)
THENCE SOUTH 88 DEGREES 50 MINUTES 55 SECONDS WEST 188.11 FEET; 6) THENCE NORTH 00 DEGREES 00
MINUTES 05 SECONDS WEST 285.51 FEET; 7) THENCE SOUTH 88 DEGREES 50 MINUTES 55 SECONDS WEST 570.47
FEET TO THE SOUTHWEST CORNER OF SAID LEGACY BUSINESS CENTER OF ST. CHARLES, SAID POINT ALSO BEING
ON THE EASTERN LINE OF KIRK ROAD AS CONVEYED TO THE COUNTY OF KANE BY A TRUSTEE'S DEED RECORDED AS
DOCUMENT NUMBER 800021776 IN THE OFFICE OF THE RECORDER, KANE COUNTY, ILLINOIS (THE FOLLOWING FOUR (4)
COURSES ARE ALONG SAID EASTERN LINE OF KIRK ROAD: 1) THENCE SOUTH 00 DEGREES 15 MINUTES 05 SECONDS
WEST 88.43 FEET; 2) THENCE SOUTH 88 DEGREES 38 MINUTES 38 SECONDS EAST 10.00 FEET; 3) THENCE SOUTH 00
DEGREES 15 MINUTES 05 SECONDS WEST 871.01 FEET TO AN ANGLE POINT IN SAID EASTERN LINE; 4) THENCE
SOUTH 00 DEGREES 38 MINUTES 18 SECONDS WEST 123.20 FEET; THENCE SOUTH 88 DEGREES 44 MINUTES 55
SECONDS EAST 93.84 FEET; THENCE NORTH 00 DEGREES 15 MINUTES 05 SECONDS EAST 127.63 FEET; THENCE
SOUTH 88 DEGREES 44 MINUTES 55 SECONDS EAST 480.00 FEET; THENCE NORTH 00 DEGREES 15 MINUTES 05
SECONDS EAST 300.25 FEET; THENCE SOUTH 88 DEGREES 40 MINUTES 00 SECONDS EAST 465.75 FEET TO THE
POINT OF BEGINNING IN KANE COUNTY, ILLINOIS, CONTAINING 15.005 ACRES, MORE OR LESS.

THE PLAT HEREON DRAWN IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY AND ACCURATELY DEPICTS
SAID PROPERTY. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF. I FURTHER CERTIFY THAT
ACCORDING TO A SCALED INTERPRETATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE
RATE MAP INDEX HAVING MAP NUMBER OF 1708000000 FOR KANE COUNTY, ILLINOIS AND INCORPORATED AREAS,
THE SUBJECT TRACT FALLS WITHIN PANEL NUMBER 1708000000. ACCORDING TO THIS MAP INDEX SHEET WHICH HAS
A MAP REVISION DATE OF JULY 17, 2012, PANEL NUMBER 1708000000 WAS NOT PRINTED, NO SPECIAL FLOOD
HAZARD AREAS EXIST.

GIVEN UNDER MY HAND AND SEAL, THIS _____ DAY OF _____, 2015.

TIMOTHY G. WOLFE
JACOB & HEFNER ASSOCIATES, INC.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-003335
MY LICENSE EXPIRES NOVEMBER 30, 2018



JACOB & HEFNER
ASSOCIATES
1530 N. Third Street, Suite 100, Lombard, IL 60148
TEL: 630-962-4888, FAX: 630-962-4888
www.jacob-hefner.com
Illinois Professional Land Surveyor
License No. 35-003335 Exp. 11/30/18



SITE IMPROVEMENT PLANS

FOR

180,000 SF BUILD-TO-SUIT

ST. CHARLES, ILLINOIS

VENTURE ONE REAL ESTATE, LLC.

D524J
180,000 SF BUILD-TO-SUIT
7/17/15

DRAWING INDEX

SHEET	TITLE
C1.0	COVER
C2.0	GENERAL NOTES & TYPICAL SECTIONS
C3.0	OVERALL EXISTING CONDITIONS & DEMOLITION PLAN
C3.1	EXISTING CONDITIONS & DEMOLITION PLAN - NORTH SECTION
C3.2	EXISTING CONDITIONS & DEMOLITION PLAN - SOUTH SECTION
C4.0	OVERALL DIMENSIONAL CONTROL & PAVING PLAN
C4.1	DIMENSIONAL CONTROL, SIGNAGE, STRIPING & PAVING PLAN - NORTH
C4.2	DIMENSIONAL CONTROL, SIGNAGE, STRIPING & PAVING PLAN - SOUTH
C5.0	OVERALL GRADING PLAN
C5.1	GRADING PLAN - NORTH SECTION
C5.2	GRADING PLAN - SOUTH SECTION
C5.3	DETAILED GRADING PLAN
C5.4	PUBLIC SIDEWALK DETAILED GRADING PLAN
C5.5	PUBLIC SIDEWALK DETAILED GRADING PLAN
C6.0	OVERALL UTILITY PLAN
C6.1	UTILITY PLAN - NORTH SECTION
C6.2	UTILITY PLAN - SOUTH SECTION
C6.3	SANITARY SEWER PLAN AND PROFILE SHEET 1
C6.4	SANITARY SEWER PLAN AND PROFILE SHEET 2
C6.5	UNDERDRAIN PLAN
C7.0	OVERALL EROSION CONTROL PLAN
C8.0	STORMWATER POLLUTION PREVENTION PLAN
C8.1	EROSION CONTROL DETAILS
C9.0	SPECIFICATIONS
C10.0-C10.3	DETAILS

PROPOSED	DESCRIPTION	EXISTING
	12" WATER MAIN	
	12" SEWER MAIN	
	12" STORM SEWER MAIN	
	12" GAS MAIN	
	12" ELECTRIC MAIN	
	12" TELECOMMUNICATIONS MAIN	
	12" FIRE MAIN	
	12" WATER SERVICE	
	12" SEWER SERVICE	
	12" STORM SEWER SERVICE	
	12" GAS SERVICE	
	12" ELECTRIC SERVICE	
	12" TELECOMMUNICATIONS SERVICE	
	12" FIRE SERVICE	



LOCATION MAP
 NOT TO SCALE

REFERENCE BENCHMARK
 KANE COUNTY 30 ROD MONUMENT DESIGNATED 30-40-B, A BULLET-HEAD MONUMENT FOUND AT THE SOUTHEAST CORNER OF THE INTERSECTION OF YORK ROAD AND SMOKEHOUSE AVENUE AND IS LOCATED 54.50 FEET EAST OF THE NORTHBOUND YORK ROAD CENTERLINE AND 125.50 FEET SOUTH OF SMOKEHOUSE AVENUE CENTERLINE AT 2.20 FEET EAST OF CONCRETE SIDEWALK.
 ELEVATION = 778.20 FEET (KANE COUNTY DATUM - NAVD83)

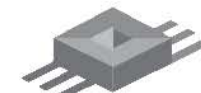
SITE BENCHMARKS

BN 1:
 CUT SQUARE ON THE EAST SIDE OF CONCRETE BASE OF THE FIRST LIGHT STANDARD LIVING SOUTH OF LEGACY BOULEVARD IN THE EAST RIGHT-OF-WAY OF YORK ROAD.
 ELEVATION = 786.18

BN 2:
 CUT SQUARE ON THE EAST SIDE OF CONCRETE BASE OF THE FIRST LIGHT STANDARD LIVING NORTH OF CHENAY STREET IN THE EAST RIGHT-OF-WAY OF YORK ROAD.
 ELEVATION = 486.74

No.	Description	Date
1	ORIGINAL PLAN DATE	7/17/15
	REVISIONS	

JACOB & HEFNER ASSOCIATES
 LICENSE REGISTRATION NO. 003-000000
 EXPIRES 11/30/2018
 PROJECT ONLY CERTIFICATES
 THESE PLANS ARE NOT FOR REVIEW ONLY, IN COMPLIANCE WITH THE ILLINOIS PROFESSIONAL ENGINEERING ACT, CHARTER OF 1900, AS AMENDED, AND THE ILLINOIS PROFESSIONAL ENGINEERING BOARD, CHARTER OF 1900, AS AMENDED, AND THE ILLINOIS PROFESSIONAL ENGINEERING BOARD, CHARTER OF 1900, AS AMENDED, AND THE ILLINOIS PROFESSIONAL ENGINEERING BOARD, CHARTER OF 1900, AS AMENDED.



JACOB & HEFNER ASSOCIATES

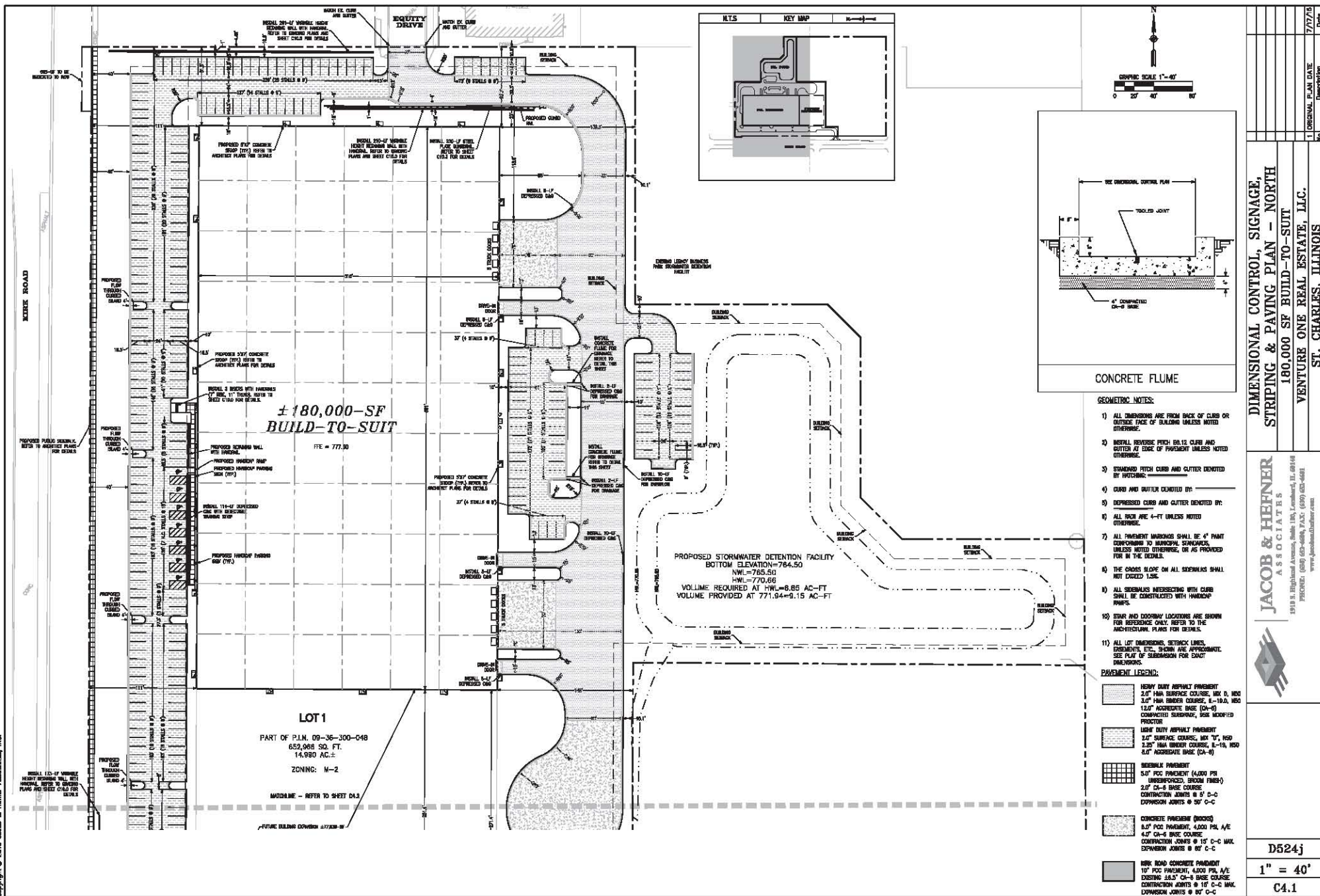
1910 S. Highland Avenue, Suite 100, Lombard, IL 60148
 PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com



Municipality: St. Charles
 County: Kane
 Township: 40N
 Range: 8E
 Section: 36

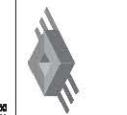


FOR REVIEW PURPOSES ONLY

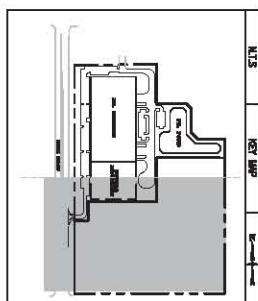


DIMENSIONAL CONTROL, SIGNAGE, STRIPING & PAVING PLAN - NORTH
180,000 SF BUILD-TO-SUIT
VENTURE ONE REAL ESTATE, LLC.
ST. CHARLES, ILLINOIS

JACOB & HEFNER ASSOCIATES
1918 N. Highland Avenue, Suite 100, Lombard, IL 60148
PHONE: (630) 652-4884, FAX: (630) 652-4881
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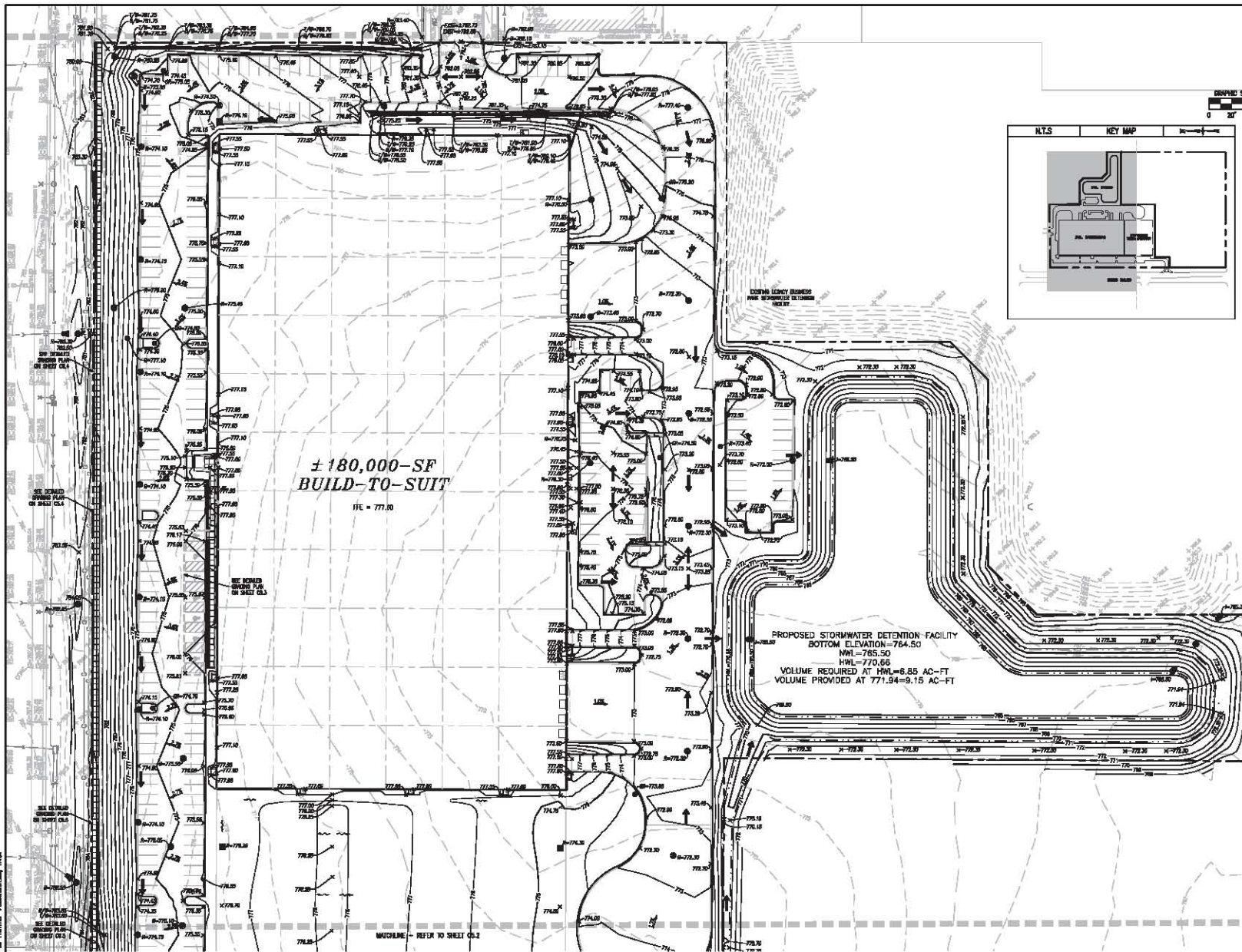
D524j
1" = 40'
C4.1



100% NON-FREIGHT JEWELS LISTED

①	4" SOLID LINK - WHITE
②	4" SOLID LINK - WHITE
③	4" PERFO LINK - FINE CY BOND, 4" SET
④	12" SOLID LINK - WHITE
⑤	12" SOLID LINK - WHITE
⑥	12" SOLID LINK - WHITE
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㊿	12" SOLID LINK - WHITE

1	ORIGINAL PLAN DATE	7/17/8
No.	Description	Date



GRADING NOTES:

- 1) ALL SPOT ELEVATIONS ARE THE TOP OF PAVEMENT OR FINISHED GRADE ELEVATIONS.
- 2) ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
- 3) CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
- 4) ALL PROPOSED GRADERS SHALL MATCH EXISTING GRADERS AT THE PROPERTY LINE.
- 5) SEE SPECIFICATIONS FOR SUBGRADE AND STRUCTURAL FILL COMPACTION REQUIREMENTS.
- 6) THE CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%.
- 7) THE SLOPE THROUGHOUT ALL HANDICAP PARKING SPACES SHALL NOT EXCEED 1.5% IN ALL DIRECTIONS.
- 8) DRIVEWAY SLOPES SHALL BE BETWEEN 2% AND 4%. IF THE DRIVEWAY LAYOUT OR LOCATION IS ALTERED, THE SLOPE SHALL BE CHECKED FOR SLOPE LIMITS.
- 9) PROPOSED RETAINING WALLS SHALL BE DESIGNED BY AN LICENSED STRUCTURAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE STRUCTURAL DESIGN.
- 10) RETAINING WALL TYPE AND COLOR SHALL BE APPROVED BY THE OWNER AND ARCHITECT PRIOR TO CONSTRUCTION.
- 11) REFER TO ARCHITECTURAL PLANS FOR RAILING AND STAIR DETAILS.
- 12) OVERLAND FLOOD ROUTE DERIVED BY:
- 13) 100-YR STORM SEWER DERIVED BY:
- 14) ALL WALLS SHALL HAVE HANDRAILS INSTALLED ALONG TOP SIDE.

GRADING LEGEND:

- 300.00' = PROPOSED SPOT GRADE
- 1/8"=100.00' = PROPOSED GRADE AT TOP OF WALL
- 0/8"=100.00' = PROPOSED GRADE AT BOTTOM OF WALL
- 25'-100.00' = EXISTING SPOT GRADE
- = DRAINAGE FLOW ARROWS

ADA GRADING NOTES:

- 1) ALL SIDEWALKS INTERSECTING WITH CURBS SHALL BE CONSTRUCTED WITH HANDICAP ACCESSIBLE CURB RAMP SURFACES. SEE DETAIL FOR HANDICAP CURB RAMP CONSTRUCTION.
- 2) ALL HANDICAP ACCESSIBLE CURB RAMP SHALL BE CONSTRUCTED WITH DETECTABLE WARNING SURFACES. SEE DETAIL FOR DETECTABLE WARNING SURFACE CONSTRUCTION.
- 3) CURBS SLOPE WITHIN HANDICAP ACCESSIBLE ROUTE SHALL NOT EXCEED 1.5%. HANDICAP ACCESSIBLE ROUTE DERIVED BY:
- 4) THE CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%.
- 5) THE PAVEMENT SLOPE WITHIN HANDICAP ACCESSIBLE PARKING SPACES AND ADJACENT LOADING ZONES SHALL NOT EXCEED 1.5% IN ANY DIRECTION.

GRADING PLAN - NORTH SECTION

180,000 SF BUILD-TO-SUIT

VENTURE ONE REAL ESTATE, LLC.

ST. CHARLES, ILLINOIS

JACOB & HEFFNER
ASSOCIATES

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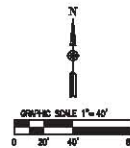


D524j



1" = 40'

C5.1

1	ORIGINAL PLAN DATE	Description	Date
1	7/17/15		



GRADING NOTES:

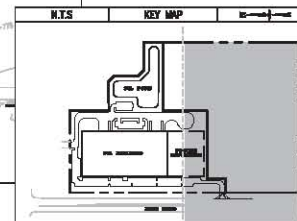
- 1) ALL SPOT ELEVATIONS ARE THE TOP OF PREVIOUS OR FINISHED GRADE ELEVATIONS.
- 2) ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
- 3) CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
- 4) ALL PROPOSED GRASSES SHALL MATCH EXISTING GRASSES AT THE PROPERTY LINE.
- 5) SEE SPECIFICATIONS FOR SIGNAGE AND STRUCTURAL FILL CONSTRUCTION REQUIREMENTS.
- 6) THE CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%.
- 7) THE SLOPE THROUGHOUT ALL HANDICAP PARKING SPACES SHALL NOT EXCEED 1.5% IN ALL DIRECTIONS.
- 8) DRIVEWAY SLOPES SHALL BE BETWEEN 2% AND 4%. IF THE DRIVEWAY SLOPE ON LOOKDOWN IS ALTERED, THE SLOPE SHALL BE EXCEEDED SLOPE LIMITS.
- 9) PROPOSED REINFORCING WALLS SHALL BE DESIGNED BY AN ALLIANCE LICENSED STRUCTURAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE STRUCTURAL DESIGN.
- 10) REINFORCING WALL TYPE AND COLOR SHALL BE APPROVED BY THE OWNER AND ARCHITECT PRIOR TO CONSTRUCTION.
- 11) REFER TO ARCHITECTURAL PLANS FOR RAILING AND STAIRS DETAILS.
- 12) OVERLAND FLOOD ROUTE DEDICTED 3ft: 
- 13) 100-YR STORM SEWER DEDICTED 3ft: 
- 14) ALL WALLS SHALL HAVE HANDRAILS INSTALLED ALONG TOP EDGE.

GRADING LEGEND:

 = PROPOSED SPOT GRADE
 = PROPOSED GRADE AT TOP OF WALL
 = PROPOSED GRADE AT BOTTOM OF WALL
 = EXISTING SPOT GRADE
 = DRAINAGE FLOW ARROWS

ADA GRADING NOTES:

- 1) ALL SIDEWALKS INTERSECTING WITH CURBS SHALL BE CONSTRUCTED WITH HANDICAP ACCESSIBLE CURB RAMPUPS UNLESS OTHERWISE NOTED. SEE DETAIL FOR HANDICAP CURB RAMP CONSTRUCTION.
- 2) ALL HANDICAP ACCESSIBLE CURB RAMPUPS SHALL BE CONSTRUCTED WITH DETECTABLE WARNING SURFACES. SEE DETAIL FOR DETECTABLE WARNING SURFACE CONSTRUCTION.
- 3) GROSS SLOPE WITHIN HANDICAP ACCESSIBLE ROUTE SHALL NOT EXCEED 1:5%. HANDICAP ACCESSIBLE ROUTE DEFINED BY: _____
- 4) THE GROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1:5%.
- 5) THE PAVEMENT SLOPE WITHIN HANDICAP ACCESSIBLE PAVING SHALL NOT EXCEED 1:5% IN ANY DIRECTION.



GRADING PLAN - SOUTH SECTION

180,000 SF BUILD-TO-SUIT

PURE ONE REAL ESTATE,
ST. CHARLES, ILLINOIS

JACOB & HEFNER
ASSOCIATES

918 N. Highland Avenue, Suite 100, Lombard, IL 60148
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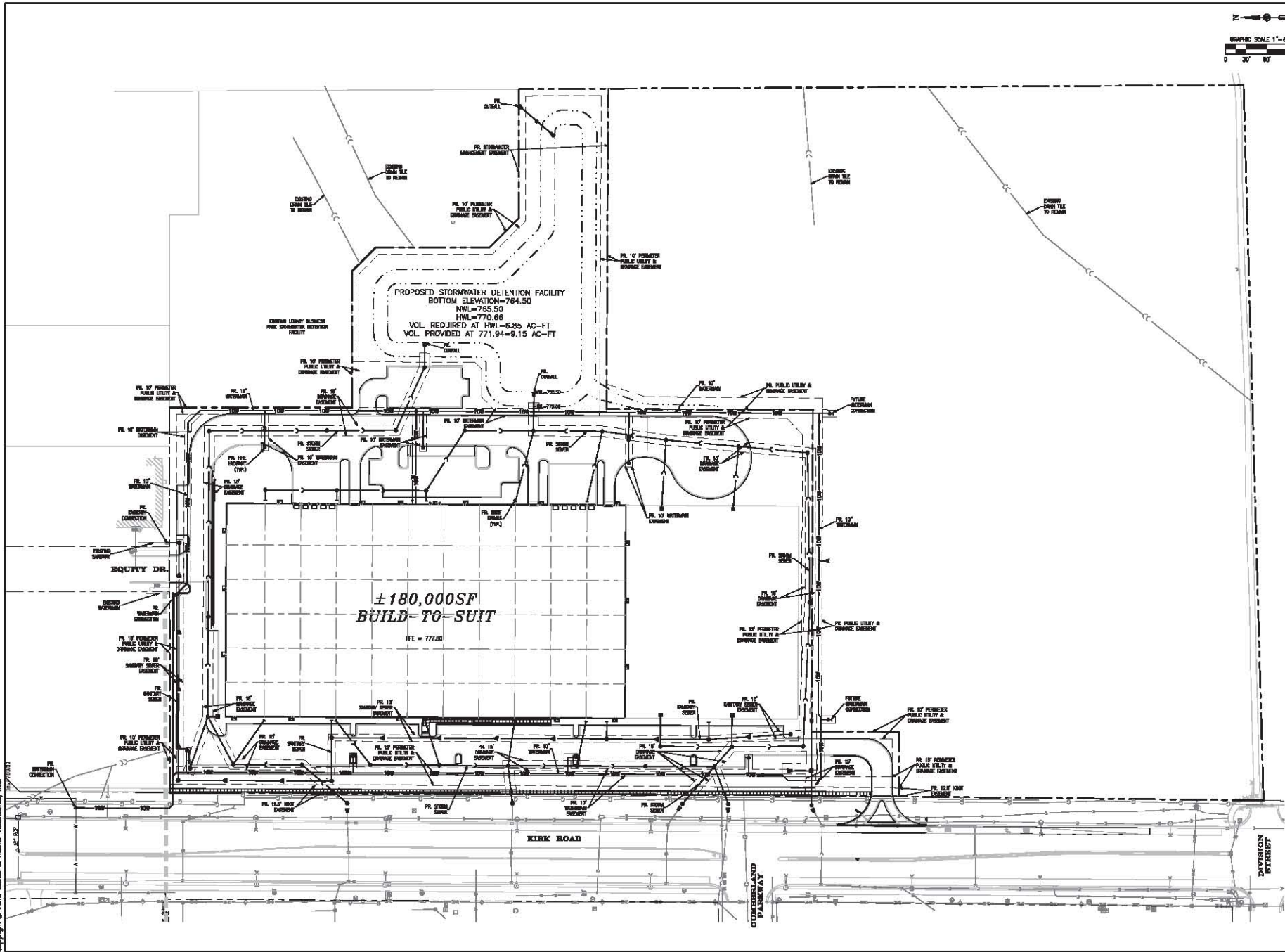
(630) 652-6200, FAX: (630)
www.jacobson-thyristor.com



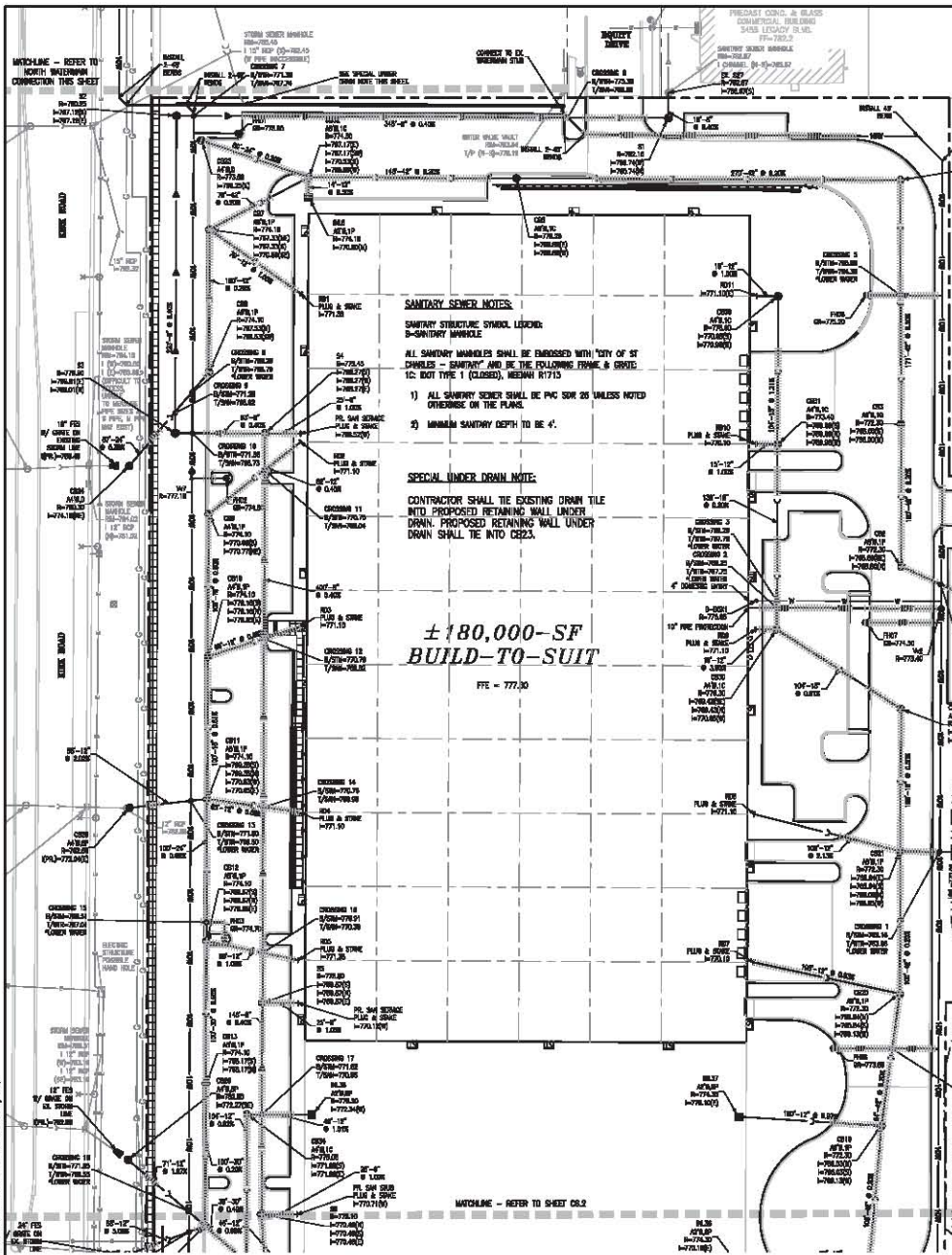
D524j

$$1'' = 40'$$

C5.2



OVERALL UTILITY PLAN		7/7/15
180,000 SF BUILD-TO-SUIT		
VENTURE ONE REAL ESTATE, LLC.		
ST. CHARLES, ILLINOIS		
D524j		
1" = 60'		
C8.0		



WATER MAIN NOTES:

WATERMAIN STRUCTURE SYMBOL LEGEND:

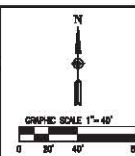
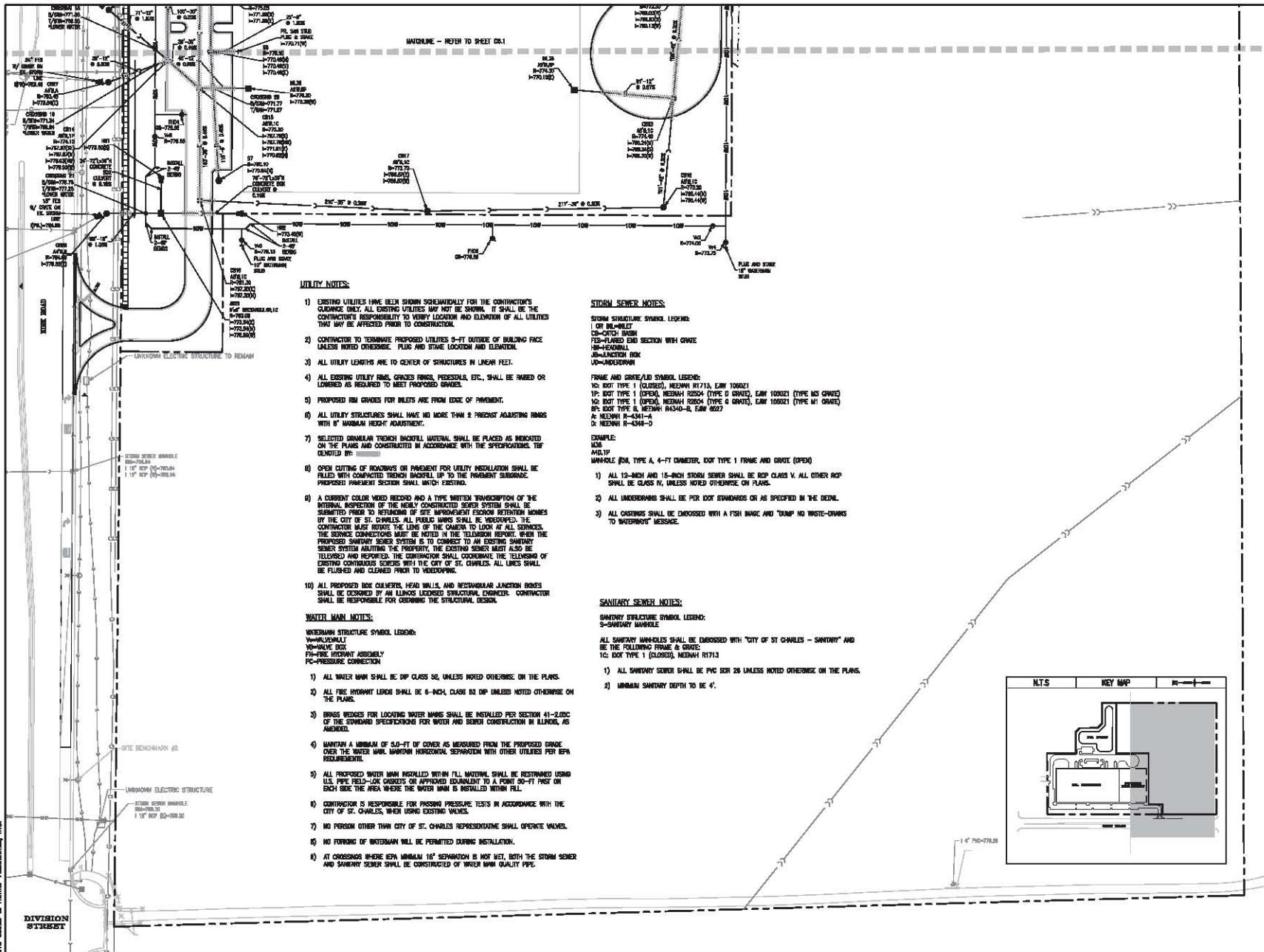
- NON-REINFORCED
- WATER-LOGIC
- PRECAST CONCRETE
- POST-TENSIONED
- PRESTRESS CONNECTION

- 1) ALL WATER MAIN SHALL BE 30" CLASS 52, UNLESS NOTED OTHERWISE ON THE PLANS.
- 2) ALL FIVE INCH WELLS SHALL BE 5-INCH, CLASS 52 UNLESS NOTED OTHERWISE ON THE PLANS.
- 3) BRICK WELLS FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.2.2 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
- 4) MAINTAIN A MINIMUM OF 6.0-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER EPA REQUIREMENTS.
- 5) ALL PROPOSED WATER MAIN INSTALLED WITHIN FULL MATERIAL SHALL BE RESTRAINED USING U.S. PIPE FIELD-ON GASKETS ON APPROVED JOINTS TO A POINT 20-FT PAST ON EACH SIDE THE AREA WHERE THE WATER MAIN IS INSTALLED WITHIN FULL.
- 6) CONTRACTOR IS RESPONSIBLE FOR PASSING PRESSURE TESTS IN ACCORDANCE WITH THE CITY OF ST. CHARLES, WHEN USING EXISTING VALVES.
- 7) NO PERSON OTHER THAN CITY OF ST. CHARLES REPRESENTATIVE SHALL OPERATE VALVES.
- 8) NO FURNISHING OF WATERMAIN WILL BE PERMITTED DURING INSTALLATION.
- 9) AT CROSSINGS WHERE EPA MINIMUM 18" SEPARATION IS NOT MET, BOTH THE STORM SEWER AND SANITARY SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.

STORM SEWER NOTES:

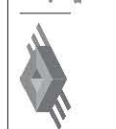
STORM STRUCTURE SYMBOL LEGEND:

- 1 OR 18-INCH
- 24-INCH
- 36-INCH
- 48-INCH
- 60-INCH
- 72-INCH
- 84-INCH
- 96-INCH
- 108-INCH
- 120-INCH
- 144-INCH
- 180-INCH
- 216-INCH
- 240-INCH
- 270-INCH
- 300-INCH
- 360-INCH
- 420-INCH
- 480-INCH
- 540-INCH
- 600-INCH
- 660-INCH
- 720-INCH
- 780-INCH
- 840-INCH
- 900-INCH
- 960-INCH
- 1020-INCH
- 1080-INCH
- 1140-INCH
- 1200-INCH
- 1260-INCH
- 1320-INCH
- 1380-INCH
- 1440-INCH
- 1500-INCH
- 1560-INCH
- 1620-INCH
- 1680-INCH
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- 1800-INCH
- 1860-INCH
- 1920-INCH
- 1980-INCH
- 2040-INCH
- 2100-INCH
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- 2220-INCH
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- 2520-INCH
- 2580-INCH
- 2640-INCH
- 2700-INCH
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- 3120-INCH
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- 7140-INCH
- 7200-INCH
- 7260-INCH
- 7320-INCH
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- 7440-INCH
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- 7560-INCH
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UTILITY PLAN - SOUTH SECTION		1 ORIGINAL PLAN DATE	7/17/15
180,000 SF BUILD-TO-SUIT		Description	
VENTURE ONE REAL ESTATE, LLC.		No.	
ST. CHARLES, ILLINOIS		Date	

JACOB & HEFNER
ASSOCIATES
1910 S. Highland Avenue, Suite 100, Lombard, IL 60148
PHONE: (630) 655-4684, FAX: (630) 655-4681
www.jacobandhefner.com



D524j
1" = 40'
C6.2

UTILITY NOTES:

- EXISTING UTILITIES HAVE BEEN SHOWN SCHEMATICALLY FOR THE CONTRACTOR'S GUIDANCE ONLY. ALL EXISTING UTILITIES MAY NOT BE SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATION AND ELEVATION OF ALL UTILITIES THAT MAY BE AFFECTED PRIOR TO CONSTRUCTION.
- CONTRACTOR TO TERMINATE PROPOSED UTILITIES 5'-FT OUTSIDE OF BUILDING FACE UNLESS NOTED OTHERWISE. PLUG AND SEW LOCATION AND ELEVATION.
- ALL UTILITY LENGTHS ARE TO CENTER OF STRUCTURES IN LINEAR FEET.
- ALL EXISTING UTILITY DMS, GRADES, RINGS, PERMISSIBLE, ETC., SHALL BE MAINTAINED OR LARGER AS REQUIRED TO MEET PROPOSED GRADES.
- PROPOSED RM GRADES FOR INLETS ARE FROM EDGE OF PAVEMENT.
- ALL UTILITY STRUCTURES SHALL HAVE NO MORE THAN 2 PRECAST ADJUSTING RINGS WITH 8" MANHOLE HEIGHT ADJUSTMENT.
- SELECTED DRAINAGE TRENCH BACKFILL MATERIAL SHALL BE PLACED AS INDICATED ON THE PLANS AND CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS, THE DETAILING AND:
- OPEN CUTTING OF ROADWAYS OR PAVEMENT FOR UTILITY INSTALLATION SHALL BE FILLED WITH COMPACTED TRENCH BACKFILL UP TO THE PRESENT SURFACE. PROPOSED PAVEMENT SECTION SHALL MATCH EXISTING.
- A CURRENT COLOR VIDEO RECORD AND A TYPE WRITTEN TRANSCRIPTION OF THE INTERNAL INSPECTION OF THE NEWLY CONSTRUCTED SEWER SYSTEM SHALL BE SUBMITTED PRIOR TO RESTORATION OF SITE. IMPROVED FISHING RESTRICTION SIGNS BY THE CITY OF ST. CHARLES. ALL PUBLIC WORKS SHALL BE SUPERVISED. THE CONTRACTOR MUST NOTIFY THE CITY OF ST. CHARLES TO LOOK AT ALL SIZES. THE SERVICE CONNECTIONS MUST BE NOTED IN THE TELEVISION REPORT. WHEN THE PROPOSED SANITARY SEWER SYSTEM IS TO CONNECT TO AN EXISTING SANITARY SEWER SYSTEM SERVING THE PROPERTY, THE EXISTING SEWER MUST ALSO BE TELEVIEWED AND REPORTED. THE CONTRACTOR SHALL COORDINATE THE TELEVIEWING OF EXISTING CONTIGUOUS SEWERS WITH THE CITY OF ST. CHARLES. ALL LINES SHALL BE PLUGGED AND CLEANED PRIOR TO VIDEOGRAPHY.
- ALL PROPOSED BOX CHAMBERS, HEAD WALLS, AND RECTANGULAR JUNCTION BOXES SHALL BE DESIGNED BY AN ILLINOIS LICENSED STRUCTURAL ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE STRUCTURAL DESIGN.

WATER MAIN NOTES:

WATERMAIN STRUCTURE SYMBOL LEGEND:
WM=UNDERGROUND
WM=OPEN BOX
F=PRESSURE TRENCH ASSEMBLY
PC=PRESSURE CONNECTION

- ALL WATER MAIN SHALL BE DIP CLASS 50, UNLESS NOTED OTHERWISE ON THE PLANS.
- ALL FIRE HYDRANT LEGS SHALL BE 6-INCH, CLASS 50 DIP UNLESS NOTED OTHERWISE ON THE PLANS.
- BRASS WEDGES FOR LOCKING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.02C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
- MAINTAIN A MINIMUM OF 5.0-FT OF COVER AS MEASURED FROM THE PROPOSED DRAINAGE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER EPA REQUIREMENTS.
- ALL PROPOSED WATER MAIN INSTALLED WITHIN FULL MATERIAL SHALL BE RESTRAINED USING U.S. PIPE FIELD-LOCK COUPLERS OR APPROVED EQUIVALENT TO A POINT 30-FT PAST ON EACH SIDE THE AREA WHERE THE WATER MAIN IS INSTALLED WITHIN FULL.
- CONTRACTOR IS RESPONSIBLE FOR PASSING PRESSURE TESTS IN ACCORDANCE WITH THE CITY OF ST. CHARLES, WHEN USING EXISTING VALVES.
- NO PERSON OTHER THAN CITY OF ST. CHARLES REPRESENTATIVE SHALL OPERATE VALVES.
- NO FORMING OF WATERMAIN WILL BE PERMITTED DURING INSTALLATION.
- AT CROSSINGS WHERE EPA MINIMUM 18" SEPARATION IS NOT MET, BOTH THE STORM SEWER AND SANITARY SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.

STORM SEWER NOTES:

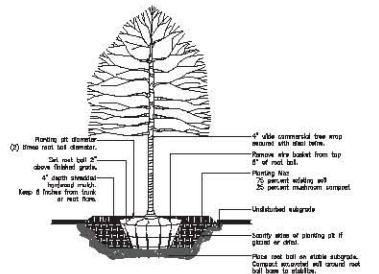
STORM STRUCTURE SYMBOL LEGEND:
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Shade Trees		Botanical Name	Common Name	Remarks
Key	Qty. Size			
ACR	5 2.5'	<i>Acer myriophyllum</i> "Morton"	State Street Nyctag Maple	(8)
ACR	3 3'	<i>A. x. Freemanii</i> "Autumn Blaze"	Autumn Blaze Freeman Maple	(8)
ACR	12 2.5'	<i>Acer nigrum</i>	Black Maple	(8)
ACD	1 2.5'	<i>Acer platanoides</i> "Colonnade"	Colonnade Norway Maple	(8)
ACD	14 2.5'	<i>Cedrus occidentalis</i> "Glenbrook Prince"	Principe Cedar Common Hackberry	(8)
GPS	12 2.5'	<i>Quercus laevis</i> "Princeton Spire"	Princeton Spire Quisno	(8)
ETS	21 3'	<i>Redbud Trichostema</i> var. "normalis" Saylors	Saylors Thornless Honeylocust	(8)
QUC	4 2.5'	<i>Quercus bicolor</i>	Swamp White Oak	(8)
QUC	4 2.5'	<i>Quercus muhlenbergii</i>	Chickadee Oak	(8)
ULM	18 2.5'	<i>Ulmus x. Mortonii</i> Saylors	Triumph Elm	(8)

Evergreen Tree	Aug	Qty	Size	Botanical Name	Common Name	Remarks
PED	8	8'		<i>Picea glauca</i> 'Benito'	Black Hills Spruce	88
PIA	15	6'		<i>Picea abies</i>	Norway Spruce	88
PIE	22	6'		<i>Picea pungens</i>	Colorado Green Spruce	88
PIO	11	6'		<i>Picea omorika</i>	Serbian Spruce	88

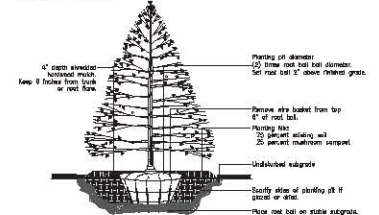
Shrub	Key	Qty.	Size	Botanical Name	Common Name	Remarks
CLE	27	26"		<i>Delonix regia</i> "Hummingbird"	Hummingbird Summer Tree	85
CPT	72	34"		<i>Cassipouira guianensis</i>	Pink Coccoloba	85
SPF	33	24"		<i>Pongamia pinnata</i> "Shorea"	Burm. Dwarf Pongamia	85
GUN	33	24"		<i>Schreya x bursifolia</i> "Fireball"	Coebel Schreya	85
SNK	130	30"		<i>Strychnos patula</i> "Nim Kim"	Nim Kim Dwarf Linc	85
VIN	68	24"		<i>Viburnum dentatum</i> "Christie"	Wine Mirtle Arrowwood	85

Parasitoid and Ovicidal Grouse	Key	Qty.	Size	Botanical Name	Common Name	Remarks
ACH	35	♂		Achilles' Noomahine	Noomahine Yarrow	Confiscated
ALL	48	♂		Allium "Summer Beauty"	Summer Beauty Allium	Confiscated
HHR	34	♂		Hemerocallis "Happy Returns"	Happy Returns Daylily	Confiscated
SDH	23	♂		Schizoscyphium asperatum	Little Mustard	Confiscated

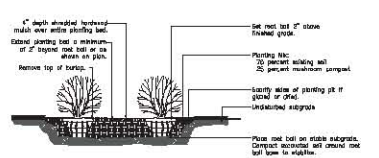


Detail

Deciduous Tree Planting

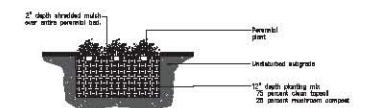


Evergreen Tree Planting

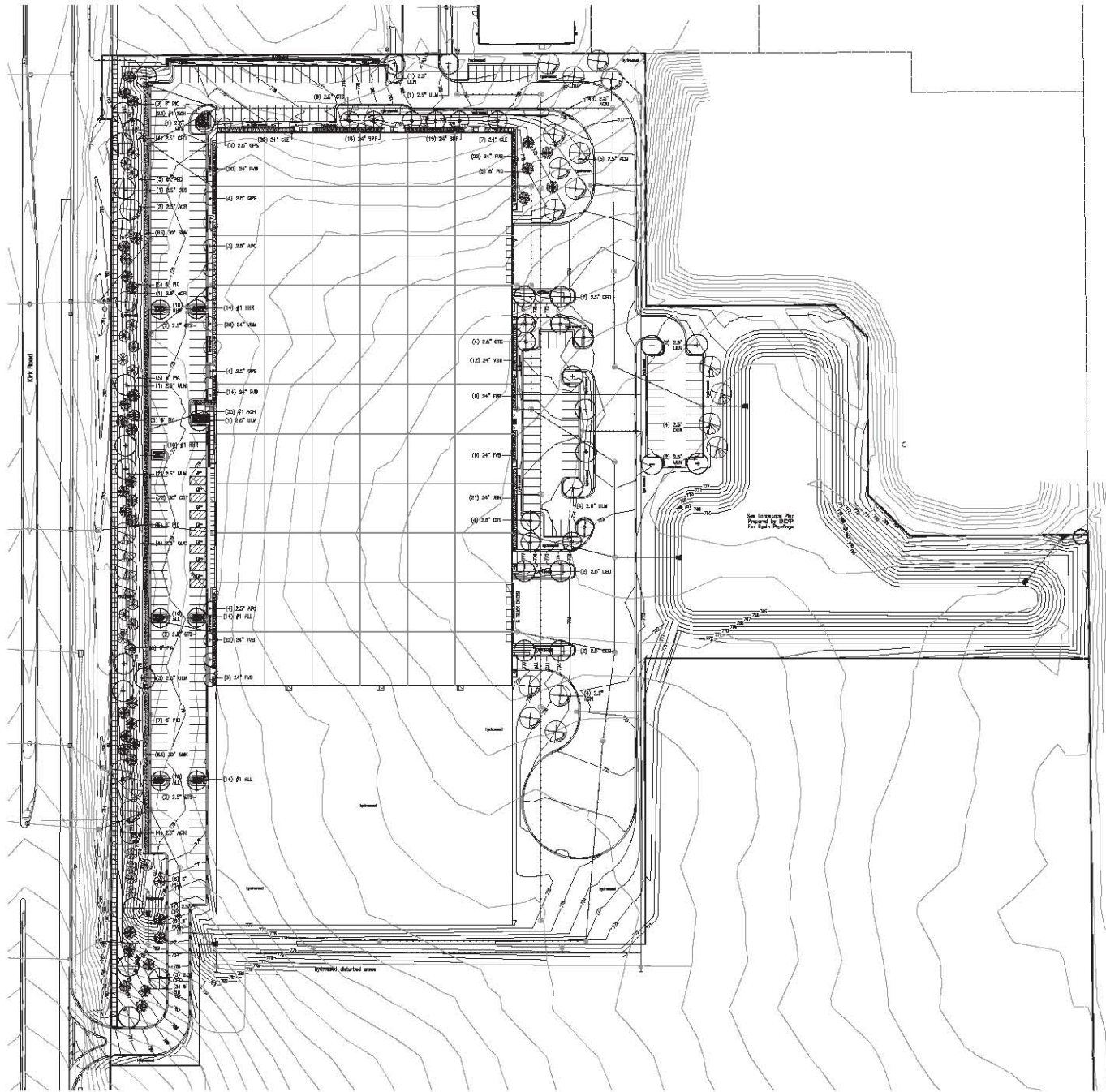


Detail

Shrub Planting



Perennial Planting



180,000 S.F.
Build-To-Suit

Kirk Road
St. Charles, Illinois

DAVID R. McCALLUM ASSOCIATES, INC.
LANDSCAPE ARCHITECTS
200 N. Milwaukee Avenue | Lombard, Illinois 60148
T 630.333.0000 | F 630.333.0334

McCALLUM
ASSOCIATES



JACOB & HEFNER
ASSOCIATES
555 E. Highland Avenue, Suite 201, Lombard, IL 60148
TEL: 630-261-0000, FAX: 630-261-0001

Landscape Plan

1	Original Plan Dates	07/27/15
Mark	Description	Date
Issuance		

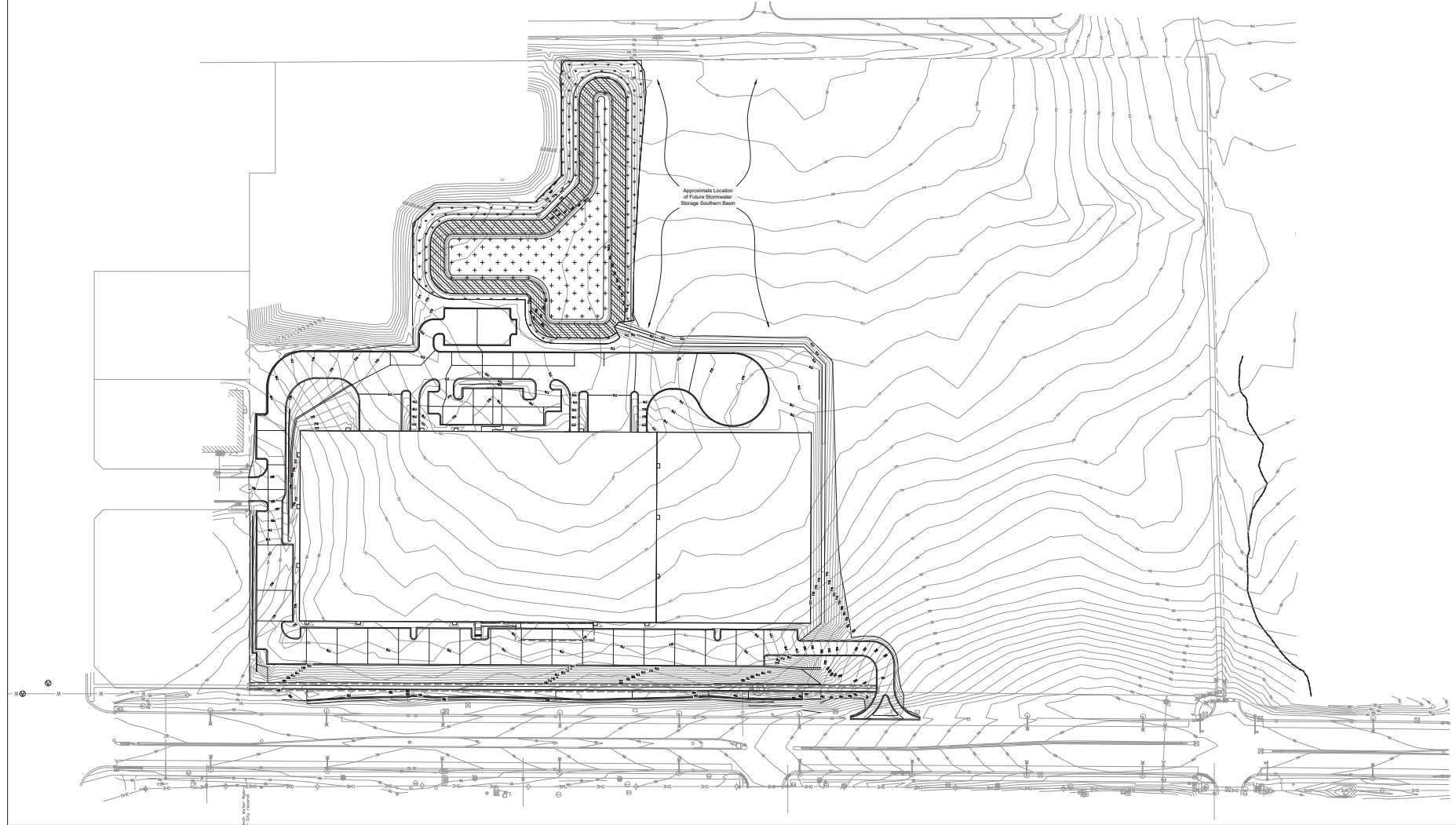
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Boala
† = 40

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4392FPIA

Sheet

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2585 Wagner Court, DeKalb, IL 60115
(O) 815.748.4500 (F) 815.748.4258
www.encapinc.net

LEGEND:

- UPLAND PRAIRIE SEED MIX
(0.75 Acres Total)
- WET TO MESIC SEED MIX
(0.69 Acres Total)
- EMERGENT PLUGS
(0.86 Acres Total)

*Acreages corrected for slope as appropriate

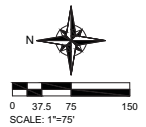
NATIVE LANDSCAPE PLAN KIRK ROAD BUSINESS PARK

ENCAP PROJECT NUMBER: 15-0123C
July 16, 2015

CLIENT:
Venture One Real Estate
9500 Bryn Mawr, Suite 340
Rosemont, Illinois 60018

ENGINEER:
Jacob & Heffner Associates, Inc.
1910 S. Highland Avenue, Suite 100
Lombard, Illinois 60148

EROSION CONTROL MATTING		
S-75	Basin & Slopes	8860
C-125	NVL	3173



Base Drawing Provided by Jacob & Heffner Associates, Inc.

CREATED BY: JHM	DATE: 7/16/15
DRAWN BY: JHM	REVISIONS: 1
REVIEWED BY: JHM	APPROVED BY: JHM

SHEET
1 OF 2

KIRK ROAD BUSINESS PARK NATIVE LANDSCAPING SPECIFICATIONS

1.0 PURPOSE

The purpose of this plan is to provide native landscaping within the stormwater detention basins on the site in order to meet the requirements of the Best Management Practices of Kane County. Two stormwater management basins are proposed along the eastern portion of the property. The northern basin will be constructed during development of the northern building (Building 1); however, the southern basin will be constructed at a later date when the future southern building is also developed (Building 2). The two basins will have wetland style bottoms and will be planted with native wetland, wet-mesic, and upland prairie vegetation. The side slopes will contain erosion control blanket after the initial planting. These plantings will increase soil stabilization, improve vegetative coverage, improve water quality functions, and increase wildlife habitat for the area.

2.0 CONTRACTOR QUALIFICATIONS

1. The Native Landscape Contractor chosen for the establishment and enhancement of the natural areas must be experienced in the restoration, installation, and management of said areas. They must have a minimum of five years experience conducting ecological restoration and management projects.

2. There shall be a supervisor available at all times that can identify non-native and native plants by genus and species. The goal of installing successful native plant communities is a long-term process. Therefore, it is imperative that a qualified Native Landscape Contractor perform the initial installation and maintenance.

3.0 QUALITY AND CONDITION

1. Native seed shall be obtained from sources east of the Mississippi River within the same EPA Level III Ecoregion as the project site (Central Corn Belt Plains). Plant origins outside of the Ecoregion shall be approved by the Wetland Consultant.

2. Native seeds shall be blended by the vendor, and the mixture and ratio shall be guaranteed in writing to be as specified. The amount of seed indicated on the specifications shall meet the total amount of pure live seed (PLS) per acre for all species listed. It is the sole responsibility of the Native Landscape Contractor to provide approved seed that meets industry-standard PLS requirements.

3. Native Landscape Contractor shall provide the Wetland Consultant with the name and location of the seed supplier, origin of the various kinds of plants, and a statement of the purity of the seed.

4. Seed shall conform to applicable State and Federal regulations as in effect on the date of letting. Unless otherwise specified, seed shall not contain in excess of 1 percent weed seeds; 0 percent is desirable.

5. All storage requirements, stratification, and scarification considerations shall be the sole responsibility of the Native Landscape Contractor.

6. Mycorrhizal inoculants shall be pelletized and mixed at 1 lb. per acre with the fine seeds before installation. The inoculants shall contain a diverse mixture of Glomales fungal species (*Glomus* spp.) in pelletized form.

7. Under no circumstances shall Wheat (*Triticum aestivum*), Cereal Rye (*Secale cereale*), Perennial Rye (*Lolium perenne*), or Barley (*Hordeum vulgare*) be used as a temporary cover crop.

4.0 HANDLING

1. Native Landscape Contractor shall be solely responsible for the proper handling and storage of the seed according to the best seed handling and storage practices, including fungicide treatments and stratification considerations. Owner shall make no compensation for damage to the seed because of improper storage, cleaning, threshing, or screening operations.

2. All native seeds shall be packed and covered in such a manner as to ensure adequate protection against damage and maintain dormancy while in transit, storage, or during planting operations.

3. Seed shall be kept dry and unopened until needed for use. Seed shall not be stored or temporarily stored in locations or vehicles where the temperature will be in excess of 90 degrees F.

5.0 SITE PREPARATION

1. The General Contractor and Native Landscape Contractor shall be responsible for performing all work necessary to achieve and maintain an acceptable seedbed prior to seeding. All areas must be properly prepared before seeding begins. Underground utility location maps and plans should be reviewed prior to work. Equipment having low unit pressure ground contact shall be utilized within the planting areas.

2. Unless the Wetland Consultant agrees to another approach, the seedbed shall be prepared by working the topsoil to a depth of 3 inches. Site preparation equipment shall be of a design that can be utilized efficiently by the Native Landscape Contractor to meet the requirements for the work specified. The equipment proposed for use by the Native Landscape Contractor for disking and herbicide applications shall be subject to approval by the Wetland Consultant.

3. Prior to seeding, at least 6 inches of topsoil shall be present and free of all clods, stones, rock, sticks, ravel, gullies, crusting, and cracking. The soil aggregate size will be no greater than 2 inches in the largest diameter.

4. If present, compacted soils shall be disked or raked prior to seeding. Remedial measures for the access area may, at the direction of the Wetland Consultant, involve ripping from 12 to 18 inches of the soil horizon prior to disking. If compaction is not a concern and the seedbed needs to be loosened prior to seeding to ensure good seed-soil contact, disking or raking shall be performed using equipment and the approach recommended by the Native Landscape Contractor, subject to approval by the Wetland Consultant.

5. If need, cultivation shall occur within 24 hours prior to seeding. Seeding should occur immediately after the last cultivation preferably before a rain.

6.0 PLANT MATERIALS

TABLE 1: UPLAND PRAIRIE SEED MIX

Le Pro Duo Prairie with Flowers Mix

Genesee Nursery, Inc., Tampico, IL

Illinois Permit #3689

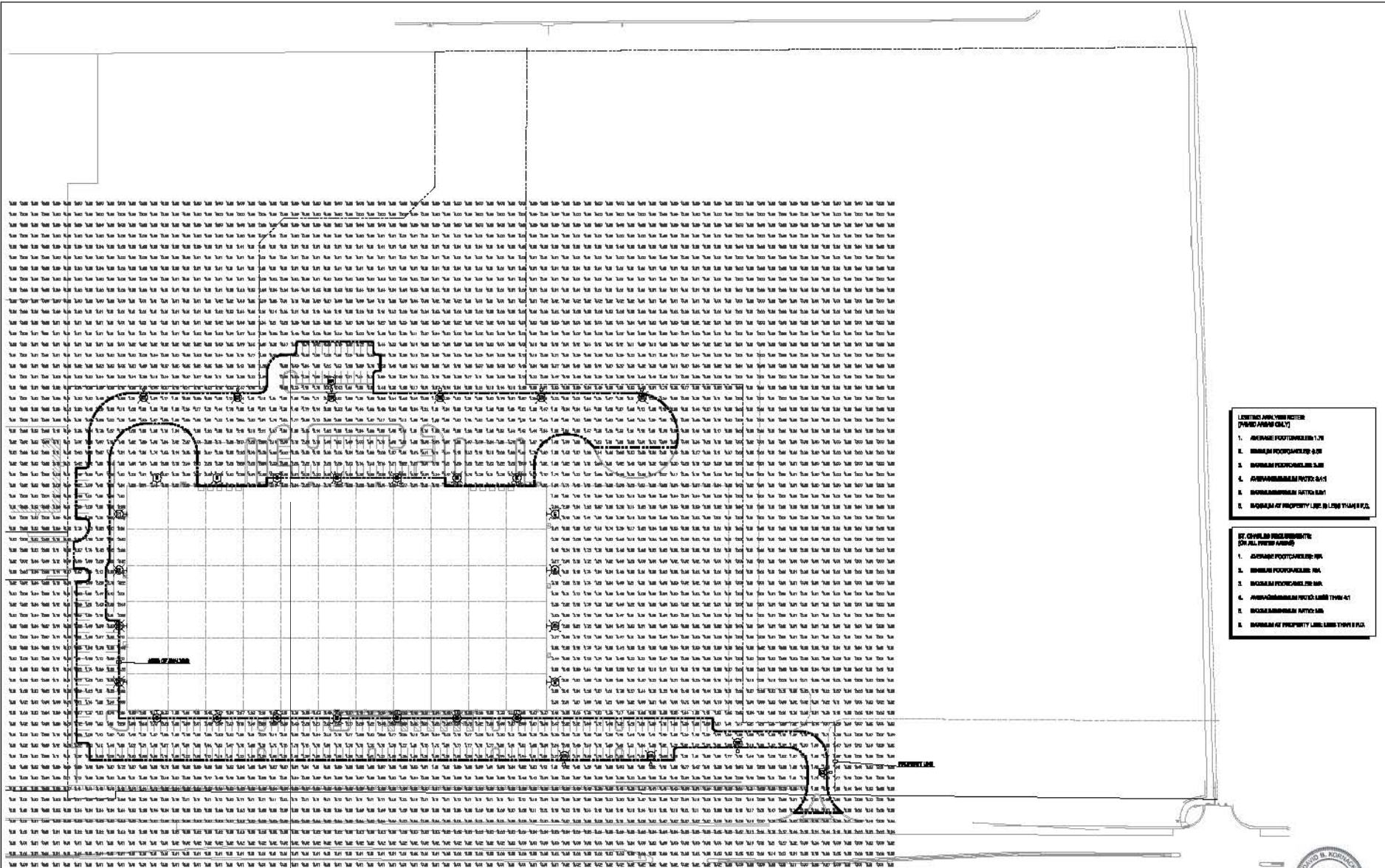
PLS where applicable

Scientific Name	Common Name	Seeds/Acre	Minimum Order	Price/Seed	Unit Price
<i>Andropogon scoparius</i>	Andropogon scoparius	1,000,000	1,000,000	0.0001	0.0001
<i>Asclepias tuberosa</i>	Asclepias tuberosa	1,000,000	1,000,000	0.0001	0.0001
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	1,000,000	1,000,000	0.0001	0.0001
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	1,000,000	1,000,000	0.0001	0.0001
<i>Helianthus annuus</i>	Helianthus annuus	1,000,000	1,000,000	0.0001	0.0001
<i>Rudbeckia hirta</i>	Rudbeckia hirta	1,000,000	1,000,000	0.0001	0.0001
<i>Solidago canadensis</i>	Solidago canadensis	1,000,000	1,000,000	0.0001	0.0001
<i>Thalictrum flavum</i>	Thalictrum flavum	1,000,000	1,000,000	0.0001	0.0001
<i>Yucca filamentosa</i>	Yucca filamentosa	1,000,000	1,000,000	0.0001	0.0001
<i>Zizia aurea</i>	Zizia aurea	1,000,000	1,000,000	0.0001	0.0001
<i>Verbena stricta</i>	Verbena stricta	1,000,000	1,000,000	0.0001	0.0001



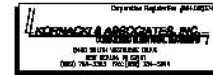
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
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<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
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<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
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<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
<i>Asclepias tuberosa</i>	Asclepias tuberosa	July-August	Yale	1,000	1,000
<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
<i>Helianthus annuus</i>	Helianthus annuus	July-August	Yale	1,000	1,000
<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
<i>Andropogon scoparius</i>	Andropogon scoparius	July-August	Yale	1,000	1,000
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<i>Coreopsis lanceolata</i>	Coreopsis lanceolata	July-August	Yale	1,000	1,000
<i>Erigeron philadelphicus</i>	Erigeron philadelphicus	July-August	Yale	1,000	1,000
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<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August	Yale	1,000	1,000
<i>Verbena stricta</i>	Verbena stricta	July-August	Yale	1,000	1,000
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<i>Rudbeckia hirta</i>	Rudbeckia hirta	July-August	Yale	1,000	1,000
<i>Solidago canadensis</i>	Solidago canadensis	July-August	Yale	1,000	1,000
<i>Thalictrum flavum</i>	Thalictrum flavum	July-August	Yale	1,000	1,000
<i>Yucca filamentosa</i>	Yucca filamentosa	July-August	Yale	1,000	1,000
<i>Zizia aurea</i>	Zizia aurea	July-August</			

[illegible]



PHOTOMETRIC SITE PLAN
DATE: 7/1/15

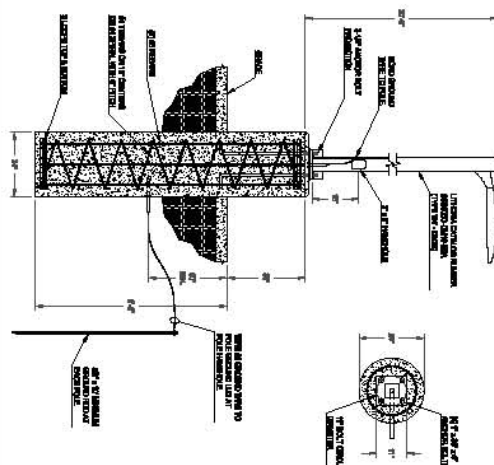
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 2. MINIMUM FOOTCANDLE: 0.5
 3. MAXIMUM FOOTCANDLE: 3.0
 4. AVERAGE FOOTCANDLE: 0.5
 5. MINIMUM FOOTCANDLE: 0.1
 6. MAXIMUM FOOTCANDLE: 1.0
- BY: CIVILIAN PROFESSIONAL ENGINEER (ON ALL FORTH AND)
1. AVERAGE FOOTCANDLE: 1.0
 2. MINIMUM FOOTCANDLE: 0.5
 3. MAXIMUM FOOTCANDLE: 3.0
 4. AVERAGE FOOTCANDLE: 0.5
 5. MINIMUM FOOTCANDLE: 0.1
 6. MAXIMUM FOOTCANDLE: 1.0
- BY: CIVILIAN PROFESSIONAL ENGINEER (ON ALL FORTH AND)
1. AVERAGE FOOTCANDLE: 1.0
 2. MINIMUM FOOTCANDLE: 0.5
 3. MAXIMUM FOOTCANDLE: 3.0
 4. AVERAGE FOOTCANDLE: 0.5
 5. MINIMUM FOOTCANDLE: 0.1
 6. MAXIMUM FOOTCANDLE: 1.0



PHOTOMETRIC SITE PLAN	
2015 SITE IMPROVEMENT PLANS	
VENTURE ONE REAL ESTATE, LLC.	
ST. CHARLES, ILLINOIS	
AS NOTED	15060
E2	

7/1/15	7/30/15
ISSUED FOR PERMIT & BID	DATE
DESCRIPTION	DATE

FITURE SCHEDULE									
TYPE	NO. OF ITEMS	DESCRIPTION	MEASUREMENT UNIT	QUANTITY IN QUANTITY	VOLUME	REMARKS	PRICE	ESTIMATED COST	REMARKS
1	200	BRICKWORK	BRICKWORK	1000	200		BRICKWORK	1000	
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3	100	BRICKWORK	BRICKWORK	1000	100		BRICKWORK	1000	
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5	100	BRICKWORK	BRICKWORK	1000	100		BRICKWORK	1000	
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100	100	BRICKWORK	BRICKWORK	1000	100		BRICKWORK	1000	



SCHEDULES & DETAILS

2015 SITE IMPROVEMENT PLANS
VENTURE ONE REAL ESTATE, LLC.
ST. CHARLES, ILLINOIS

	ISSUED FOR PERMIT & BID	7/16/15
No.	Description	Rate

[illegible]

LITHONIA LIGHTING

FIGURES & SPECIFICATIONS

FIGURE 1: E2 E8 & E4 LED LIGHT FIXTURE
 The E2 E8 & E4 LED light fixture is a compact, surface-mountable fixture designed for use in commercial and industrial applications. It features a die-cast aluminum housing with a powder-coated finish. The fixture is designed to be mounted to a wall or ceiling using a mounting arm and bracket. The fixture is rated for use in environments with ambient temperatures up to 104°F (40°C). The fixture is designed to be used in environments with relative humidity up to 95% non-condensing. The fixture is designed to be used in environments with ambient air pollution levels up to 0.05 grains per cubic foot. The fixture is designed to be used in environments with ambient air pollution levels up to 0.05 grains per cubic foot. The fixture is designed to be used in environments with ambient air pollution levels up to 0.05 grains per cubic foot.

FIG. NO.	DESCRIPTION
1	E2 E8 & E4

SSS

10/10/10 10/10/10

FIGURE 2: E2 E8 & E4 LED LIGHT FIXTURE

FIG. NO.	DESCRIPTION	FIG. NO.	DESCRIPTION
1	E2 E8 & E4	2	E2 E8 & E4
2	E2 E8 & E4	3	E2 E8 & E4
3	E2 E8 & E4	4	E2 E8 & E4
4	E2 E8 & E4	5	E2 E8 & E4
5	E2 E8 & E4	6	E2 E8 & E4
6	E2 E8 & E4	7	E2 E8 & E4
7	E2 E8 & E4	8	E2 E8 & E4
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10	E2 E8 & E4	11	E2 E8 & E4
11	E2 E8 & E4	12	E2 E8 & E4
12	E2 E8 & E4	13	E2 E8 & E4
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65	E2 E8 & E4	66	E2 E8 & E4
66	E2 E8 & E4	67	E2 E8 & E4
67	E2 E8 & E4	68	E2 E8 & E4
68	E2 E8 & E4	69	E2 E8 & E4
69	E2 E8 & E4	70	E2 E8 & E4
70	E2 E8 & E		

[illegible]

DAVID B. KORNACOFF
DISTRICT
PROFESSIONAL
ENGINEER
003-009996
7/14/15
1/30/11

AS NOTED

15060

E3

PLAT OF EASEMENT

CF

CUMBERLAND
PARKWAY

KIRK ROAD
(HERETOFORE DEDICATED)

DIVISION
STREET

LOT 1
KIRK ROAD ST. CHARLES SUBDIVISION
PER DOC. NO. _____

POINT OF BEGINNING
PUBLIC UTILITY &
DRAINAGE EASEMENT

S. LINE OF LDT 1
S88°40'08"E 465.75'

POINT OF COMMENCING
SE. CORNER OF LOT 1
KIRK ROAD ST. CHARLES SUBDIVISION
PER DOC. NO. _____

Scale 1" = 60'

ROCKY OF BEAVER
ELKINS STATE PLANE
EAST ZONE (NAD 83)

S. LINE OF LOT 1

15' PUBLIC UTILITY &
DRAINAGE EASEMENT
HEREBY GRANTED

15' PUBLIC UTILITY &
DRAINAGE EASEMENT
HEREBY GRANTED

PART OF P.I.N. 09-36-300-048

THE SE. CORNER OF THE SW.
QUARTER OF SECTION 38-40-8

FOUND 3/4" IRON PIPE
0.2' N. & ON LINE



SHEET 1 OF 2



JACOB & HEFNER
ASSOCIATES
2515 N. Highland Avenue, Suite 300, Lombard, IL 60148
PHONE (630) 952-6888, FAX: (630) 952-6881
www.jacobandhefner.com
Illinois Professional Design Firm
License No. 124-005893 Exp. 4/30/17

Survey No.:	D524j		
Ordered By.:	VENTURES ONE REAL ESTATE		
Description:	PLOT OF RASHMANT		
Date Prepared:	JULY 10, 2018		
Scale:	1" = 80'	Field Work Prepared By:	RS/MS/MS 287

Sam
Schwartz
Engineering
D.P.C.

Industrial Development
Kirk Road
Traffic Impact Study - **DRAFT**
St. Charles, Illinois
July 2015



INTRODUCTION

Sam Schwartz Engineering, D.P.C (SSE) was retained by Jacob & Hefner Associates, Inc. to conduct a traffic impact analysis for the proposed industrial development located on the east side of Kirk Road, between Legacy Boulevard and Division Street in St. Charles, Illinois. The site location is illustrated on **Figure 1**.

As proposed, the site will be developed in two separate phases with the first phase (Building 1) consisting of an initial 180,000 square-foot building with a potential expansion area of 77,920 square feet. The occupant of this building will be relocating from their existing space on Swenson Avenue. The second phase of the site is proposed as a 255,440 square-foot building (Building 2). Access is initially proposed via a connection with Equity Drive and a right-in/right-out drive on Kirk Road south of Cumberland Parkway. The second phase will include the construction of a private drive aligned with Division Street with two site access driveways on the private drive.

The following report presents and documents SSE's methodology, data collection, analyses, and identifies improvements, as necessary, to mitigate impacts the development's traffic may have on the adjacent roadway network.



Not to Scale



EXISTING CONDITIONS

SSE conducted field visits to collect relevant information pertaining to existing land uses in the area, the surrounding roadway network, existing traffic volumes, traffic controls, and roadway lane usage at all critical intersections. This section of the report provides a description of these existing characteristics.

Site Location

The site is located on the east side of Kirk Road, between Legacy Boulevard and Division Street in St. Charles, Illinois and immediately adjacent to Geneva. The site currently agricultural land. Adjacent land uses consist of residential use to the west, industrial use to the north, recreational use to the east, and agriculture to the south of the site.

Existing Street Characteristics

Kirk Road is a north/south principal arterial that extends along the west side of the site. It is identified by Kane County as a County Freeway and by IDOT as a Strategic Regional Arterial. At its signalized intersection with Legacy Boulevard, Kirk Road provides a left-turn lane, two through lanes, and a right turn lane in the northbound direction, and a left-turn and two through lanes in the southbound direction. At its unsignalized intersection with Cumberland Parkway, Kirk Road provides a left-turn and two through lanes in the northbound direction and two through lanes and a right-turn lane in the southbound direction. At its signalized intersection with Division Street, Kirk Road provides two through lanes and a left-turn lane in the northbound direction, and two through lanes and a right-turn lane in the southbound direction. Kirk Road is under the jurisdiction of Kane County with a posted speed limit of 45 miles per hour in the vicinity of the site.

Legacy Boulevard is an east/west local roadway serving the Legacy business park and connecting the East Side Sport Complex. At its signalized intersection with Kirk Road, Legacy Boulevard provides a left-turn lane, a through lane, and a right-turn lane in the westbound direction, and a left-turn lane and a shared through/right-turn lane in the eastbound direction. At the Legacy Drive and Equity Drive intersection, eastbound traffic is free flow and the other three approaches are under stop sign control.

Equity Drive is a north/south local roadway serving a number of industrial buildings north of the proposed site. At its unsignalized intersection with Legacy Boulevard, Equity Drive provides a wide paved travel lane in both directions under STOP sign control.

Cumberland Parkway is an east/west local roadway serving the Cumberland residential development. At its unsignalized intersection with Kirk Road, Cumberland Parkway provides a wide paved travel lane, operating as a left-turn and right-turn lane under STOP sign control.

Division Street is an east/west major collector with a posted speed limit of 25 miles per hour. At its signalized intersection with Kirk Road, Division Street provides a separate left-turn and right-turn lane.

Existing Traffic Volumes

Existing traffic volumes were determined by manual traffic counts conducted in June 2015 during weekday morning (6:00 to 9:00 AM) and weekday evening (3:00 to 6:00 PM) at the following intersections:

- Kirk Road and Legacy Boulevard
- Legacy Boulevard and Equity Drive
- Kirk Road and Cumberland Parkway
- Kirk Road and Division Street

These peak periods were chosen since they coincide with the typical peak traffic periods of the proposed development and the adjacent street traffic.

Based on traffic count data retrieved from the Illinois Department of Transportation website, the average daily traffic on Kirk Road in the vicinity of the development is 27,300 vehicles (year 2014). The average daily traffic on Division Street by Kirk Road is 2,200 vehicles (year 2014).

The existing peak hour volumes are illustrated on **Figure 2**. Summaries of the traffic count data are contained in the Appendix of this report.

Existing Operations

The effectiveness of an intersection's operation is measured in terms of Level of Service ("LOS"), which is assigned a letter from A to F based on the average total delay experienced by each vehicle passing through an intersection. Level of Service A is the highest (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest (oversaturated conditions). The minimum intersection LOS that is generally accepted by industry standards is LOS "D."

An intersection capacity analysis was utilized to analyze the study intersection for the weekday morning and weekday evening peak hours using the methodologies outlined in the *Highway Capacity Manual (HCM)*¹. The results in **Table 1** show that all overall, each intersection operates at a LOS A or B with some individual movements on the minor approaches operating at LOS D or E. The worksheets containing the intersection analyses are provided in the Appendix.

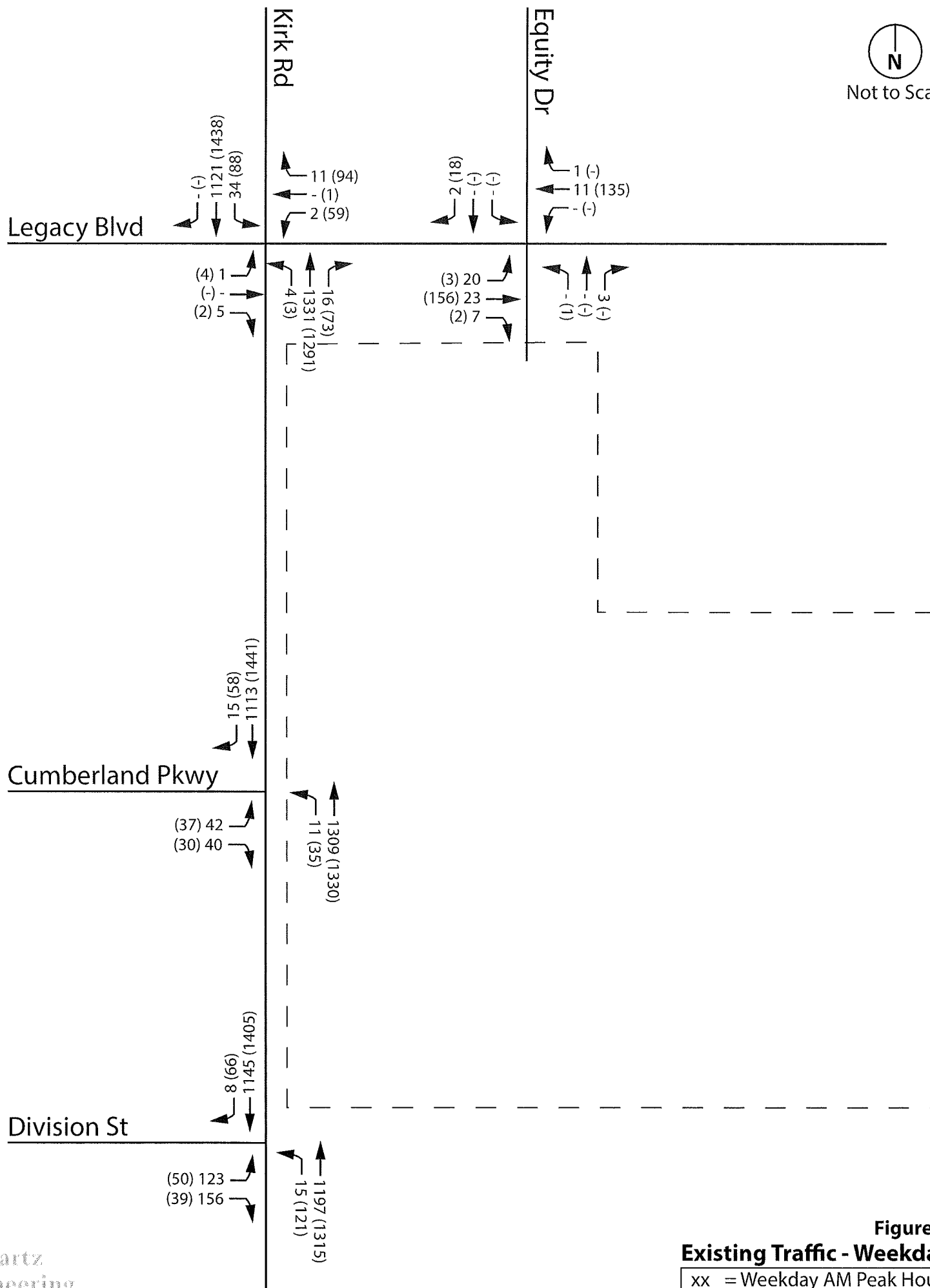
¹Highway Capacity Manual, Transportation Research Board, National Research Council, Washington, D.C., 2010.

Table 1: Existing Intersection Level-of-Service

Intersection/Peak Hour/Lane	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay ^A	LOS ^B	Delay	LOS
Kirk Rd at Legacy Blvd				
Legacy Blvd EB	8.8	A	41.3	D
Legacy Blvd WB	11.6	B	36.1	D
Kirk Rd NB	3.3	A	5.2	A
Kirk Rd SB	2.7	A	4.8	A
Overall Intersection	3.1	A	6.6	A
Legacy Blvd at Equity Dr				
Overall Intersection	7.4	A	8.4	A
Kirk Rd at Cumberland Pkwy				
Cumberland Pkwy EB	28.9	D	45.5	E
Kirk Rd NBL	11.4	B	14.5	B
Kirk Rd at Division St				
Division St EB	42.4	D	56.0	E
Kirk Rd NB	5.4	A	3.3	A
Kirk Rd SB	7.9	A	4.8	A
Overall Intersection	10.4	B	5.6	A

^A Average control delay in seconds per vehicle.

^B Level of service.



FUTURE TRAFFIC CHARACTERISTICS

This section of the report presents the traffic characteristics associated with the proposed development and evaluates the impact of future traffic on the area street system. This includes discussions regarding site development plans, site-generated traffic volumes and their distributions on the surrounding roadway network. Site access, site traffic assignment, and future traffic volumes and horizon years are also discussed.

Development Plans

As proposed, the site will ultimately be developed with 513,360 square feet of light industrial or distribution uses. Currently, there are only plans to construct 180,000 square feet to be occupied by AJR Filtration, a manufacturing company relocating to the site from Swenson Avenue. Construction is expected to occur in 2015 and occupancy is expected to occur in 2016. The 180,000 square-foot AJR building, as well as a potential future expansion area of 77,920 square feet, will make up the first phase of the project for the purpose of this study and is referred to as Phase I. The remaining 255,400 square feet (Phase II) is speculative and construction timing has yet to be determined.

Access to Phase I is proposed via a full access drive on Equity Drive, and a right-in/right-out (RIRO) access drive on Kirk Road, located 557 feet north of Division and 150 feet south of Cumberland. The RIRO will provide cross access between Phase I and Phase II of the site and will only be used by automobiles. All truck traffic will use Equity Drive and Legacy Boulevard. Access to Phase II is proposed via a private drive aligned intersecting Kirk Road opposite Division Street and providing two access drives on the north side of the drive. All truck traffic associated with Phase II will use the private drive.

Future Roadway Plans

No capacity improvements are currently programmed in the County's TIP in the study area. According to the City of Geneva, its future long-range land use and transportation plans indicate both Division Street and Geneva Street will be extended east to provide a connection with Kautz Road.

Trip Generation

The estimates of traffic to be generated by the site are based upon the proposed land use and size. Trip generation rates determined from a survey of the existing site were used to estimate the volume of traffic generated by the proposed development. The total trips to be generated for the proposed development are detailed in **Table 2**, broken down by phase. The trip generation rate calculation is contained in the Appendix.

Table 2: Estimated Site Trip Generation

Land Use / Size	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Site (513,360 SF)							
Phase I – 257,920 SF	35	5	40	9	47	56	1,131
Phase II – 255,440 SF	34	5	39	9	47	56	1,120
Total	69	10	79	18	94	112	2,251

Directional Distribution

The anticipated directional distribution of site traffic is dependent upon various factors including the proposed land use and development layout, the adjacent roadway network, access locations, population. Trucks and automobile traffic were given separate distributions since truck traffic will be oriented on the major roadway system and automobiles/employees will utilize the local roadway system to the west. The anticipated directional distribution of the expected generated site traffic is shown in on **Figure 3**.

Site Traffic Assignment

The site-generated traffic volumes were assigned to the external roadway system and proposed site access system based on the directional distribution as identified above. Since the site will be developed in two separate phases, two site-generated assignments are provided **Figure 4** illustrates the site traffic assignment to and from the proposed development upon completion of Phase I of the project only. **Figure 5** illustrates the site traffic assignment upon completion of both Phase I and Phase II.

Traffic Growth

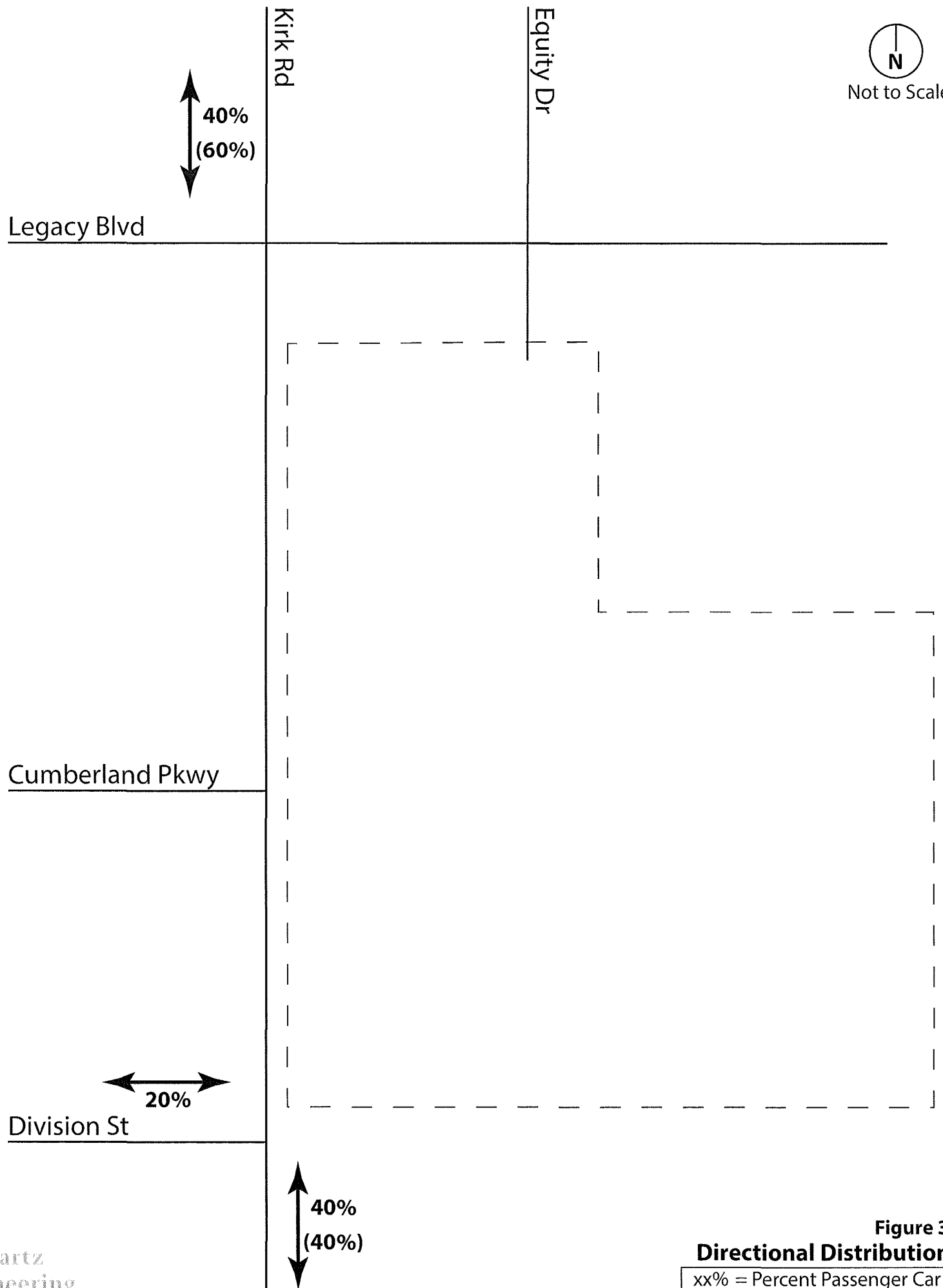
In order to account for non-site background growth in traffic, the following two considerations were included in the traffic analysis:

- In accordance with KDOT requirements, future traffic volume conditions were developed for a ten-year growth horizon. For the purpose of this study and based on discussions with KDOT, traffic volumes along Kirk Road are assumed to experience an overall annual, compounded growth rate of one (1) percent per year. Thus, for a 2025 condition, a total 10.4% growth factor was applied to existing traffic.
- In addition, the area south of the site in Geneva is comprised of 130 acres of agricultural land that will potentially be developed in the future. Based on discussions with the City of Geneva, the area is zoned Light Industrial, Office and Research. There are currently no plans for development of the area. However, as requested by KDOT, traffic associated with the potential development within Geneva was also quantified generally assuming a business park type of use that would be served by the extension of the drive opposite Division Street, as well as other access points. Trip generation calculations for the 130 acres is included in the Appendix.

Total Traffic Development Conditions

Three different future development conditions were developed to represent the total traffic assignments at various phases of the project and area development.

- Existing plus Phase I Site Traffic – This condition, shown in **Figure 6**, represents traffic volumes when Phase I of the site is built and was determined by combining Figure 2 with Figure 4.
- 2025 Build traffic volumes – This condition, shown in **Figure 7**, represents full construction of the project (Phase I and Phase II) and ten years (10.4%) of general ambient growth in traffic.
- 2025 Build plus Background – This condition, shown in **Figure 8**, represents 2025 Build traffic from Figure 7 combined with additional traffic upon construction of 130 acres of Business Park to the south.





Not to Scale

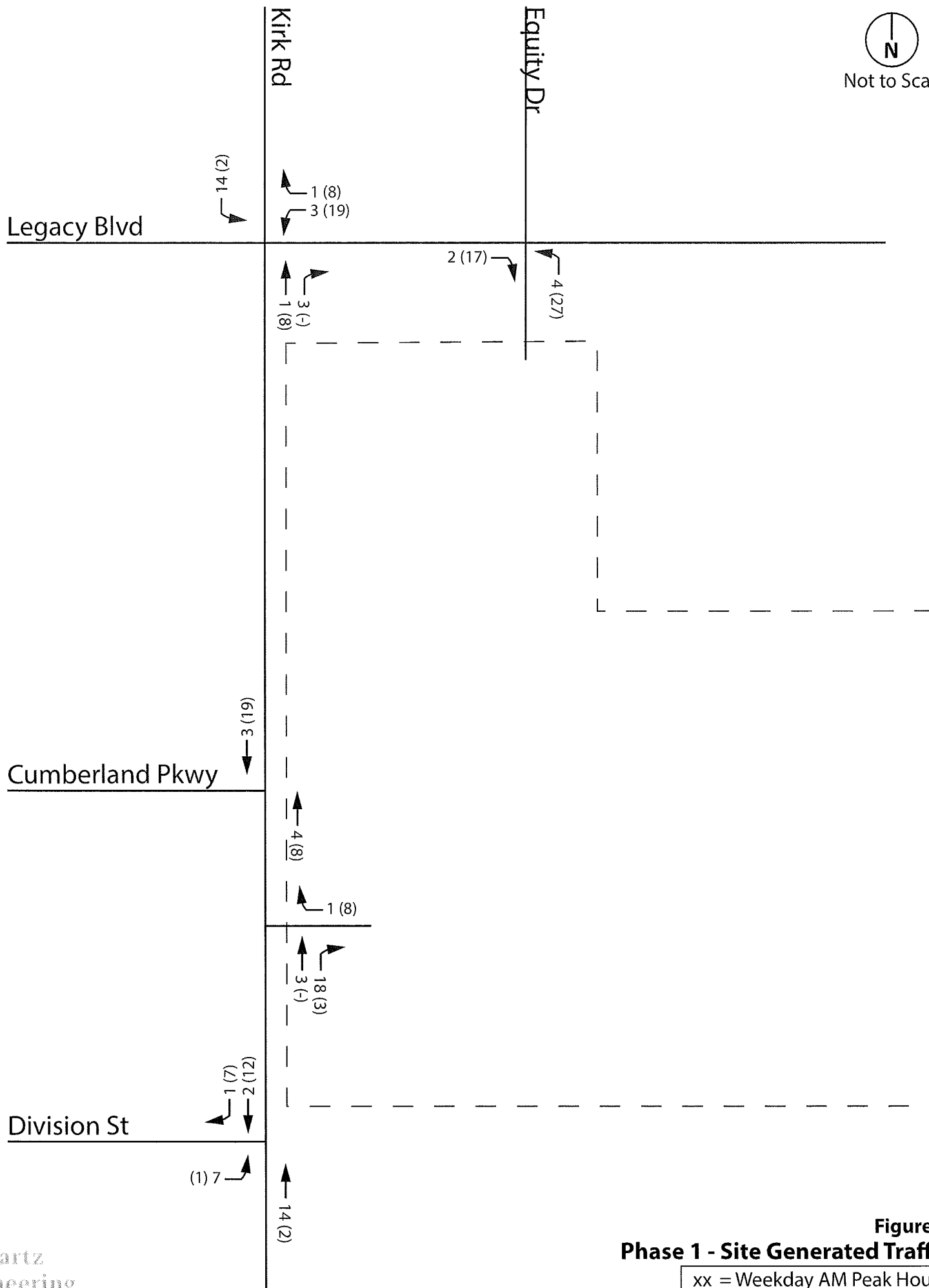


Figure 4
Phase 1 - Site Generated Traffic

xx = Weekday AM Peak Hour
(xx) = Weekday PM Peak Hour

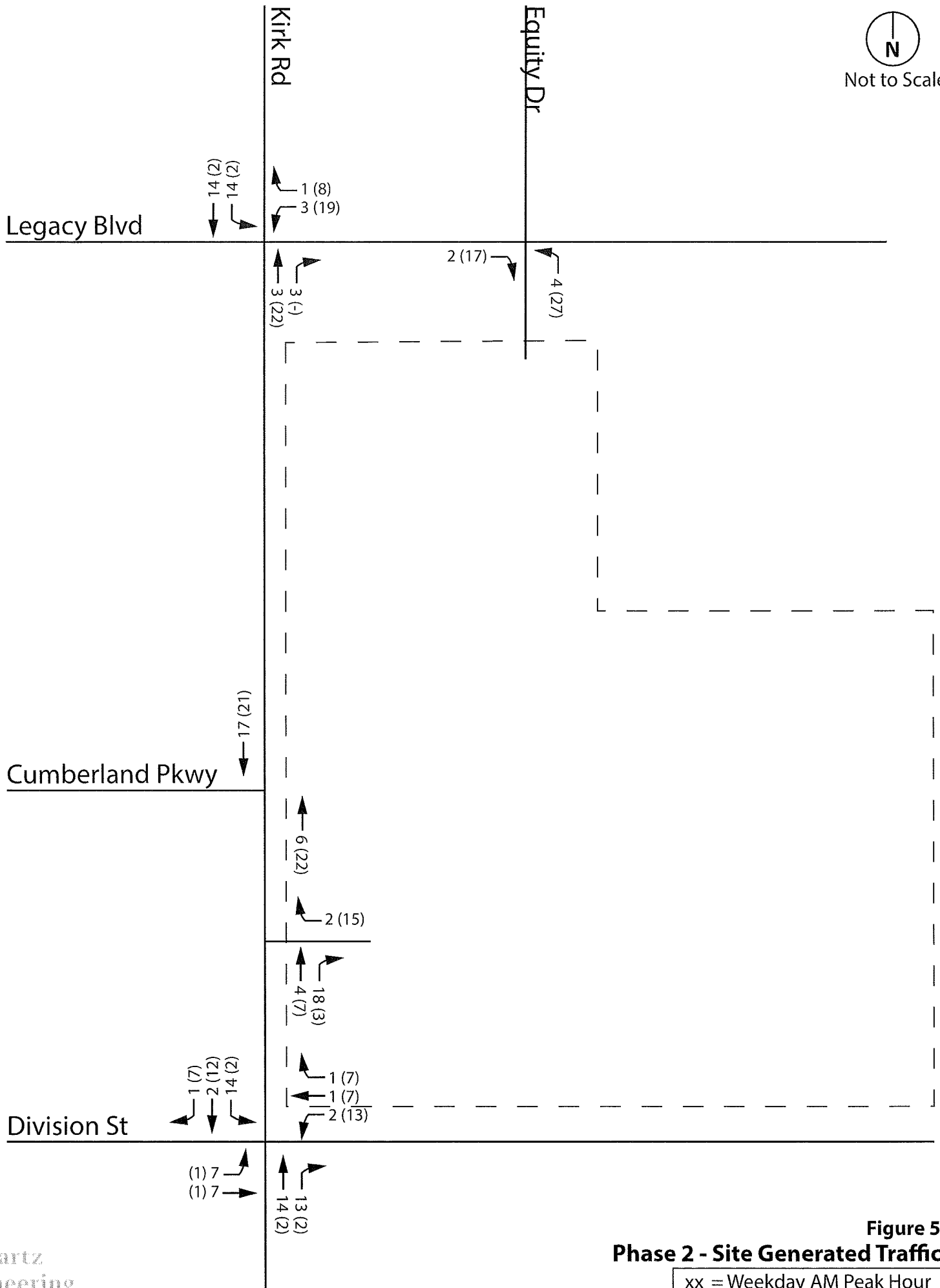


Figure 5
Phase 2 - Site Generated Traffic

xx = Weekday AM Peak Hour
 (xx) = Weekday PM Peak Hour



Not to Scale

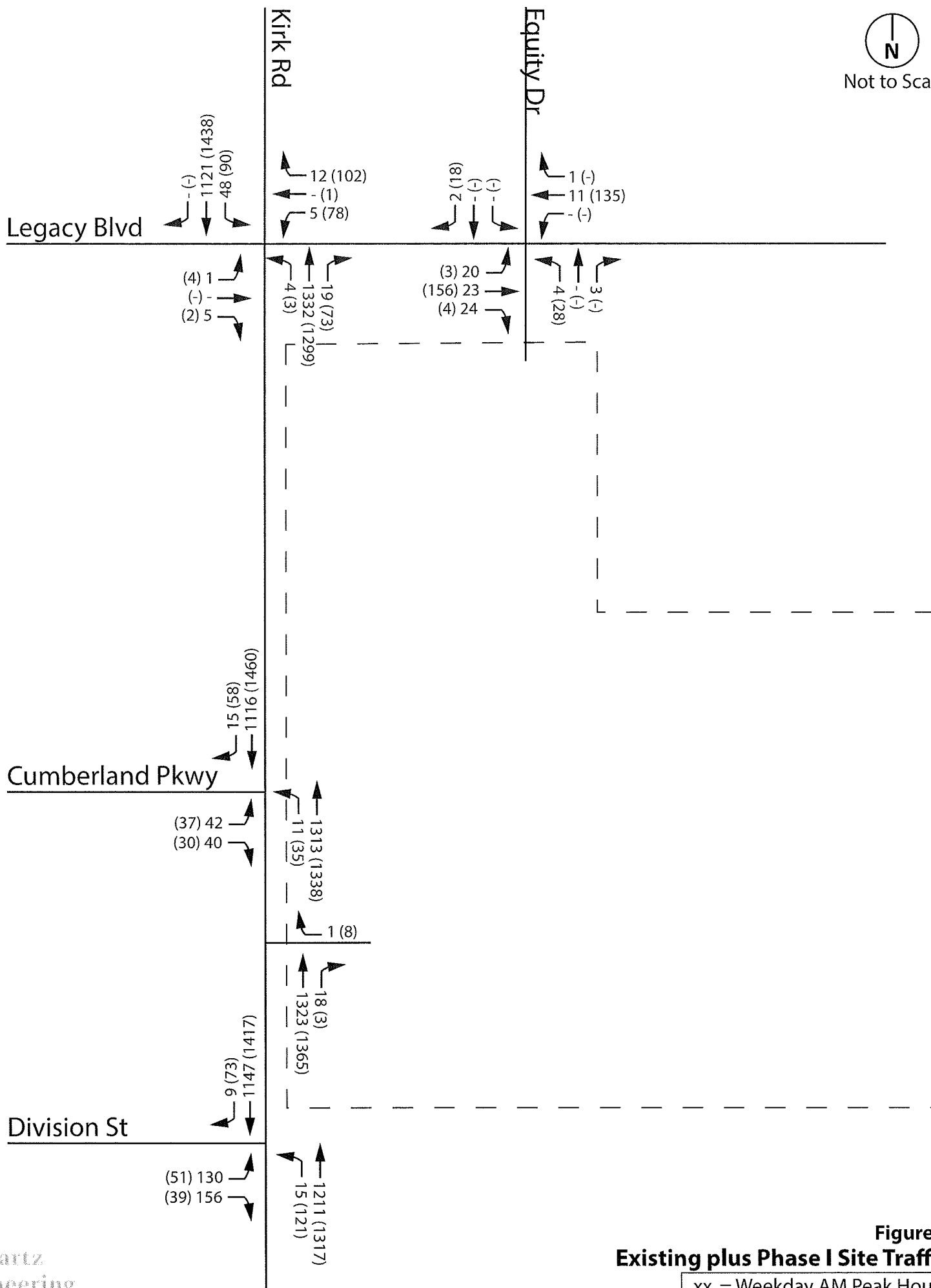
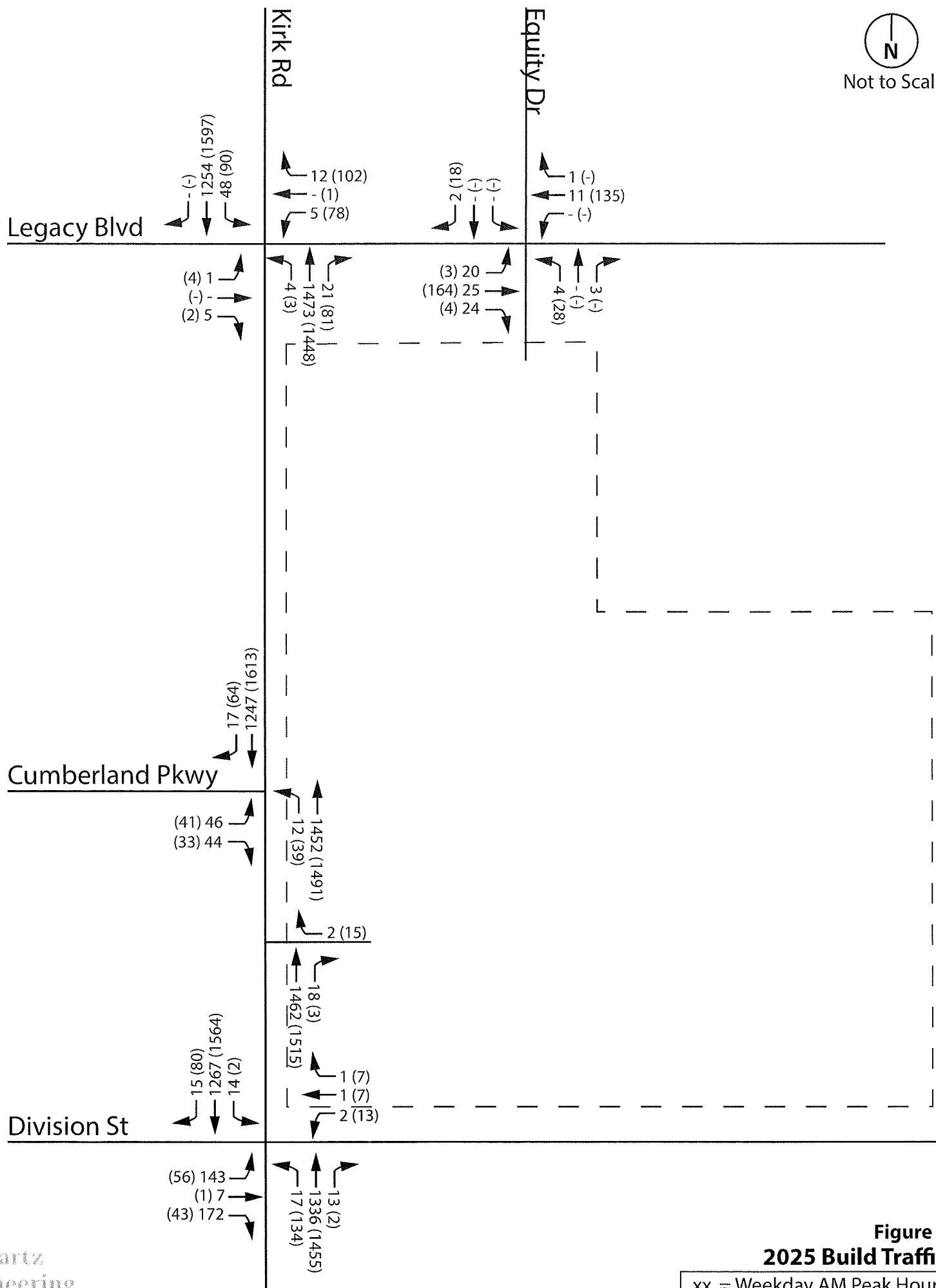


Figure 6
Existing plus Phase I Site Traffic



Not to Scale





Not to Scale

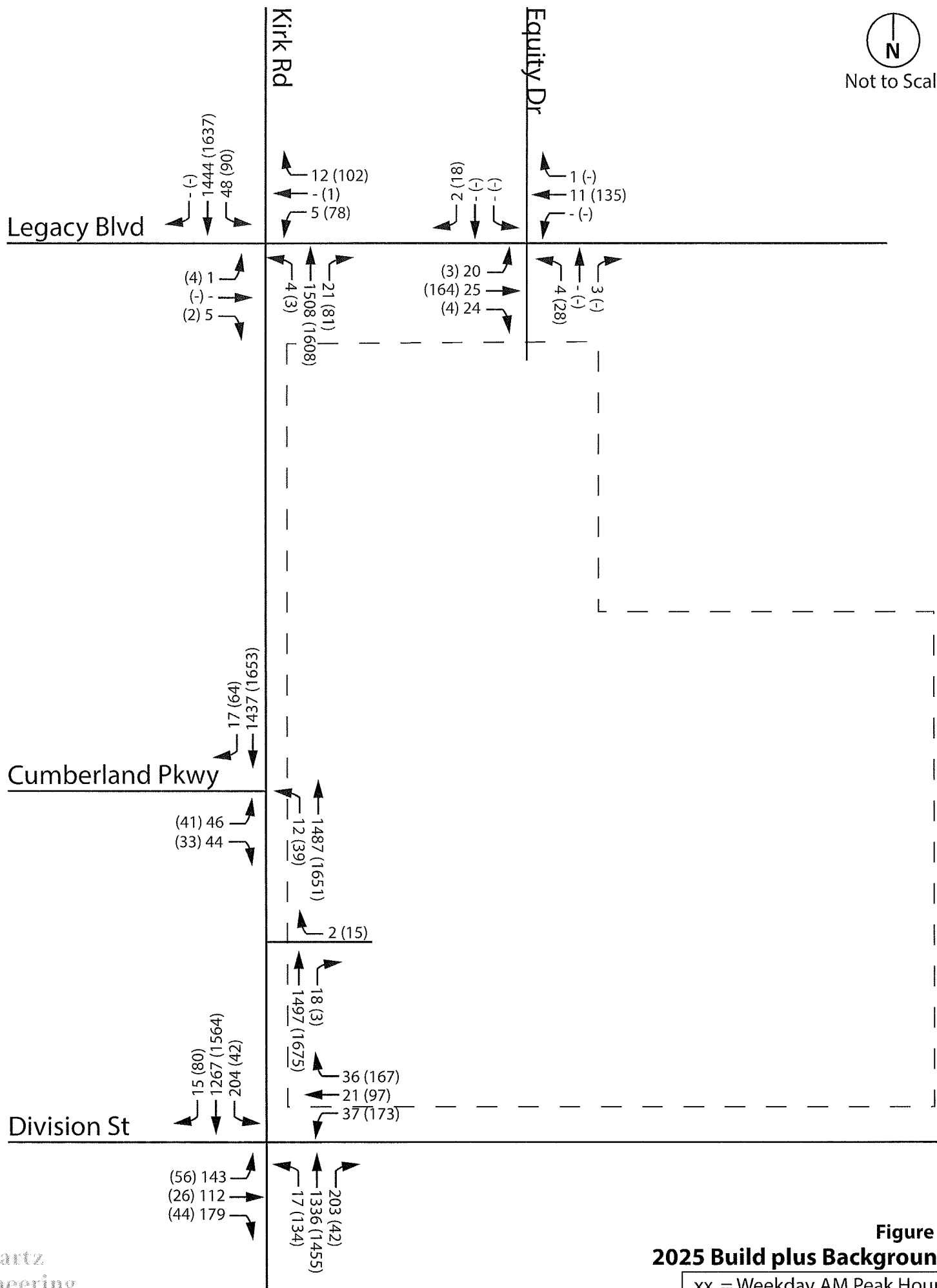


Figure 8
2025 Build plus Background

ANALYSIS

Analyses were conducted to determine whether the adjacent roadway network would be able to accommodate the needs of the proposed development. The analyses conducted include capacity analyses for future traffic conditions at the study intersections and the examination of turn lane needs.

Capacity Analysis

Capacity analyses were conducted for assessing the various future traffic conditions using Synchro 8. Summaries of the capacity analysis results indicating the LOS for all study intersections are presented in **Table 3** for Existing plus Phase I Site. The 2025 Build development capacity results are summarized in **Table 4**. The 2025 Build and Background development capacity results are summarized in **Table 5**. All output worksheets used for these analyses are contained in the Appendix.

Table 3: Future Intersection Level-of-Service – Existing plus Phase I Site Traffic

Intersection/Peak Hour/Lane	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay ^A	LOS ^B	Delay	LOS
Kirk Rd at Legacy Blvd				
Legacy Blvd EB	8.8	A	41.3	D
Legacy Blvd WB	17.5	B	41.2	D
Kirk Rd NB	4.3	A	5.4	A
Kirk Rd SB	3.1	A	4.9	A
Overall Intersection	3.9	A	7.3	A
Legacy Blvd at Equity Dr				
Overall Intersection	7.3	A	8.5	A
Kirk Rd at Cumberland Pkwy				
Cumberland Pkwy EB	29.2	D	47.3	E
Kirk Rd NBL	11.4	B	14.7	B
Kirk Blvd at RIRO				
RIRO WB	14.7	B	15.3	C
Kirk Rd at Division St				
Division St EB	43.1	D	56.1	E
Kirk Rd NB	5.7	A	3.4	A
Kirk Rd SB	7.9	A	5.0	A
Overall Intersection	10.6	B	5.7	A

^A Average control delay in seconds per vehicle.

^B Level of service.

Table 4: Future Intersection Level-of-Service – 2025 Build

Intersection/Peak Hour/Lane	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay ^A	LOS ^B	Delay	LOS
Kirk Rd at Legacy Blvd				
Legacy Blvd EB	9.2	A	41.3	D
Legacy Blvd WB	17.6	B	40.8	D
Kirk Rd NB	3.7	A	5.9	A
Kirk Rd SB	3.2	A	5.5	A
Overall Intersection	3.5	A	7.6	A
Legacy Blvd at Equity Dr				
Overall Intersection	7.3	A	8.5	A
Kirk Rd at Cumberland Pkwy				
Cumberland Pkwy EB	38.5	E	72.9	F
Kirk Rd NBL	12.3	B	16.6	C
Kirk Blvd at RIRO				
RIRO WB	16.0	C	17.0	C
Kirk Rd at Division St				
Division St EB	51.1	D	48.0	D
Private Dr WB	49.0	D	54.2	D
Kirk Rd NB	7.1	A	6.7	A
Kirk Rd SB	5.3	A	9.0	A
Overall Intersection	11.1	B	9.5	B

^A Average control delay in seconds per vehicle.

^B Level of service.

Table 5: Future Intersection Level-of-Service – 2025 Build with Background Development

Intersection/Peak Hour/Lane	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay ^A	LOS ^B	Delay	LOS
Kirk Rd at Legacy Blvd				
Legacy Blvd EB	9.2	A	40.8	D
Legacy Blvd WB	17.6	B	38.5	D
Kirk Rd NB	3.2	A	4.2	A
Kirk Rd SB	3.6	A	6.3	A
Overall Intersection	3.5	A	7.0	A
Legacy Blvd at Equity Dr				
Overall Intersection	7.3	A	8.5	A
Kirk Rd at Cumberland Pkwy				
Cumberland Pkwy EB	53.8	F	82.8	F
Kirk Rd NBL	13.9	B	17.1	C
Kirk Blvd at RIRO				
RIRO WB	16.3	C	18.8	C
Kirk Rd at Division St				
Division St EB	48.1	D	44.3	D
Private Dr WB	32.1	C	57.1	E
Kirk Rd NB	18.6	B	15.8	B
Kirk Rd SB	14.0	B	16.2	B
Overall Intersection	20.6	C	21.6	C

^A Average control delay in seconds per vehicle.

^B Level of service.

Findings

Kirk Road and Legacy Boulevard

Comparison of existing and future build condition capacity analyses at the intersection of Kirk Road and Legacy Boulevard show the intersection approaches will continue to operate at an overall LOS A under all total traffic development conditions. The development described herein will have minimal effect upon the operations of this intersection. The existing roadway geometry is adequate to accommodate future and site traffic.

Legacy Boulevard and Kirk Road and RIRO

As part of Building I of the site development plan, a RIRO access drive is proposed located approximately 557 feet north of the traffic signal at Division Street and approximately 150 feet south of Cumberland Parkway. This conforms to Access Level 2 guidelines of KDOT's access regulations. The access drive will provide cross access within the site and will serve automobile traffic only. The site plan shows truck traffic will not use the RIRO. A northbound separate right-turn lane should be installed on Kirk Road serving the RIRO which will require a full depth removal of replacement of the existing shoulder. Capacity analyses indicate the RIRO will operate at LOS C or better during any peak hour.

Kirk Road and Division Street/Private Drive

Under existing plus Building I site traffic, this intersection is expected to continue to operate at LOS B or better as very little new traffic will be added to the intersection. No roadway improvements are necessary under this condition.


Under the 2025 Build condition, a fourth leg of the intersection will be provided under traffic signal control as a private drive will be extended east of Kirk Road aligned with Division Street to serve Phase II/Building 2 of the site. Future analyses under this condition considered providing two outbound lanes on both approaches of Division Street striped as a separate left-turn and a shared through/right-turn lane. It also considered providing a separate southbound left-turn lane and a northbound right-turn lane on Kirk Road. With these improvements, as well as modified signal phasing, the intersection will operate at an overall LOS B during the weekday morning and evening peak hours.

Under the 2025 Build plus Background condition, capacity analyses indicate the additional traffic related to the 130 acres of development may require that the drive and Division Street be widened to three outbound lanes providing a separate left-turn, through and right-turn lane on both approaches. With additional signal phasing modifications (right-turn overlap) and the additional lane, the intersection is projected to operate at LOS C with minimal additional green time given to east-west movements. This intersection should be reexamined as development occurs and additional access is provided along the private drive.

CONCLUSION

A traffic impact study was conducted for the proposed industrial development on Kirk Road in St. Charles, Illinois. Based on the conducted analyses, the following conclusions were developed:

- The proposed development will be constructed in two different phases and both phases will generate limited trips during the peak hours of the adjacent streets. Each building/phase is expected to individually generate approximately 40-56 bi-directional weekday peak hour trips, for a total of 80-112 bi-directional trips when both buildings are complete.
- Analyses were conducted for several future development conditions to determine what roadway improvements are needed as a result of the site and when they are required. The following summarizes the improvements required for each Phase I and Phase II of site development.
 - Phase I:
 - Provide RIRO access on Kirk Road at 150 feet south of Cumberland Parkway and 557 feet north of Division Street.
 - Provide a northbound separate right-turn lane on Kirk Road at the RIRO. Based on discussions with KDOT and the results of the capacity analyses, the turn lane should provide a storage length of 150' with a 175' taper length.
 - Phase II:
 - Extend roadway east to form the fourth leg of the Kirk Road/Division Street signalized intersection. Intersection geometric improvements should include a separate westbound left-turn lane, a westbound shared through/right-turn lane, a southbound left-turn lane, and a northbound right-turn lane. The existing eastbound right-turn lane on Division Street will need to be restriped as a shared through/right-turn lane.
 - The improvements will also require new signal phasing to include a southbound left-turn protected phase (arrow) and east/west left-turn protected phases (arrow). As a result, KDOT requires that all traffic signal equipment will need to be upgraded.
 - It should be noted that there is an existing bike path that extends east of Kirk Road from Division Street that would need to be relocated.
- It is recommended that the intersection of Kirk Road and Division Street be reexamined as the agricultural land south of the intersection develops to determine the need for additional geometric improvements beyond those listed about serving the proposed site. Traffic impacts from the development described herein will be mitigated with the proposed improvements.

	AGENDA ITEM EXECUTIVE SUMMARY						
	Title:	Recommendation to approve an Economic Development Incentive for AJR Filtration, Inc.					
	Presenters:	Matthew O'Rourke, Economic Development Division Manager					
Please check appropriate box:							
	Government Operations				Government Services		
X	Planning & Development (9/14/2015)				City Council		
Estimated Cost:	\$29,000.00 (Est.) Total Incentive Proposal		Budgeted:	YES		NO	X
If NO, please explain how item shall be funded:							
(See below)							
Executive Summary:							
<p>Background: Staff has been working with Venture One (Mark Goode), AJR Filtration, Inc. (AJR), and the St. Charles School District CUSD 303 to develop a property tax rebate economic development incentive for AJR as part of the City's ongoing business retention and expansion efforts. This incentive will assist AJR to relocate and expand their existing operations to a brand new facility in St. Charles, IL. AJR is a manufacturer of custom filters that are used in liquid processing, medical equipment, automotive, and natural gas applications. AJR has been located in St. Charles since 2001. Their first St. Charles location was in the building located 3635 Swenson. This company has continued to grow and they have expanded into additional buildings that surround their original location.</p> <p>At this point, AJR is out of room for expansion in their existing facilities. They are planning to construct a new 180,000 square foot manufacturing building with room for future expansion on an undeveloped property. They have examined locations throughout the Fox Valley both inside and outside St. Charles Corporate limits. They have identified a property on S. Kirk Road, directly west of the East Side Sports complex, which can accommodate their expansion needs. However, in order to ensure that this site remains competitive with other locations and is financially feasible for AJR, they have requested financial assistance in the form of a property tax rebate.</p>							
<p>Proposed Incentive: The details of the requested sharing agreement are as follows:</p> <ul style="list-style-type: none"> The total incentive requested is an estimated \$29,000 for a term of 7 years. AJR is requesting that these funds come from property tax rebates. The property taxes will be rebated to AJR after the facility has been constructed and occupied. Year 1 of the agreement will begin after the facility is constructed and property taxes will be rebated in the following amounts: <ul style="list-style-type: none"> Year 1 – 90% of property taxes are rebated to AJR. Year 2 – 80% of property taxes are rebated to AJR. Year 3 – 70% of property taxes are rebated to AJR. If AJR chooses to vacate this facility during the term of this agreement (7 years after construction is complete) they will be required to pay all or a portion of the amount of property taxes rebated back to the City. 							
Attachments: (please list)							
Proposed DRAFT Term Sheet; Incentive Application and Supporting Materials; Location Map; Proposed Building Plans							
Recommendation / Suggested Action (briefly explain):							
Review a the Economic Incentive Proposal and Recommendation to Direct Staff to Draft Formal Incentive Agreement Documents (AJR).							
For office use only:		Agenda Item Number: 3b					

City of St Charles

AJR filtration, Inc. Property Tax Rebate Incentive DRAFT Business Terms

September 3, 2015

PURPOSE:

The following proposed DRAFT term in response to an economic development incentive requires from AJR Filtration, Inc. (AJR) to relocate and expand their existing facility and operations in St. Charles, IL. AJR is a manufacturer of custom filters that are used in liquid processing, medical equipment, automotive, and natural gas applications. AJR has been located in St. Charles since 2001. Their first St. Charles location was in the building located 3635 Swenson, and as their company grew they have expanded into additional buildings that surround this initial location. At this point, AJR is out of room for expansion in their existing facilities. They are planning to construct a new 180,000 square foot manufacturing building with room for future expansion on an undeveloped property.

AJR has examined locations in the Fox Valley that are both inside and outside of St. Charles' corporate limits. Based on this site search, they have identified a location on S. Kirk Road in St. Charles that can accommodate their expansion needs. However, in order to ensure that this site remains competitive with other locations and is financially feasible for AJR, they have requested financial assistance in the form of a property tax rebate.

The relocation of this company to a new building in St. Charles would result in the following:

- Retention and expansion of an existing St. Charles business and employer.
- Retention of 250 full-time jobs.
- Planned expansion of an additional 150 full-time jobs in the next 2 to 5 years.
- Total Capital investment of approximately \$15.2 Million.
 - \$13 million in building and site infrastructure.
 - \$2.2 million in equipment, relocation, and workforce training.
- Increase in annual property taxes to the City (estimated at \$12,500 per year).

TERM OF ECONOMIC INCENTIVE AGREEMENT:

The proposed economic development incentive will have a maximum term of 7 years. The Property Tax Rebate Payment Period of the agreement will span and be limited to the first 3 years of the incentive. Years 1 through 7 will include an Early Termination Penalty Period which requires the applicant to repay all or a portion of property taxes rebated to AJR.

Year 1 of the property tax rebate will begin in the tax year immediately following verification that the new facility is constructed and has been fully occupied and assessed at the full rate.

CONTEMPLATED STRUCTURE OF PROPERTY TAX REBATE PAYMENT PERIOD:

The economic development incentive will be structured as a rebate with no upfront financial assistance. The City will rebate the agreed upon portion of the City's property taxes levied on the new AJR development site upon verification that the total tax year bill has been paid and funds have been received by the City. The City agrees to rebate a portion of its property tax levy on the property in the following manner:

- Year 1 – 90% of property taxes are rebated to AJR.
- Year 2 – 80% of property taxes are rebated to AJR.

DRAFT & CONFIDENTIAL

- Year 3 – 70% of property taxes are rebated to AJR.

EARLY TERMINATION PENALTY PERIOD:

Should the AJR Filtration, Inc. vacate the facility during the term of this agreement, they will refund all or a portion of property taxes payments that have already been rebated per the schedule listed below. The Early Termination Penalty Period shall begin in year 1 of the agreement as defined in the Term of Economic Incentive Agreement section. The amount of property tax rebate refund payments shall be as follows:

Early Termination Schedule:

- Years 1 through 4 – 100% of the property tax rebate payments received by AJR will be refunded.
- Year 5 – 75% of the property tax rebate payments received by AJR will be refunded.
- Year 6 – 50% of the property tax rebate payments received by AJR will be refunded.
- Year 7 – 25% of the property tax rebate payments received by AJR will be refunded.

TRANSFER OF PROPERTY TAX REBATE:

The terms of this property tax rebate agreement are not transferrable to any other company or entity other than AJR Filtration, Inc.



September 2, 2015

Matthew O'Rourke
Economic Development Division Manager
City of St. Charles, IL
2 East Main Street St.
Charles, IL 60174

Dear Mr. O'Rourke:

On behalf of AJR Filtration, Inc. (AJR), we are requesting real estate tax assistance in connection with a proposed new manufacturing/production facility to be located in St. Charles, IL on the east side of Kirk Road, just north of Division Avenue. (See attached location maps). Venture One Real Estate (Venture One) is providing Development services to AJR for the proposed new facility.

The new facility would be constructed on a 15.10 acre site which is currently zoned "M-2, Limited Manufacturing". The site has been utilized previously for agricultural purposes. The new facility will be a 180,121 square foot modern manufacturing facility and will also include over 15,000 square feet of corporate headquarters office space. The building will be constructed of architectural precast concrete and accent glass, and will have a 30' clear height. The building will have 10 truck dock doors and 3 drive-in doors, as well as 272 parking spaces to accommodate both office and production employees operating on multiple shifts. (See attached Site Plan and Architectural Rendering/Perspective).

The new facility will represent an investment of over \$13 million by AJR, not including equipment and moving expenses for the new facility. The project will be financed through a combination of corporate investment and long-term bank financing. Construction is projected to begin in late September, 2015 and will be complete by late August, 2016. (See attached Preliminary Milestone Schedule).

Regarding the history and operations of AJR, the company was started by an immigrant family that emigrated from Croatia to North Carolina in 1979. Jakob Rukel, the company's founder, first worked in a textile factory where he was a maintenance engineer, eventually advancing into a production role. While working at the plant, Jakob mastered the intricacies of the textile and media industry, especially filtering and absorbency technologies.

In the late 1980s, Jakob re-located to Illinois where he and a partner created a new business based in the Chicago area close to the customer base. The company eventually merged with a group of other related businesses to form a large (\$100m) presence in the filtration industry. Jakob eventually sold his interest in that original group and in 1997, formed AJR Enterprises. In short order, Jakob became known as an industry expert in filtering and absorbency technologies and consulted to Gerber on the development of a breast pad manufactured for nursing mothers. Through that connection, Jakob was sought out by Sage Products in Cary to manufacture shampoo caps and that opportunity developed into a close relationship with Sage to the point where today, AJR is the largest supplier to Sage Products and the only one manufacturing finished items for them.



After the success with Sage, Jakob re-entered the filter manufacturing business where the company established a competitive advantage providing best quality, best value pricing and short lead times to a diverse group of customers. This was essential to the company's growth and led to the firm becoming recognized as one of the largest custom filter manufacturers in the country serving customers in liquid processing, medical, automotive and natural gas exploration. Today, AJR serves filtration customers across the country, with largest concentrations in the Mid-East Region, Texas/Louisiana, Dakotas, Canada and more recently Colorado. The company operates under the umbrella of Rukel Management, LLC the principals of which consist of Jakob Rukel, Barbara Rukel, Angelo Rukel and John Rukel. (See attached Principal Profile).

When AJR began in 1997, the company operated in a 3,500 square foot space. In 2001, the firm moved into the building at 3635 Swenson. Initially only occupying 25,000 square feet of the 40,000 square foot 2-tenant building, in 2006 AJR expanded into an additional 15,000 square feet space as they began manufacturing more products for Sage. In 2008 the company further expanded the warehouse adding 25,000 square feet of storage space and freeing up more space for manufacturing. Facing another shortage of space in 2010, the company leased all the available space surrounding their facilities. Presently, the company has about 130,000 square feet of space consisting of owned and leased buildings in St. Charles.

AJR has reached an inflection point in that they are at a shortage of space and have three different business units operating in multiple facilities. The company was formed in Illinois but is competing against other manufacturing operations for business in markets across the nation. Current and potential growth opportunities caused the company to re-evaluate human capital and real estate costs and associated supply chain constraints from being based in St Charles, and the end result was the realization that a new facility would be required where all operations could be consolidated under one roof.

The new facility will retain approximately 250 full-time jobs for the area. Moreover, there is a potential to add approximately 150 additional jobs over the next 2 to 5 years. In addition to the substantial investment needed to construct the new facility, it is estimated that an additional \$2.2 million investment will be made by the company for property and equipment installation, as well as moving, hiring and training costs connected with the new facility. To help off-set these substantial costs resulting from the consolidation, the company is requesting real estate tax assistance from the City of St. Charles. The assistance would consist of a reduction of real estate taxes on the basis of 90% reduction in year 1, 80% reduction in year 2, and 70% reduction in year 3. The property would then be taxed fully in year 4.

The benefits accruing to St Charles as a result of AJR remaining in the community include:

- Increased school tax revenue without impacting school capacity
- Employment opportunities for graduates of local the High School, Community College and Universities.
- Increased industrial/commercial tax base.
- Establishment of a long-term, stable revenue source.
- Increased job base in St. Charles.
- Indirect long-term benefits from sales tax revenue growth, jobs/stability and secondary job growth (retail, services and construction).



Thank you sincerely for considering this request. Please contact me with any questions or comments.

Sincerely,

A handwritten signature in black ink that reads 'Mark Goode'.

Mark Goode
Venture One Real Estate

PROJECT DATA:

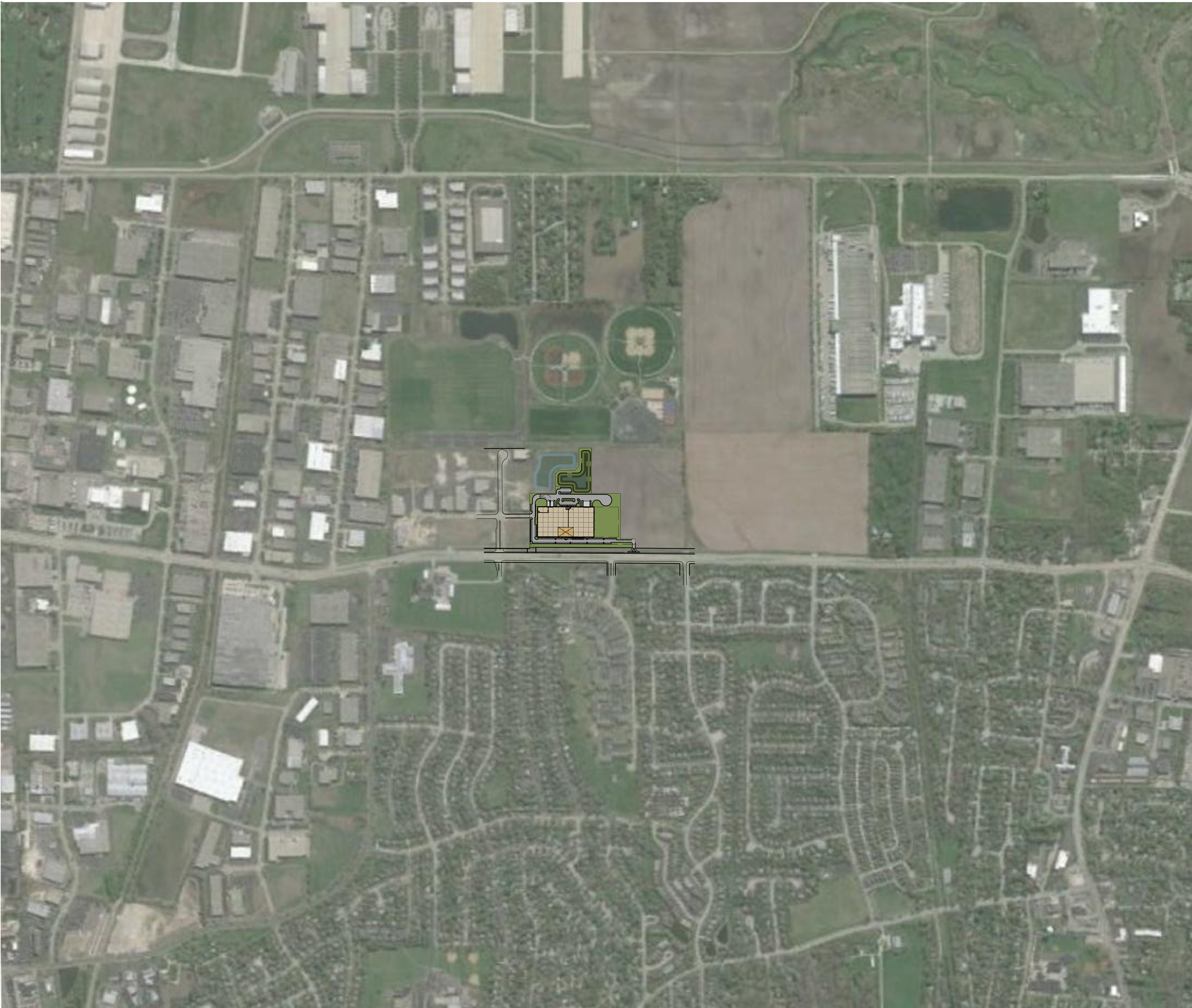
GROSS SITE AREA:	
SITE:	553,085 SF (12.70 AC)
DTNTN 'A':	104,775 SF (2.41 AC)
TOTAL:	657,860 SF (15.10 AC)

NET SITE AREA: 581,320 SF (13.35 AC)
(LESS ON-SITE DETENTION)

TOTAL BUILDING AREA: 180,121 SF

NET COVERAGE: 0.310

DOCK DOORS:	10 POSITIONS
DRIVE-IN DOORS:	3 POSITIONS
AUTO PARKING:	272 STALLS





PROJECT DATA:

GROSS SITE AREA:	
SITE:	553,085 SF (12.70 AC)
DTNTN 'A':	104,775 SF (2.41 AC)
TOTAL:	657,860 SF (15.10 AC)

NET SITE AREA: 581,320 SF (13.35 AC)
(LESS ON-SITE DETENTION)

TOTAL BUILDING AREA: 180,121 SF

NET COVERAGE: 0.310

DOCK DOORS: 10 POSITIONS
DRIVE-IN DOORS: 3 POSITIONS
AUTO PARKING: 272 STALLS

PROJECT DATA:

SITE AREA:	
GROSS:	14.99 AC (652,966 SF)
NET:	13.23 AC (576,426 SF)
(LESS SLOPES, DETENTION 'A')	
BUILDING AREA:	180,121 SF
F.A.R.	.31 (NET)
DOCK DOORS:	10 POSITIONS
DRIVE-IN DOORS:	3 POSITIONS
AUTO PARKING:	272 STALLS




SITE LEGEND:

- ◀ DOCK HIGH TRUCK DOOR W/ LEVELER
- GRADE LEVEL TRUCK DOOR



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified information, and is intended merely to assist in exploring how the project might be developed.

1"=100'
0 50 100 200

		AGENDA ITEM EXECUTIVE SUMMARY						
		Title:	Review and Recommendation for the Fox River Corridor Master Plan 2015 Amendment (Active River Task Force)					
		Presenters:	Rick Hitchcock, Hitchcock Design Group (Consultant) John Rabchuk, Active River Task Force (Active River Task Force)					
Please check appropriate box:								
	Government Operations				Government Services			
X	Planning & Development (9/14/2015)				City Council			
Estimated Cost:				Budgeted:	YES		NO	
							X	
If NO, please explain how item will be funded:								
Executive Summary:								
Background:								
<p>In February of 2014, the Government Services Committee received a request from the St. Charles River Corridor Foundation to be part of a conceptual study entitled the “Active River Project”. The envisioned project was a collaborative effort to evaluate new concepts focused on increased utilization of the Fox River for recreation and active lifestyle purposes. The City Council subsequently approved a motion of support for the Active River Project. The attached plan serves as an amendment to the existing 2002 River Corridor Master plan that is intended as a guide and not a binding document.</p> <p>The following is a brief summary of the events that have occurred since the initial motion of support:</p> <ul style="list-style-type: none"> • The St. Charles Park District, Kane County Forest Preserve, the City of St. Charles, the River Corridor Foundation, and St. Charles residents formed a task force and began regular meetings to advance the project. • The Task Force secured a \$46,250.00 Kane County Riverboat Fund grant as partial funding for an update of the 2002 Fox River Corridor Mater Plan. <ul style="list-style-type: none"> ◦ The scope of the proposed amendment was to analyze the ability to leverage the Fox River to the greatest extent possible. • In September of 2014 the City Council approved an additional \$20,000 to support the plan amendment. • The St. Charles Park District and River Corridor Foundation also contributed \$20,000 each for this effort. • In June of 2015 the City entered into an Inter-Governmental Agreement (IGA) with the St. Charles Park District and the Forest Preserve District of Kane Count to award Hitchcock Design Group to the contract to update the plan. <p>Current Status:</p> <p>Since the approval of the IGA, the Task Force has worked with Hitchcock to complete the plan amendment. Over the past several months Hitchcock has analyzed the feasibility of increasing recreational and active lifestyle enhancements to the river. The Active River Task Force has spent the last several weeks evaluating drafts of the amended plan. While staff is still in the process of reviewing the final draft of the plan, the Active River Task Force is beginning the process of presenting the findings to the partner organizations that approved the original IGA.</p> <p>Hitchcock is presenting their findings and soliciting comments from the Planning & Development Committee. Please note that there are implementation action items and a timeline included in the plan for the Committee’s consideration. The Active River Task Force is seeking a recommendation to approve the 2015 Amendment to the Fox River Corridor Master Plan.</p>								
Attachments: (please list)								
DRAFT Fox River Corridor Master Plan Amendment, dated 9/2/2015								
Recommendation / Suggested Action (briefly explain):								
<p>Based on the Information Discussed at the 9/14/2015 meeting, the Planning & Development Committee has the following options:</p> <ol style="list-style-type: none"> 1. Recommend approval of the 2015 Amendment to the Fox River Corridor Master Plan as presented. 2. Recommend approval of the 2015 Amendment to the Fox River Corridor Master Plan conditional upon resolution of any City staff comments. 3. Ask the Task Force to present a revised plan at a future meeting if there are any substantive outstanding comments. 								
For office use only:		Agenda Item Number: 3C						



FOX RIVER CORRIDOR MASTER PLAN

ST. CHARLES, ILLINOIS 2015 UPDATE

Acknowledgements

Sponsor Agencies

River Corridor Foundation of St. Charles

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James F. Cooke - Treasurer
Brian Charles - Assistant Treasurer
Karrsten Goettel - Assistant Secretary
Trish Beckjord - Commissioner
Holly Cabel - Director

City of St. Charles

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Arthur J Lemke - Alderman Ward 2
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Steven Gaugel - Alderman Ward 4
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Monica Silva - District 7
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John Martin - District 11
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Barbara Wojnicki - District 15
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Drew Frasz - District 18
Kurt Kojzarek - District 19
Cristina Castro - District 20
Rebecca Gillam - District 21
Douglas Schefflow - District 22
Maggie Auger - District 23
Joseph Haimann - District 24
Chris Lauzen - County Chair

Active River Task Force Members

John Rabchuk, Chairman
Chris Adesso, Vice Chairman
Holly Cabel
John Wessel
Bob Carne
Monica Meyers
Matt O'Rourke
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Tony Zehnder

Project Team

Hitchcock Design Group – Planning, Landscape Architecture
Market & Feasibility Advisors – Market Economics
Wills Burke Kelsey Associates – Civil/Water Resource Engineering
S2O Design and Engineering – Active River Engineering

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Market & Feasibility Advisors





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Executive Summary

Dear Community Leaders:

From the time that St. Charles was first settled, the Fox River has been one of its most important assets. Today, thanks to the vision of past leaders who recognized the importance of the river, St. Charles prospers and enjoys a sparkling regional reputation. The future of the Fox River and riverfront in St. Charles is extraordinary. Actively nurtured, the river corridor will feature a compelling package of natural and man-made assets that will define the community's environmental, cultural and economic prosperity for decades to come.

Building on a tradition of visionary planning, the 2002 River Corridor Master Plan illustrated the community's concept of a signature riverwalk along both sides of the river that would attract visitors, connect parks and neighborhoods to downtown, and stimulate downtown investment. The plan also recommended design guidelines and described an incremental implementation process. Spearheaded by the St. Charles River Corridor Foundation, the City of St. Charles and the St. Charles Park District have completed some key projects including the riverwalk between Prairie and Illinois Streets along the west bank of the river, named in honor of the late Bob Leonard, the 2002 Downtown St. Charles Partnership River Corridor Committee co-chairman. However, many of the master planned projects remain unrealized.

In 2015, led by the Active River Task Force of the River Corridor Foundation, the City of St. Charles, the St. Charles Park District and the Forest Preserve District of Kane County sponsored this master plan update. Consistent with the 2002 master planning process, the consultant team analyzed the multitude of existing resources and intriguing market conditions, and gathered valuable input from residents and dozens of civic, jurisdictional, business and special interest organizations. In addition, the team gave extra attention to the multi-dimensional characteristics of the river. This 2015 update describes the Exceptional Opportunity, Active River Strategy and Incremental Implementation Process that will enable the community to realize its goal to **“create a lively riverfront environment that is the centerpiece of the community.”**

Exceptional Opportunity

Clearly, St. Charles is not the only town in the region with a downtown river. Every Fox River Valley town was settled along the river, and many other towns in the region have rivers flowing through their downtown. Some towns have begun to reverse decades of riverfront neglect caused by industrialization and cyclical flooding issues in order to leverage their riverfronts as recreational and cultural assets. Regionally, downtown Naperville has built its brand, in part, on the success of its riverwalk, and Chicago recently opened the first phase of its \$43 million Riverwalk. Nationally, countless communities have turned to their rivers to reinvigorate their downtowns. Four example communities are referenced in this plan. What, then, sets St. Charles apart from the crowd? As summarized in the Opportunity Analysis, the Fox River Corridor in St. Charles has an exceptional combination of desirable resources, attractive markets and market trends, and engaged stakeholders; all of which set the stage for success.

Almost four miles long, the St. Charles reach of the Fox River is uncommonly scenic, with much of the shoreline, particularly north and south of downtown, in public ownership and attractively improved for recreation. The impounded pool upstream of the dam is a beautiful and treasured asset for rowing and motorboat enthusiasts, and the Fox River Trail is an enormously successful regional bike trail that draws thousands to the vicinity. In addition to iconic commercial properties like the Baker Hotel, the 2013 Comprehensive Plan identified many properties, small and large, that could be redeveloped to take advantage of the river and riverfront improvements.

The local market is affluent and aging, with many more single adult and empty-nester households forecasted. Nationally and regionally those populations, along with the younger adults, are often seeking active urban and suburban lifestyles that support walking, cycling, canoeing, kayaking and rowing activities. St. Charles' domination of the local hotel market makes for an especially intriguing opportunity on the riverfront.

As can be expected, diverse Fox River Corridor stakeholders often have conflicting interests, but everyone seems to agree on the importance of the river and the need to manage it with great care. What, if anything, to do with the dam seems to be the topic that crystallizes the recreation vs. preservation, activation vs. restoration, and even old vs. new differences among those who love the river and their community. This debate is particularly important to the Fox River Study Group (FRSG), which includes representatives from state regulatory agencies, the City of St. Charles and other Fox River communities. The FRSG was formed to develop data-supported water quality recommendations for the Fox River, focusing primarily on discharge from sewage treatment plants, in lieu of an IEPA mandated phosphorous Total Maximum Daily Load requirement. The FRSG has studied the potential benefits of dam removal as one option to improve water quality of the Fox River. Dam removal proponents argue that the IDNR has indicated a willingness to contribute as much as \$2.5 million to remove the dam and that a complete removal of the dam will improve water quality and supplement the need for sewage treatment plant modifications. By comparison, dam retention advocates suggest that the current upstream pool is a priceless community asset and cannot be altered.

Given the abundant opportunities and daunting challenges, how can St. Charles best capitalize on its remarkable assets and attractive markets to distinguish itself in the Fox River Valley and achieve the community's heartfelt goal to be the centerpiece?

Active River Strategy

The City of St. Charles, the St. Charles Park District, the Forest Preserve District of Kane County, business owners, property owners and all other partners who love this important river corridor need to embrace a long-term, multi-dimensional strategy to complete a package of seasonal and year-round river-centric attractions and complementary destinations; complete the river, riverwalk and trail connections; embellish the natural, cultural and recreational assets, refine and align brand communications; and act systematically and incrementally to gain and sustain momentum.

Each one of these five strategic dimensions supports and builds on existing assets, past achievements and important recommendations from the 2002 master plan. For instance, this 2015 Fox River Corridor Master Plan reinforces the need to complete a barrier-free, signature riverwalk and to improve and extend the Fox River and Great Western Trails. Both the riverwalk and trail improvements advance four strategic dimensions, simultaneously, as brand-defining magnet attractions, valuable connections and cultural/recreational assets.

Another brand-defining attraction, the spectacular multi-dimensional “River Park” featured in this 2015 update extends from Main Street to the railroad trestle along both sides of the river. River Park includes an expansive riverwalk, barrier-free trail extensions, a nature-based children’s play environment, naturalized shorelines, exciting pedestrian bridges, and a paddling course – all made possible by a major dam modification that is conceived to maintain the slow-moving, flat-water surface of the upstream impoundment that is ideal for rowing and power boating while creating a narrower, more natural, stepped river channel that allows wildlife passage and accommodates canoeists, kayakers and other river enthusiasts of all skill levels. In fact, River Park creates a connection between downtown and Pottawatomie Park and also creates an unmatched catalyst for the substantial redevelopment of relatively large tracts both east and west of the river.

Closely related ecological and infrastructure improvements at Boy Scout Island will improve water quality, wildlife habitat and boat launching while creating a distinctive water garden opportunity. Grade-separated and safer at-grade crossings will improve pedestrian and cyclist access to and along the riverfront, and dozens of smaller scale projects will embellish the natural, cultural and recreational features that will strengthen and define the St. Charles riverfront brand. In addition, all of the river and riverfront amenities will help attract much-needed smaller-scale residential, office and restaurant infill development. They will also promote private sector investment in seasonal recreation activities such as camping, cycling, boating, climbing and ropes courses.

This Active River Strategy will elevate St. Charles’ brand from good to great. When fully realized, the St. Charles river corridor will boast a package of extraordinary natural, cultural and recreational attractions, complimentary commercial and residential destinations, and vital connections that will appeal to an active and growing regional population. Other river towns may have some of these amenities, but St. Charles can have the most. Along the way, the river corridor partners – and the City of St. Charles, in particular, should craft a coordinated brand platform and communications around the river and the complete riverfront package.

The last dimension of the Active River Strategy, gaining and sustaining momentum, may be the most daunting. Like the 2002 plan, this update comes on the heels of a severe recession, and is compounded by unprecedented financial problems at the State of Illinois. Nonetheless, the long-term benefits are clear and compelling, the public is enthusiastic, and the process, when subdivided into small components, is manageable.

Incremental Implementation Process

Led by the City of St. Charles, the river corridor partners should all adopt this plan and commit to incremental implementation of the Active River Strategy by systematically executing a series of correlated policy, capital and operational improvements. The City and its river corridor partners should, initially, concentrate on key public policies that will set the stage for future work, vigorously promote the strategy to all stakeholders, and coordinate public and private sector capital improvements-in-progress to align with the updated master plan.

Policy Improvements

- Vigorously advocate the Active River Strategy with the FRSG to promote consideration of ecological, water quality and habitat improvements to supplement and offset conventional treatment plant improvements in their upcoming Fox River Improvement Plan that supports the “River Park” concept in this plan.
- Select river corridor improvements, including the Phase I study of the dam modification, for the 2016 and the 3 year Capital Improvement Plans (approx. \$4.1M).
- Seek funding through state and federal sources to complete the Phase I study of the dam modification. Confirm local match requirements.
- Assign someone to research grant funding and produce periodic memoranda to be shared and compared with other corridor partners. Identify the best opportunities and partnerships, and apply for/facilitate grant awards.
- Complete the Police Facility Study and determine the availability of this important site for redevelopment.

Capital Improvements

- Align the Piano Factory Bridge rehabilitation, temporary city hall/police station bulkhead wall rehabilitation, and Fox River Trail sign improvement projects-in-process with the Active River Strategy.
- Align the First Street redevelopment project-in-process with the Active River Strategy.
- Commence the Preliminary Design/Engineering study of the dam modification (approx. \$1M).
- Complete the Preliminary Design/Engineering of the Riverside Drive Riverwalk (approx. \$50K).
- Complete the Preliminary Design/Engineering of selected shoreline improvements and Leonard Memorial Walkway pedestrian amenities and enhancements (approx. \$25K).



Operational improvements

- Synchronize the 2016 City, Park District and County operational plans with other river corridor partners to prioritize the Active River Strategy.
- Continue to actively communicate and promote the Active River Strategy with all jurisdictional, organizational, commercial and residential stakeholders.

Timely community action is critical because the FRSG's Fox River Improvement Plan is due to be released at the end of 2015. Given the circumstances, if FRSG supports the Active River Strategy, then St. Charles is in a better position to obtain IDNR funding support for a dam modification.

Yes, this is an ambitious vision. However, since St. Charles was first settled, visionary leaders have understood that the Fox River has been, is, and will continue to be central to the success of the community. With the focused support of community members and their leaders, the Fox River corridor in St. Charles will be **"a lively riverfront environment that is the centerpiece of the community."**

Thank you for allowing us to participate in this exciting Active River Strategy.

Sincerely,

Hitchcock Design Group, in association with
Wills Burke Kelsey Associates, Ltd.
S2O Design and Engineering
Market and Feasibility Advisors



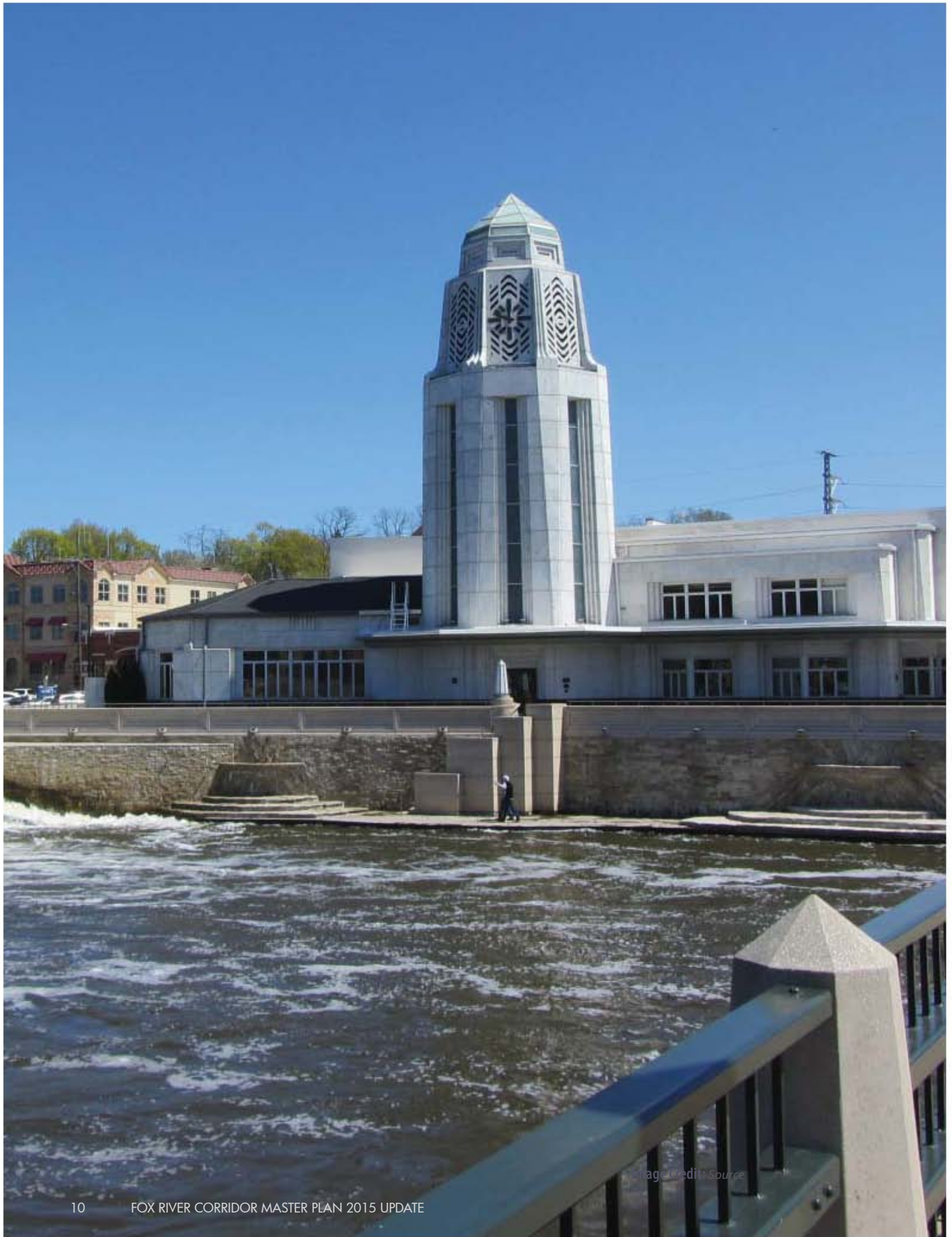


Image Credit: Source

Introduction

Purpose

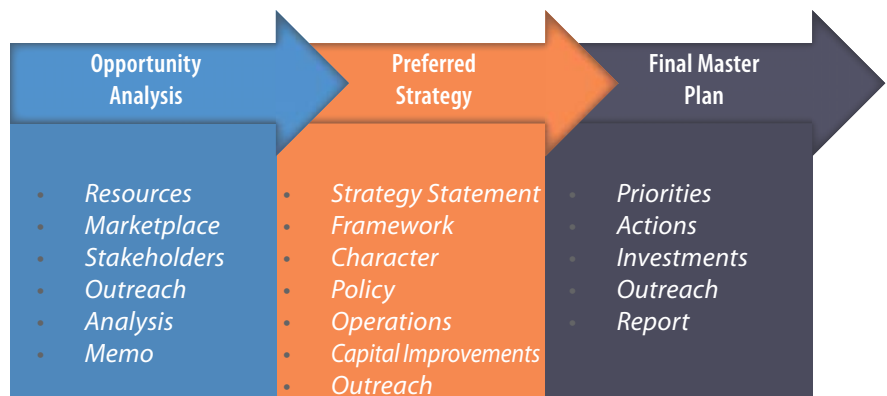
The purpose of this plan is to update the 2002 River Corridor Master Plan with an increased focus on active river recreation, economic development opportunities and ecological improvement initiatives. The plan will provide policy and resource guidance to leaders over the next several years.

Study Area

The Study Area includes the extent of the Fox River within the City of St. Charles municipal boundaries from approximately Red Gate Road on the north to Division Street on the south, including the properties that border the river. Downtown St. Charles is located within the study area and is considered part of the River Corridor project area.

Process

In January of 2015 the Active River Task Force selected the Hitchcock Design Group (HDG) team to complete the master plan update. During the Opportunity Analysis the team examined the existing resources, local and regional marketplace, and stakeholder behaviors and interests. Next, the team explored alternative strategies and established a Preferred Strategy for an integrated, market-supported series of policy, operational, and capital improvements. This report summarizes the recommendations and concludes the Final Master Plan update..



Community Engagement

The team coordinated with the Active River Task Force throughout the duration of the study. The Active River Task Force consists of Park District, City, and Forest Preserve representatives, along with River Corridor Foundation members. The team also maintained a project website, conducted over 35 confidential stakeholder interviews, and facilitated a community workshop and a public open house. The team presented the preliminary recommendations to the River Corridor Foundation, and at a joint meeting of the Park District Board and the City Council during the Alternative Strategies phase. The Final Plan was presented to the Park District Board, City Council, Forest Preserve District Board and the River Corridor Foundation at the conclusion of the Final Master Plan.



Image Credit: Source

Opportunity Analysis



Context

The City of St. Charles is located 35 miles west of downtown Chicago. Along with Geneva and Batavia to the south, the area is often referred to as the tri-cities and has a reputation as a great place to live, work and play, along with being a shopping, dining and recreational destination. The Fox River Valley on a regional scale is a unique natural, cultural and recreational resource within the Chicago region and beyond. The St. Charles section of the river is particularly scenic, offering many active and passive recreational alternatives. St. Charles has an opportunity to capitalize not only on its own unique attributes, but in coordination with other Fox Valley communities, the region on whole can leverage their resources to improve and prosper.

Resources

Natural Resources

The 3.8 mile section of the Fox River within St. Charles is especially scenic and offers a variety of recreational opportunities due to the 18 acre upstream pool created by the dam and the 7 miles of unobstructed river until the next dam north located in South Elgin. Due to its popularity, the balance of multiple uses within the river can be a challenge at times.

The floodplain and floodway extend beyond the banks of the river in some locations and can be a source of periodic flooding and inconvenience. This impacts potential development/redevelopment sites and will require further study and permitting as specific site improvements are considered.

There are a number of preserved natural areas along the river through St. Charles including Forest Preserve, Park District, and City owned properties. On the whole, environmental quality is considered to be improving in the area and continues to be the focus of many regulatory and special interest groups, along with the community in general.

Water quality is of particular concern within the Fox Valley region. The general perception is that water quality has improved over the past several years, but current high phosphorus levels lead to algal blooms and low dissolved oxygen levels. The Fox River Study Group (FRSG) was formed to study the river relative to wastewater treatment plant discharge and to establish regulations based on water sampling and models. Representatives from local communities, including the City of St. Charles, make up the FRSG and are developing recommendations to improve water quality. The resulting Fox River Implementation Plan (FRIP) will include guidelines to improve water quality in lieu of mandated discharge levels as determined by the IEPA.



Fox River communities

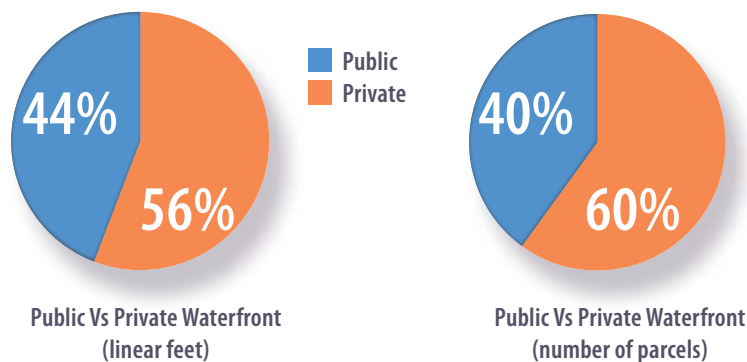
St. Charles Dam

The St. Charles Dam is a subject of considerable recent study and debate. The dam was originally constructed for a grist mill and served an important function for the community. The dam is owned by the Illinois Department of Natural Resources and currently is considered recreational in use, although for many, it serves a meaningful function in that it maintains the upstream pool, considered a priceless cultural and recreational asset for the community. To others the environmental benefits of complete dam removal including improved water quality, wildlife habitat, and safe passage offset the recreational and cultural benefits of maintaining the dam.

Any modification to the dam will be subject to regulatory permitting requirements involving considerable technical study of the hydraulics, water levels, sedimentation, flooding, and navigability of the river.

Property Ownership

One of the most significant challenges to accomplishing public improvements is property ownership and gaining access to the riverfront. Fortunately, 44 percent of the 3.8 miles of the Fox River within the City of St. Charles is publicly controlled. This provides opportunities for public access to the water, along with opportunities for public uses to be located directly on the river. However, 40 percent of the private property along the river is single family residential, leaving few opportunities for economic development. The downtown area is the exception where there are commercial opportunities along the riverfront.



Downtown St. Charles

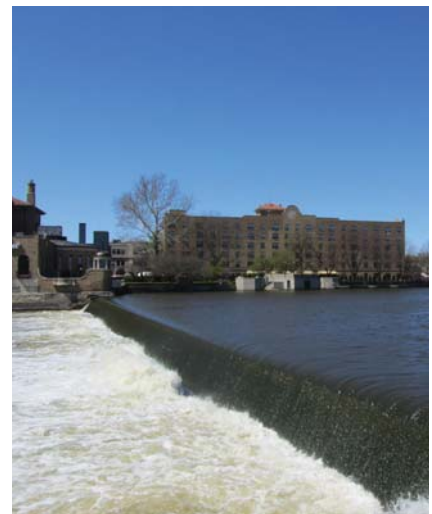
The City of St. Charles was founded along the banks of the Fox River and by the mid 1900's the community became known as a resort town, with tourism being a major component of the City's economy and identity. Today St. Charles is considered a desirable city in which to raise a family and is renowned for its high quality of life and natural beauty. Although growth has occurred both east and west of the downtown, the river has remained the center of the community and continues to influence its reputation as the Pride of the Fox.

Infrastructure and Utilities

Public infrastructure and utilities are considered adequate within the corridor but any significant development would need to consider infrastructure and utility needs. There are utility crossings under the river that also need to be considered with any significant modification project.



Ferson Creek Fen



Dam on the Fox River in St Charles



First Street Redevelopment on the Fox River



Freedom Walk and Statue of Ekwabet



Union Pacific Railroad Bridge



Red Gate Rd Pedestrian/Bike Bridge

Access and mobility

St. Charles is accessible from major arterial roadways including Illinois Route 64 (Main Street) running east/west, Illinois Route 25 running north/south on the east side of the river, and Illinois Route 31 running north/south on the west side of the river. Kirk Road is the major north/south corridor on the east side of St. Charles and Randall Road is the major north/south corridor on the west side of St. Charles, both are Kane County highways.

St. Charles does not have direct access to interstate highways, but three interstates are located in close proximity; I-90 is located 9 miles to the north, I-88 7.5 miles to the south and I-355 11 miles to the east. St. Charles does not have commuter train access but the Geneva Metra station is located 1.5 miles to the south.

One of the corridor's most important assets is the regional trail system including the Fox River Trail (east and west sides of the river) and The Great Western Trail that heads west from downtown. These trail systems connect to an extensive regional trail system that extends throughout the Fox River valley and beyond. There are opportunities to improve the trail system by connecting gaps, especially through downtown along with adding clear signage, support facilities and amenities throughout.

Currently the St Charles dam prohibits water based users from passing through downtown. Dam modification would allow canoeists, kayakers, and other river users to travel the length of St Charles. Portage and safe passage routes would allow less experienced users to navigate the downtown, while improved docking facilities would allow water based visitors to more easily visit downtown.

Pedestrian and bicycle circulation is adequate but not especially noteworthy. The corridor would benefit from improved pedestrian crossings, traffic calming, and complete streets initiatives to improve the multi-modal experience within the corridor. Where possible, grade separated crossings either under or over roadways are preferred.

The railroad bridge located just north of Main Street is owned by the Union Pacific (UP) railroad and is no longer in service. The Park District, City and Forest Preserve District have approached UP to discuss future control of the bridge and the associated right-of-way. Discussions about purchasing or gaining rights to use the structure for a regional trail connection have been favorable, although funding is not currently available.

Parking is important to any viable development, downtown or corridor. Parking in downtown St. Charles is considered adequate although surface parking lots take up valuable land within the project area, especially along the riverfront. Two parking structures in the downtown provide increased parking per square foot of area and additional parking decks would be a benefit as additional development and programmed uses are added. Shared public and private parking within off-street lots is another way to leverage the limited space available for parking.

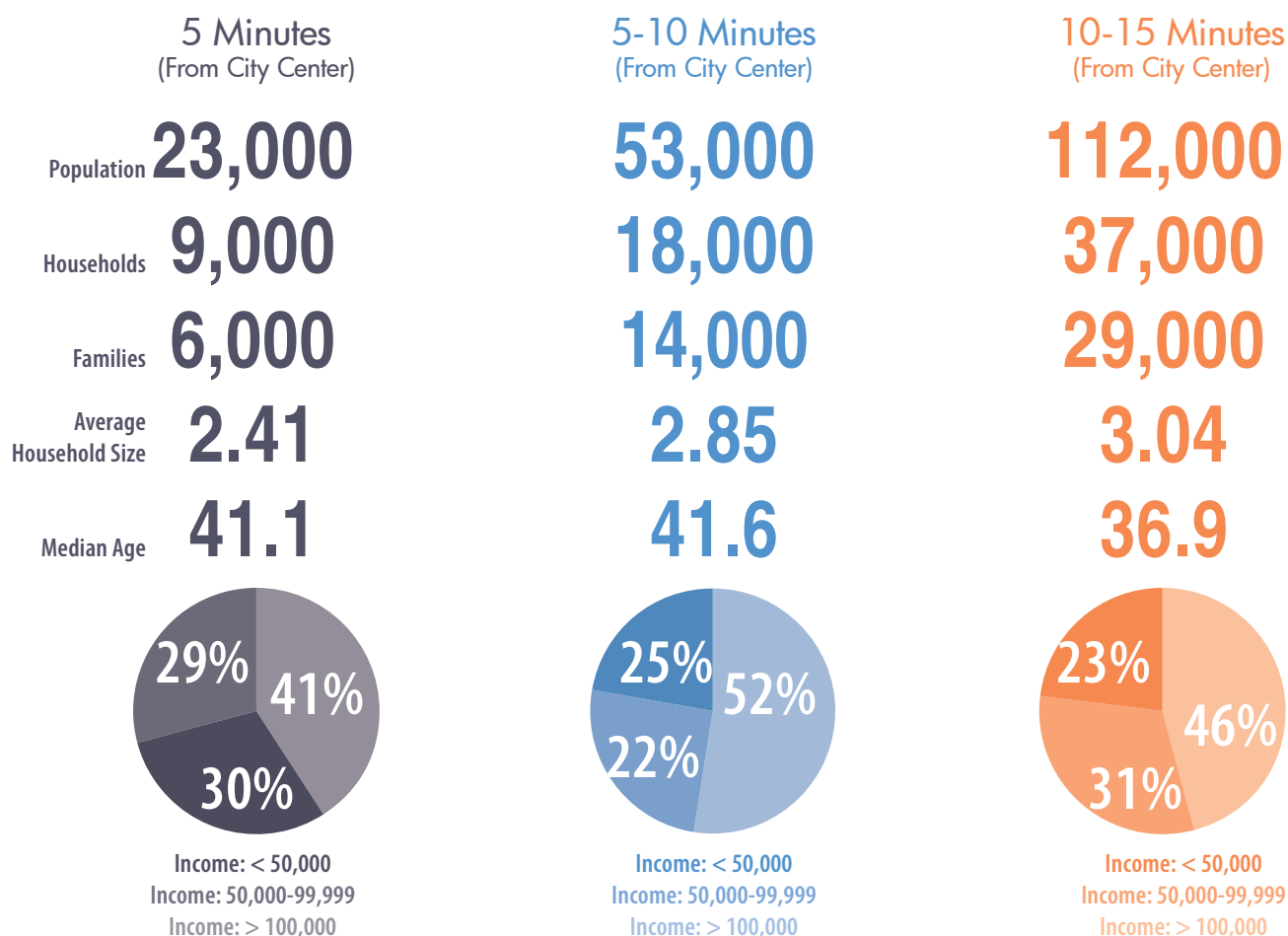
The City of St. Charles has gateway signage at the City limits along with wayfinding signs throughout the downtown. Other community groups and agencies have signage with various messages throughout the corridor. The community as a whole would benefit from a consistent image and messaging throughout the downtown and corridor.

Market Profile

Demographics

The City of St. Charles is known as a family oriented community and the majority of residential properties in town are single family homes. Similar to national trends, projections show that the population is aging and in the future many more households will consist of single adults, empty nesters and other non-traditional family types.

Within a 5 minute drive of downtown St. Charles there is a significant affluent population, many of which own their own home. Within a 5-10 minute drive time population and household size increase, while median age, income, and household size remain relatively consistent. Within a 10-15 minute drive from downtown the population increases substantially, while continuing to be affluent.



Visitors





The St. Charles area is a surprisingly successful visitor destination with more than 2,500 hotel rooms. Even if the less fully utilized Q Center and its 1,000 rooms are deducted, St Charles houses as many as 440,000 overnight guests a year assuming a 62% occupancy rate.

440,000
Yearly Overnight Visitors

Active Lifestyle

Recently there is a national resurgence in the popularity of walkable, urban areas offering an active lifestyle, not only in major urban areas, but also in suburban communities. People want to live in vibrant, active communities that are easy to get around with lots of things to do. St. Charles has a unique situation with a strong local identity, affluent population, abundant natural resources and amenities that is part of a major metropolitan area.

Nationally, the most popular activity is walking followed closely by jogging and biking. Swimming, fishing, and power boating are also very popular activities, although power boating is declining in popularity while kayaking, canoeing and rowing are increasing in popularity. These trends also appear to be true in St. Charles.

	Yearly Experiences (Locally)	Yearly Participants (Locally)	Popularity Trend (Nationally)
Swimming	753,000	23,000	
Exercise Walking	315,000	54,000	
Freshwater Fishing	235,000	17,000	
Exercise Running	136,000	23,000	
Bicycling	125,000	21,000	
Power Boating	124,000	9,000	
Kayaking	29,000	5,000	
Canoeing	20,000	5,000	
Water Skiing	15,000	2,500	

Conclusion

As St. Charles considers how to activate its riverfront it is apparent that there are great opportunities. Populations in affluent communities like St. Charles engage more often in athletic activities if the opportunity presents itself and is easily accessed. The river offers the ideal venue for activities including walking, bicycling, running and jogging all along the water's edge and kayaking, canoeing, fishing and potentially swimming in the water.



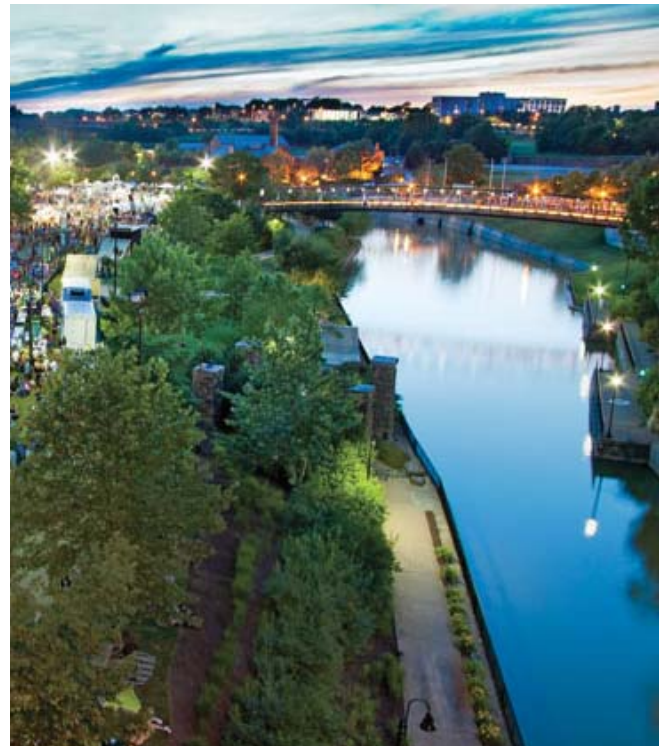
Salida, Colorado



Columbus, Georgia



Greenville, South Carolina



Richmond, Virginia

Comparable Communities

We profiled more than a dozen communities around the US that had successfully completed significant river enhancements, similar to those contemplated in St. Charles. Four were stronger examples than the others: Salida, Colorado; Columbus, Georgia; Greenville, South Carolina and Richmond, Virginia.

Salida, Colorado

A kayaking course has been implemented in the river, as well as a waterplay area similar to the one envisioned for St. Charles. As a result the community has seen an increase in visitation from other parts of Colorado and adjacent redevelopment has turned the river into a community asset.

Columbus, Georgia

Columbus, and its neighboring city Phenix City, Alabama benefitted from the removal of dams on the Chattahoochee River, the addition of a new bridge and improvements to an existing bridge. The river itself has been changed into a recreational environment with rafting, kayaking, canoeing, obstacle courses and waterplay in the river, and new paths for trail sports on the banks.

Greenville, South Carolina

Unlike Columbus, Greenville took out a vehicular bridge and replaced it with a signature pedestrian bridge over natural water falls in the downtown. The city also significantly improved all of the river frontage, saving some historic structures. On the south bank significant new urban development followed, including a new hotel and new commercial and residential development.

Richmond, Virginia

The James River in Richmond already had rapids that attracted kayakers, although the river was badly polluted and lined with industry. As that situation was reversed, the water quality improved as the industry moved away. Subsequently, there has been a considerable amount of development along the river banks and the river itself has been claimed by the local populace for constant use and a series of successful festivals each summer.

* Refer to Appendix for more information, including images and statistics, on these comparable communities.

Stakeholder Interests

The team, along with the Active River Task Force, gathered, evaluated and summarized input from a variety of stakeholders to help formulate strategies for the river corridor improvements.

Although stakeholders agree on many important factors, there are also competing interests for the use of the river and the riverfront properties. Preservationists would like to see riverfront properties remain natural and promote ecological restoration, while others support active recreation and riverfront development. Power boaters are sometimes in conflict with rowers, canoers and fishermen. Water quality proponents are in favor of complete dam removal while paddling enthusiasts support dam modification. The challenge is to balance these competing interests throughout the river corridor.

Downtown St. Charles and the riverfront have traditionally been the center of the community, but resources are now divided between the downtown and riverfront, the east gateway along Kirk Road, and the West gateway along Randall Road. Each area plays an important role in the community but also compete for limited resources.

The consensus is that the river is the most important community asset and should remain a priority for years to come.

There is also a disparity among stakeholders regarding the future of St. Charles and the role the river plays within it. Should St. Charles continue to improve and enhance the river corridor mainly for the benefit of the existing residents and community members, or should St. Charles implement changes to support economic development and an active, more urban lifestyle, that could be attractive to visitors and a younger population?

Regardless of the varied stakeholder interests, the consensus is that the river is the most important community asset and should remain a priority for years to come.

COMPETING INTERESTS?



Goal, Objectives and Standards

The analysis of the Resources, Market and Stakeholder interests concludes with a clearly stated Goal, supporting Objectives, and improvement Standards. The Goal is the long-term desired result for the river corridor, the Objectives are the specific items necessary to achieve the goal, and the Standards are the qualitative criteria to be considered for all proposed improvements.

The Goal, Objectives and Standards form the basis of the Strategy and will be the benchmark for which all improvement recommendations will be judged against.

Goal

“Create a lively riverfront environment that is the centerpiece of the community”

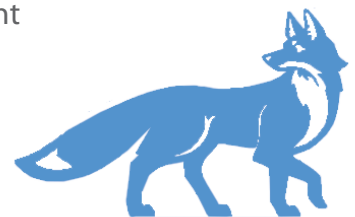
Objectives

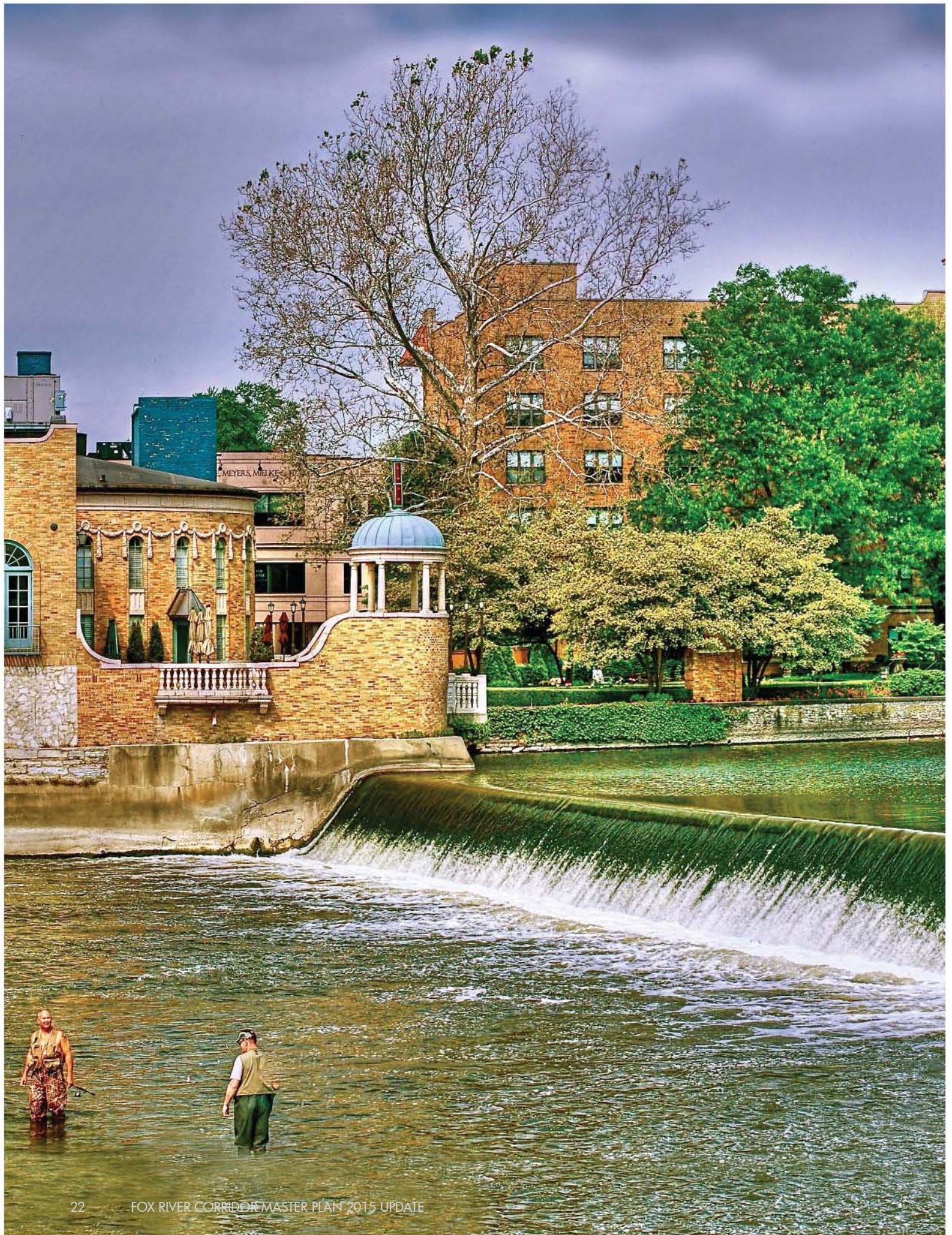
By 2025...

- **Brand:** St. Charles will be widely recognized for its exceptional river and riverfront as part of a regional Fox River experience
- **Economy and Land Use:** The marketplace will support a package of distinctive, public and private river corridor attractions and complimentary live/work/play/shop/dine/destinations
- **Mobility:** People will easily access and circulate along the river and between riverfront destinations using a variety of mobility options
- **Recreation:** The marketplace will support a variety of distinctive recreation attractions and complementary activities
- **Culture and Education:** People will enjoy the river corridor’s abundant natural and cultural assets, and learn about the community’s rich river-related heritage
- **Environment:** Water quality, wildlife passage and native habitat will be enhanced as the river flows through town

Standards

- **Sustainable:** Consider the environmental, economic and cultural longevity of improvements
- **Multi-dimensional:** Improvements will be flexible with high return on investment
- **Healthy:** Provide an active, comfortable, clean and safe environment
- **Attractive:** Improvements will be engaging, stimulating and clean
- **Distinctive:** Differentiate the area from nearby towns
- **Respectful:** Respect for resources and stakeholders
- **Barrier-free:** Areas will be accessible by all





























Strategy

In order to achieve the goal to **create a lively riverfront environment that is the centerpiece of the community**, and to meet the stated objectives and standards, the St. Charles River Corridor Strategy is to:

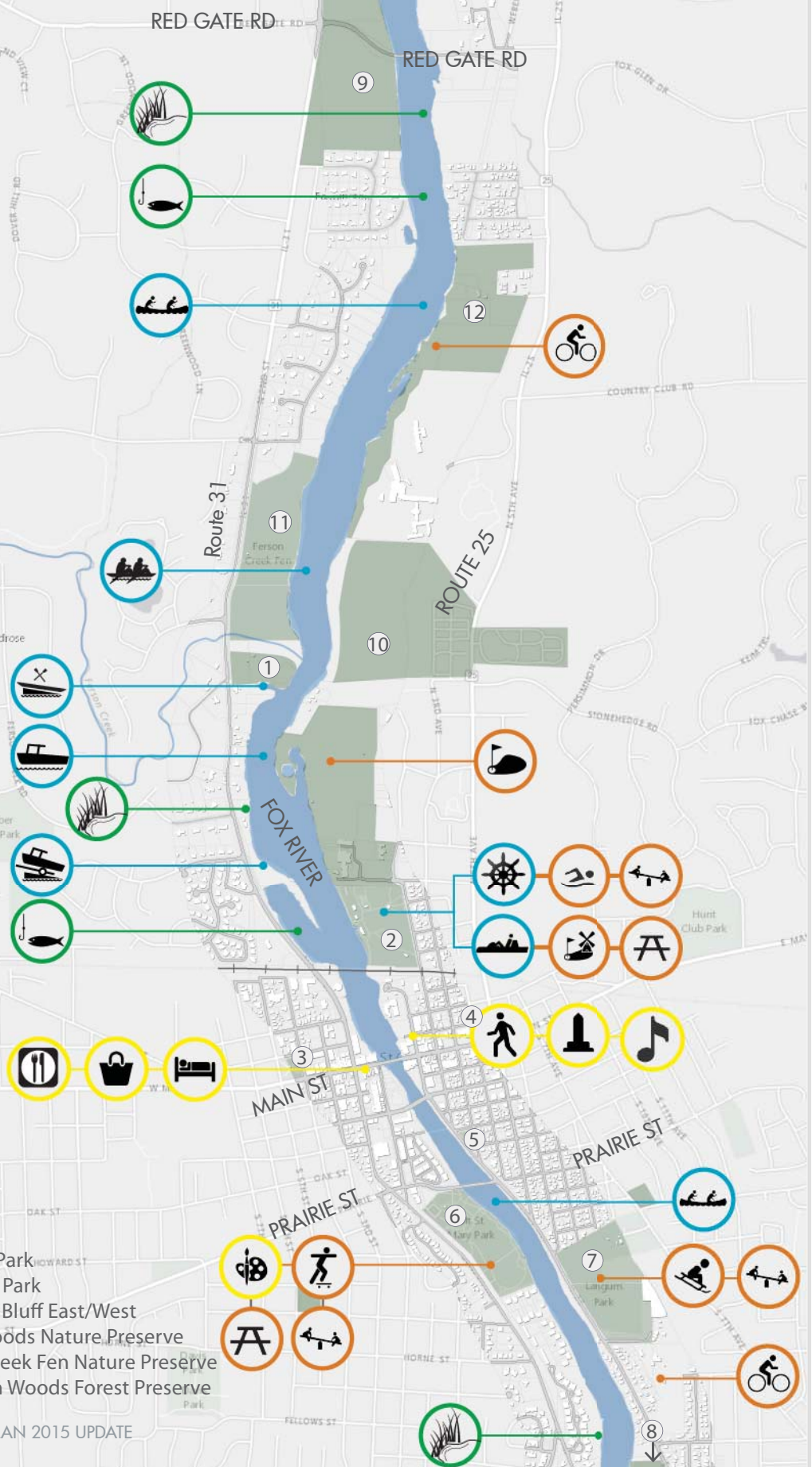
- Complete a package of seasonal and year round river-centric **attractions** and complementary **destinations**
- Complete the river, riverwalk and trail **connections**
- Embellish **natural, recreational , and cultural assets**
- Refine and align **brand** communications
- Act systematically and incrementally to gain and sustain **momentum**

Existing Attractions and Destinations

-  Fishing
-  Nature, ecology
-  Rowing
-  Canoeing
-  Pedal boating
-  River boat
-  Power Boating
-  Boat Launch
-  Canoe/Kayak Launch
-  Bicycling
-  Mini Golf
-  Golf
-  Swimming
-  Park Facility
-  Playground
-  Skateboarding
-  Sledding
-  Walking
-  Music
-  Monuments
-  Dining
-  Hotel
-  Shopping
-  Art

Existing Parks and Forest Preserves

- | | |
|----------------------|--------------------------------------|
| 1. Ferson Creek Park | 7. Langum Park |
| 2. Pottawatomie Park | 8. Riverside Park |
| 3. Lincoln Park | 9. Fox River Bluff East/West |
| 4. Baker Park | 10. Norris Woods Nature Preserve |
| 5. Hazeltine Park | 11. Ferson Creek Fen Nature Preserve |
| 6. Mt. St. Mary Park | 12. Anderson Woods Forest Preserve |



Existing Attractions and Destinations

It is important to point out that there are many existing attractions and destinations located throughout the St. Charles section of the Fox River corridor that already support the overall strategy. Many of these will continue to function as they currently exist for the foreseeable future, while others will be modified or improved to advance the proposed strategy.



Boating on the Fox River



Rowing on the Fox River



Bob Leonard Memorial Walkway



Potowatomie Park



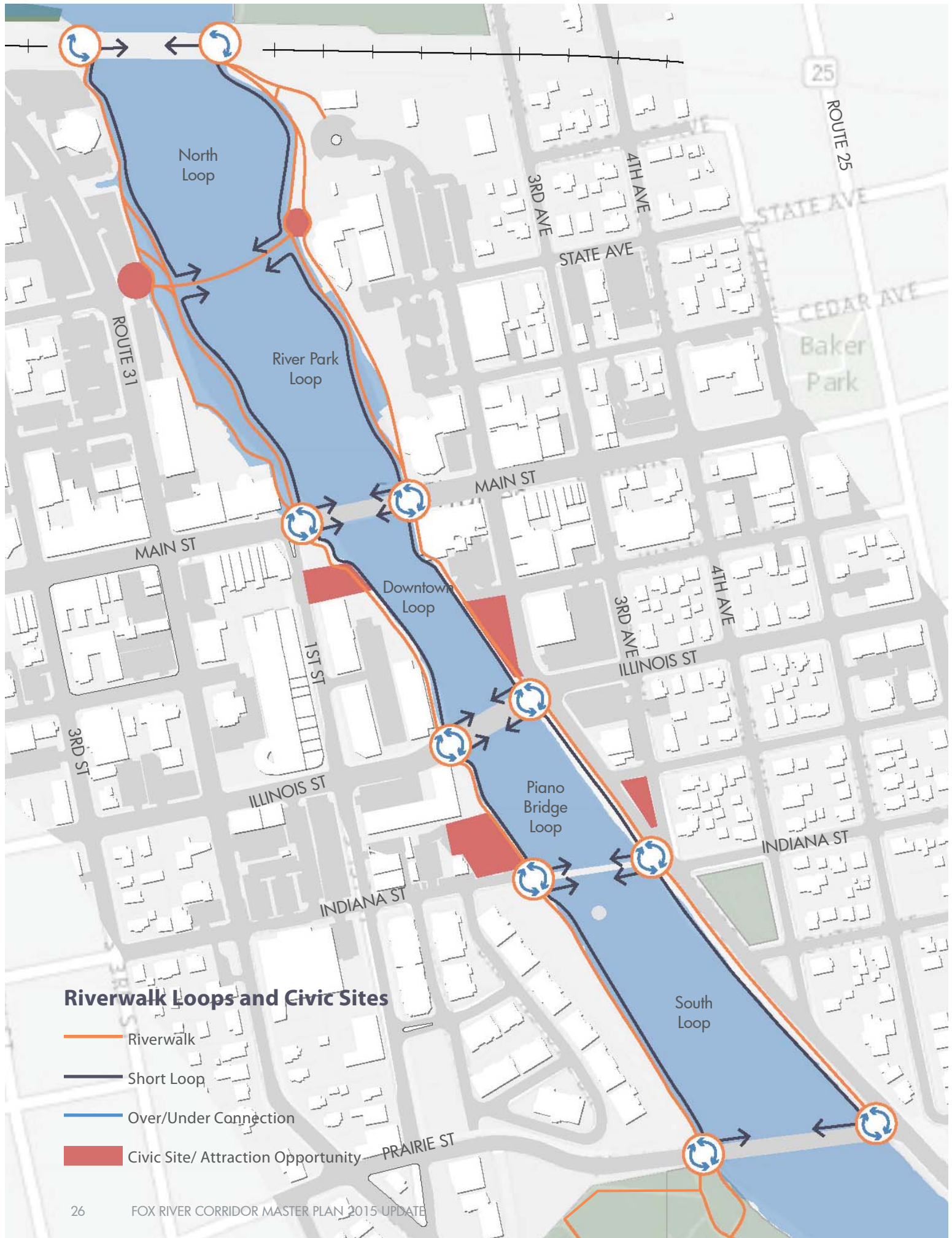
St Charles Riverfest Dragon Boat Race



St Charles Riverboat



Mt St Mary Park



Riverwalk Loops and Civic Sites

- Riverwalk
- Short Loop
- Over/Under Connection
- Civic Site/ Attraction Opportunity

Attractions

Attractions are significant components that draw interest, provide entertainment and contribute to the overall liveliness and viability of the place. The outlined Attractions are the best opportunities to achieve the Goal, Objectives and Standards based on the results of the Opportunity Analysis.

Support existing attractions, and:

- Create “River Park”; Whitewater, Paddling course, Destination water-based play, Riverwalk, Signature bridge
- Extend, complete the Riverwalk
- Extend the Regional Trails
- Create “Bridgeview” observation platform



Continuous Riverwalk



Regional Trail Connections



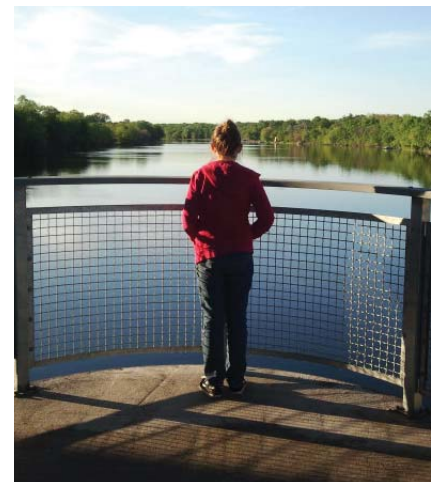
Whitewater Course



Destination Water -based Play



Signature Pedestrian Bridge



“Bridgeview” Overlook



"River Park"



Childrens Stream and Play Area



Signature Pedestrian Bridge



Dam Modification



Riverwalk Observation Area

“Riverpark”

Momentum is growing to take action on the dam. Complete dam removal could improve water quality and wildlife passage, although it would result in reduction of the upstream impoundment pool, which is an undesirable result for the community. Modification of the dam is an alternative that would result in preservation of the impoundment pool while providing an opportunity to create a paddling course, a children’s exploration stream, and reclaimed land for construction of a continuous riverwalk. Add in a signature pedestrian bridge along with spectator observation areas and this area can become an incredibly unique “Riverpark” unlike anything else in the Fox Valley region.

Recommendations

- Modify the dam to create a series of drops and rapids that will be attractive to whitewater kayaking enthusiasts
- Create a safe passage for experienced canoeists and convenient portage locations for novices
- Maintain the upstream impoundment pool water level to accommodate existing water based activities
- Create a children’s splash depth play stream and water based play environment
- Complete a continuous riverwalk with spectator observation areas
- Complete a signature bridge connecting State Street to the east side of the river

Maintain Impoundment Pool

A drop structure located at the railroad bridge pier foundations will maintain the water elevation of the upstream impoundment pool and provide downstream safe passage for non-motorized boats. Provide transient boat tie-up access north of the railroad bridge along the Pottawatomie Park shoreline for power boater access to downtown.

Children’s Stream and Play Area

Develop a low-flow side channel as a children’s play stream, with a nature/water based destination play area along the shoreline. Multiple locations will act as viewing areas for river based activities.

Pedestrian Bridge and Plazas

Provide a signature pedestrian bridge for east/west access and river activity viewing. Civic plazas located at each end of the pedestrian bridge will include cultural and pedestrian amenities.

Dam Modification

Remove the dam and provide multiple terraced drop structures to create a single flowing river channel. Develop various levels of experiences that will be attractive to users of all skill levels. Provide a safe passage route and easy to access put-in and take-out points.

Riverwalk and Observation Areas

Continuous riverfront access is possible on reclaimed shoreline areas. Maintain the Freedom Trail access throughout the Riverpark and north to Pottawatomie Park. Provide overlook and observation areas at various locations throughout the Riverpark.





"Riverpark"

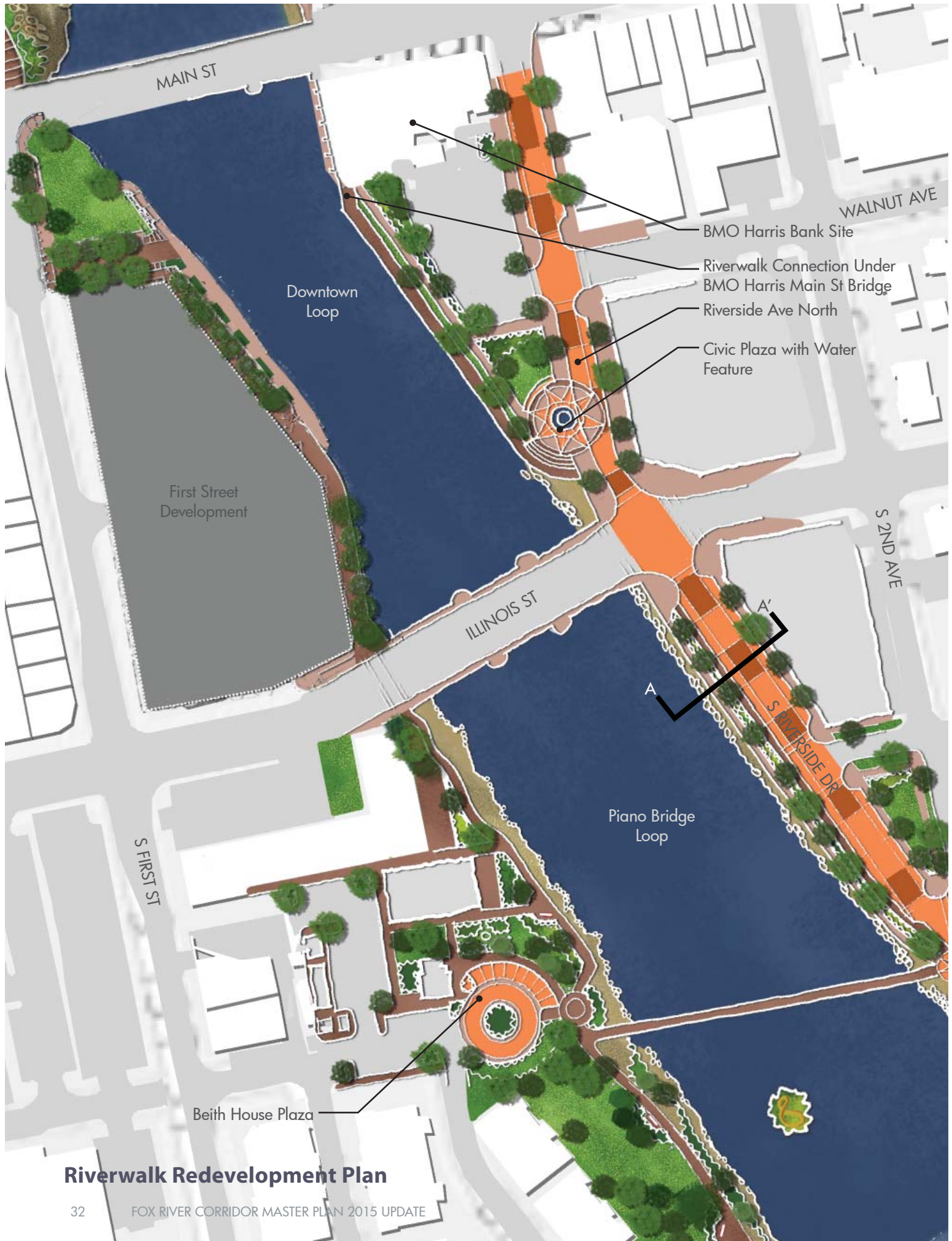
The Riverpark will begin at the Railroad Bridge and continue downstream of Main Street and will be a recreational environment that is designed for a variety of skill levels and user types including freestyle kayakers, river-runners, slalom kayakers, stand-up paddlers, boogie boarders, rafters, and tubers. The run will extend downstream from the railroad bridge to the existing dam structure and will be designed to maintain the existing water level of the upstream pool as a flat, slow moving impoundment ideal for flatwater rowing and paddling activities.

There will be a singular, natural flowing river channel designed with alternating, expanded river benches and terraced step drop structures that are designed to function at a variety of water levels. The design of the park mimics a natural river system with rapids, drop structures, rock clusters, and riparian vegetation. The banks of the river will be stabilized with natural stone terracing and bio engineering techniques. The park will have a riverside trail loop with an accessible put-ins and take-outs, as well as additional river access points along the course. The park will also have a children's play stream and beach area which will provide a place for users to interact with the river.

The design will include 4 or 5 separate drop structures that will maintain the elevation of the existing upstream pool, facilitating current water based activities, and distribute the drop of the dam. The character and form of the drop structures will vary with some drops creating waves and hydraulics ideal for freestyle kayaking and boogie boards to play in while other drop structures will create chutes, eddies, wave trains, and pools ideal for freestyle kayaking, paddle boarders, slalom boaters, surfers, and boogie boarders.

The character of the river between drops will also vary. There will be areas of slow moving water containing big pools and eddies, areas of fast moving water with riffles and waves, and boulder garden areas where paddlers are able to navigate between rocks. The variety of river features will provide a "playground" for a variety of different river users.

The Riverpark experience will vary seasonally and is flow dependent. During high water events, the park will offer waves and holes that could be of national caliber. A park of this size will be able to host local as well as national level events in freestyle kayaking, paddle boarding and slalom. At medium and low water levels, the park will accommodate family friendly paddling experiences and will be ideal for instructional lessons, recreational paddling, family wading, and tubing.



Riverwalk Redevelopment Plan

Riverwalk



Amenitized Riverwalk



Civic Gathering Spaces



First Street Development

A continuous riverwalk with large and small circulation loops, unique destinations and gathering spaces, constructed with distinctive materials and amenities, will be a significant attraction for the community. The Bob Leonard Memorial walkway is a great start to completing a continuous downtown riverwalk. Continue to develop the riverwalk as public agencies invest in the riverfront, and as riverfront properties redevelop.

Recommendations

- Create a continuous riverfront circulation loop from the Union Pacific railroad bridge on the north to Prairie Street on the south
- Create a series of secondary circulation loops along both sides of the river and at each river crossing location
- Create a series of connected gathering spaces that transition into the downtown and neighborhoods
- Construct the riverwalk using distinctive materials and incorporate history, culture and art to create a unique identity
- Include ample furnishings, pedestrian amenities and lighting for user comfort and safety
- Segregate pedestrian and bicycle traffic
- Provide grade-separated crossings where possible, and safe at-grade crossings where necessary

First Street Development

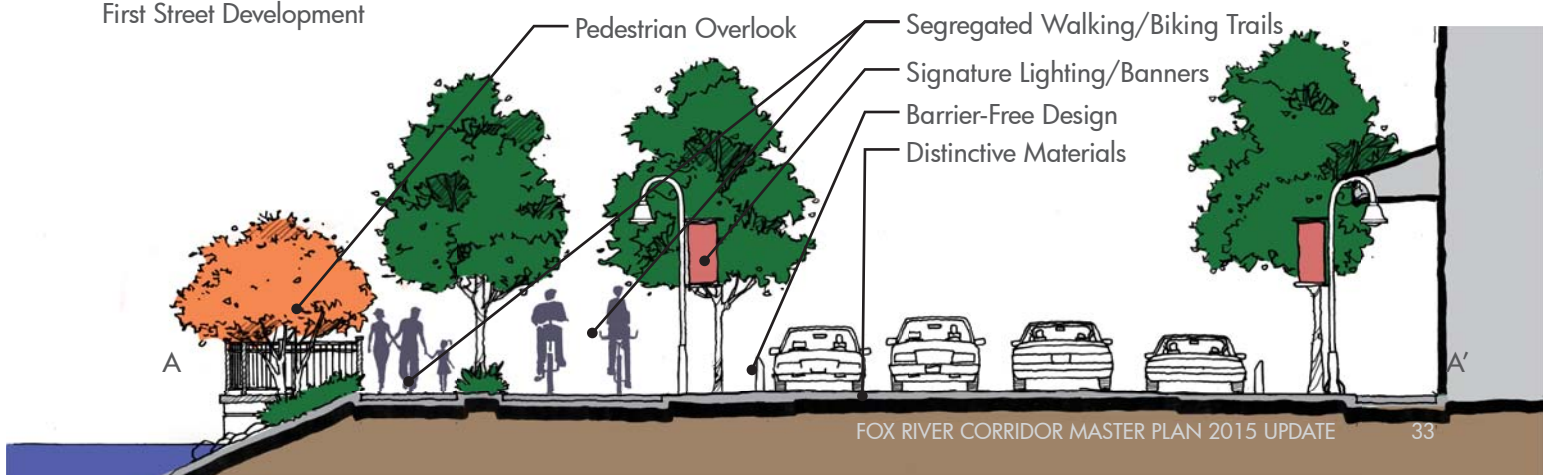
Provide continuous riverfront access along the future development. Include a civic plaza space between 1st Street and the river. Improve the at-grade pedestrian and bicycle crossings at Main Street and Illinois Street.

Beith House Plaza

Provide a civic plaza with a sculpture or fountain amenity and pedestrian amenities and furnishings. Include parking and a vehicular drop-off. Encourage private redevelopment on the adjacent property that engages the riverwalk with patios and other outdoor dining experiences

BMO Harris Bank Site

Provide a pedestrian connection along the river and under Main Street Bridge. Encourage private redevelopment of the existing property. Reorganize/reduce parking to provide pedestrian access along the riverfront and a Civic plaza with sculpture or fountain amenity. Restore/reconstruct the shoreline wall.



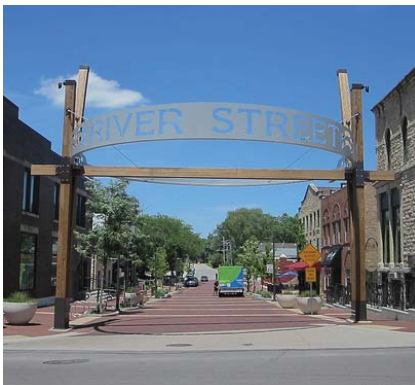


Riverwalk Redevelopment Plan

Riverwalk



Bob Leonard Memorial Walkway



Shared Street



Kinetic Sculpture

Bob Leonard Memorial Walkway

Add pedestrian and walkway lighting, furnishings and pedestrian amenities. Include cultural components representing art and local history. Add trees and plantings, and improve at-grade pedestrian and bicycle crossings.

Riverside Avenue North

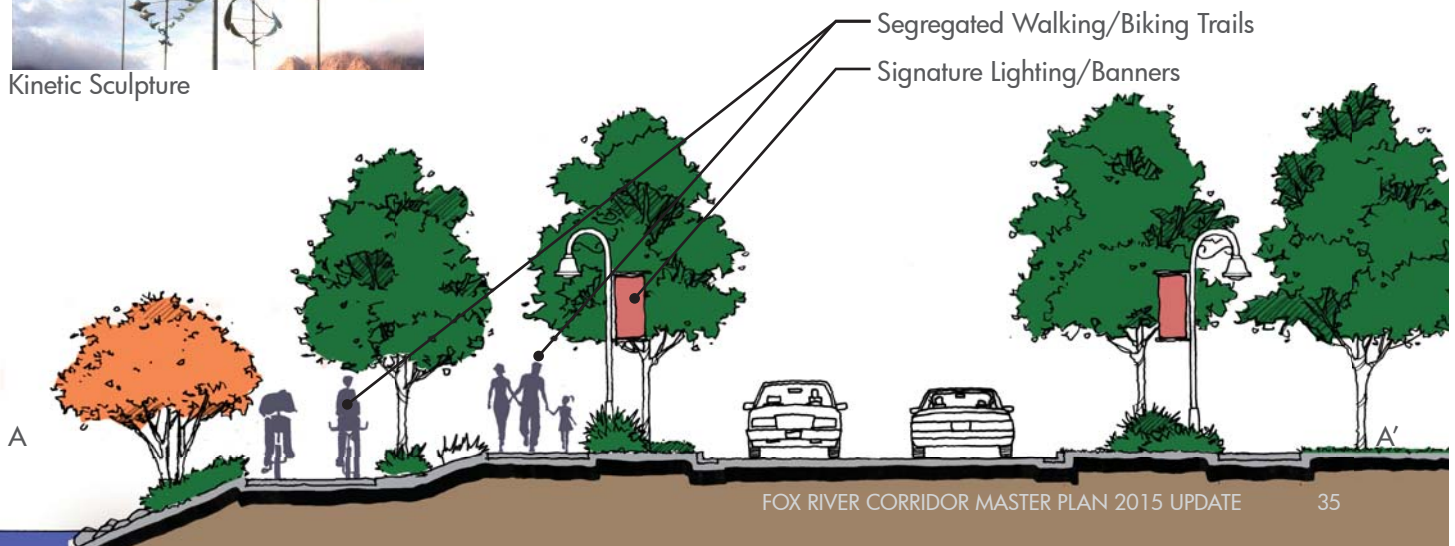
Divert vehicular through-traffic along 2nd Avenue to provide a "shared street" and direct riverfront access along Riverside Avenue. Include streetscape improvements continuous to Main Street including paving, lighting, trees, landscape and amenities. Provide segregated pedestrian and bicycle circulation along the riverfront with the through circulation route clearly identified. Include a civic plaza with a sculpture or fountain amenity at the Piano Factory Bridge landing. Stabilize the shoreline with naturalized restoration techniques. Encourage private development on the adjacent property.

Riverside Avenue South

Segregate pedestrian and bicycle circulation along the riverfront and stabilize the shoreline with naturalized restoration techniques. Provide pedestrian overlook/gathering spaces in various locations. Improve Hazeltine Park as a destination play environment. Implement Streetscape improvements including lighting, trees and landscape.

"In River" Improvements

Study the condition of the Piano Factory Pedestrian Bridge and determine timeline for repairs or replacement. Develop a "surf wave" south of the Indiana Street Bridge. Install a kinetic sculpture and landscaping on the existing island south of the Piano Factory Bridge. Promote temporary Art Installations on the river between Main Street and Illinois Street. Stabilize the shoreline with naturalized restoration techniques throughout.



Regional Trails

The Fox River Trail and the Great Western Trail connect to an extensive regional trail system that extends throughout the Fox River valley and beyond. The trails are already an attraction throughout the region and improvements to connect gaps, especially through downtown, along with adding clear signage, support facilities and amenities, will strengthen the system within the community and as a part of the regional system.

Recommendations

- Utilize the Union Pacific railroad bridge to connect the Great Western Trail located west of downtown, to the Prairie Path located east of downtown
- Extend the west-side Fox River Trail north along the Route 31 right-of-way, taking care not to disturb Ferson Creek Fen.
- Improve the east-side Fox River Trail north connection by providing a more direct route along the east side of Pottawatomie Park and/or along the riverfront
- Connect trail gaps throughout the downtown and beyond
- Improve trail signage
- Provide support facilities and amenities



Clearly Delineated Trail System



Trail Signage and Crossing



Red Gate Rd Bridge Trail Connection



Dedicated On-Street Bike Lane

“Bridgeview”

The Union Pacific railroad bridge offers fantastic views of the river. The proximity to the River Park presents an excellent opportunity to create an observation platform in combination with the regional trail connection as a unique attraction in the community.

Recommendations

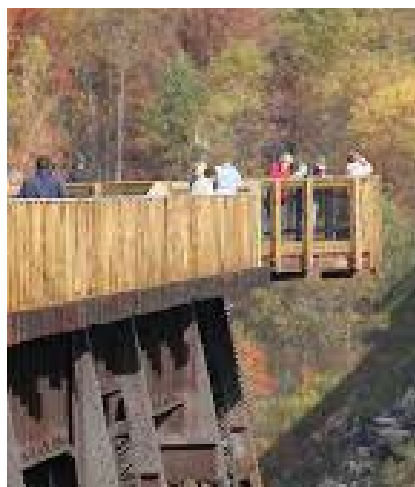
- Obtain the rights to use the existing railroad bridge and right-of-way
- Construct an observation platform in combination with the regional trail connection
- Provide pedestrian furnishings and amenities, and potentially vendor services



Unique Observation Platform



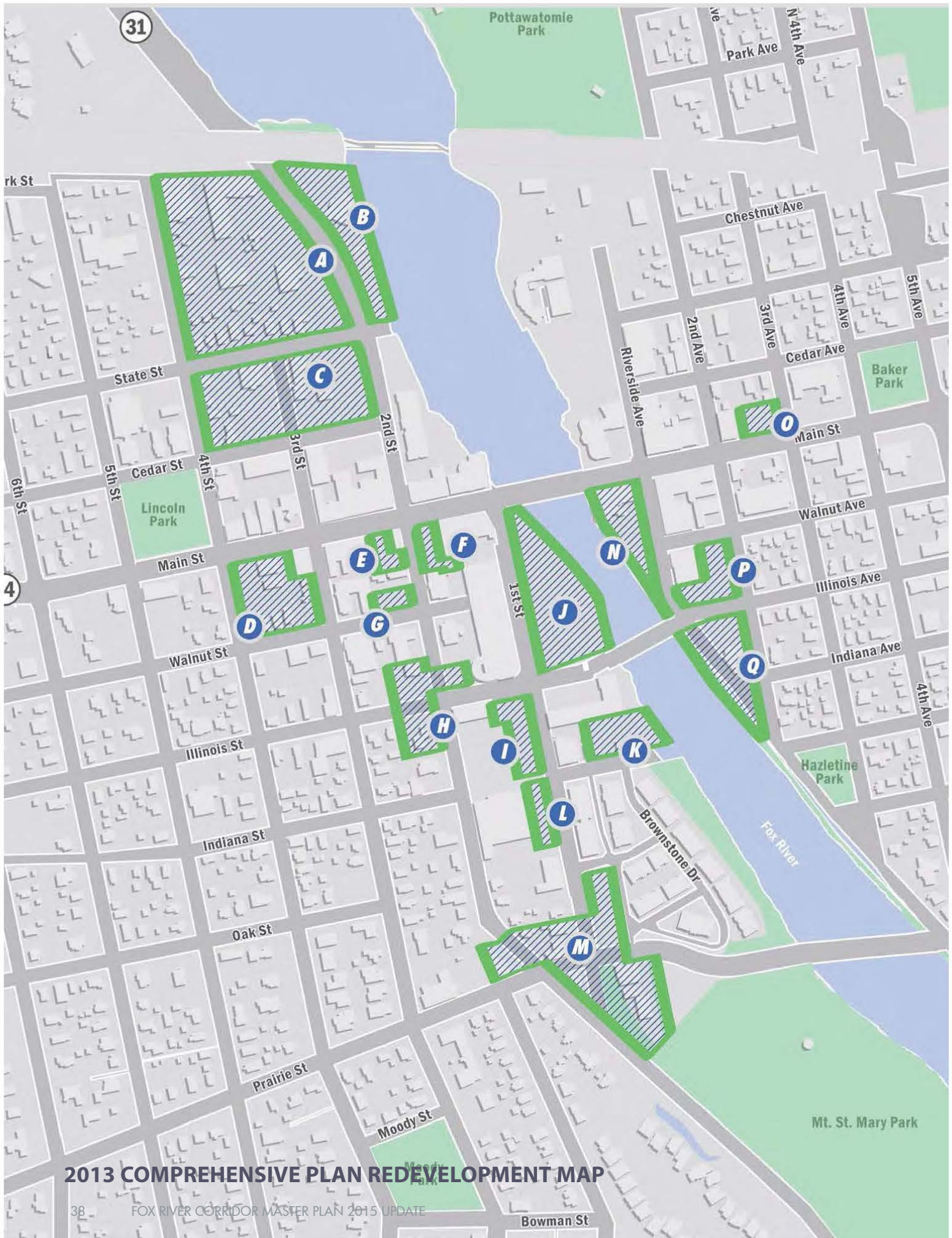
Private Vendor Services



Overlook Constructed on Existing Trestle



Iconic Overlook Structure



2013 COMPREHENSIVE PLAN REDEVELOPMENT MAP

Destinations

Destinations are places that offer a unique experience and people will make a special trip to visit. There are many existing destinations throughout the corridor, although the proposed destinations are complimentary to the riverfront attractions.

Promote complimentary destinations such as:

- Residential, office, hotel, retail and dining infill
- Rowing training center
- Recreational activities (climbing/ropes/zip line courses)
- Camping
- Seasonal activities (food trucks, rentals, etc)
- Electric boats/public boat docks

Residential, office, retail and dining infill

The proposed development of the river corridor is likely to trigger redevelopment for commercial real estate parcels in the downtown. Development is expected to happen in two-waves. The first will happen in sites with the greatest proximity to the river, while the second will happen throughout the downtown, dependant on the success of the first wave.



Riverfront Hotel

Success of the river redevelopment will hinge on both physical design and financial factors. Creating a pedestrian friendly and attractive downtown will attract more users, allowing for infill development to follow the initial wave of redevelopment. The scale of St Charles should also be respected so that projects will be large enough to produce financial returns without overwhelming the future demands for space.

The Police station parcel is the most attractive site for redevelopment as it will have direct access to the new river amenities. This parcel is attractive for a hotel and banquet facility as well as additional restaurants and retail.



Riverfront Mixed Use Development

The parcels along route 31 to the west are close enough to enjoy river views and have access to amenities but are adjacent to a residential neighborhood and are well suited for a residential product that wraps around a garage. A setback from Route 31 on the east end for a small parking lot would match the setbacks to the north and give the appearance of plenty of parking making the first floor appealing for retail.

Sites "N", "P" and "Q" could be redeveloped as a small boutique hotel, with retail and restaurant uses. While not directly on the improved stretch of the river, unlike the other parcels in town, these parcels have direct access to the new amenities.

These developments, described in more detail in the appendix, could result in total investment value of almost \$210 million (preliminarily) and support more than 220 full-time-equivalent jobs in the downtown.

Rowing Training Center

Rowing is increasing in popularity on a national level and the St. Charles section of the Fox River is particularly attractive for rowing. Three rowing clubs currently utilize the river; Row America, the St. Charles Rowing Club, and Wheaton College. A shared rowing training center can serve all users and become a destination for the larger regional rowing community.

Recommendations

- Coordinate with the active rowing clubs to determine the desire and program for a community rowing training center
- Consider sites along the riverfront that could serve as a Rowing Training Center
- Establish a budget and process to advance the design, planning and construction of the Rowing Training Center



Open Air Rowing Shelter



Boat House, Community Center

Camping

Camping is a complementary use for river and trail users. Similar to hotels, nearby overnight accommodations will become a destination. Interesting cabin facilities can also offer a unique nature experience for non-traditional users.

Recommendations

- Evaluate riverfront sites to determine the feasibility to provide camping



Camping in Close Proximity to River



Unique Cabin Facilities

Seasonal Activities

As active uses along the Riverfront gain in popularity, seasonal programs and activities become more economically feasible. Food trucks, vendors, equipment rentals and similar items contribute to the livelihood and popularity of the area.

Recommendations

- Determine the economic feasibility of providing seasonal programs and activities
- Recruit private entities to operate seasonal programs and activities



Food Trucks Offer Seasonal Dining Opportunities



Equipment Rentals for River Related Uses

Public Boat Docks, Electric Boats

Power boating continues to be a popular activity along the river. Stakeholders expressed the desire to dock in close proximity to the downtown on a temporary basis. Paddle boating is offered from Pottawatomie Park, but electric boats would offer a fun alternative for passive users to gain access to the water

Recommendations

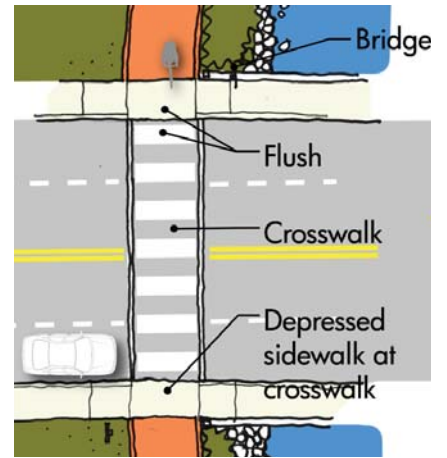
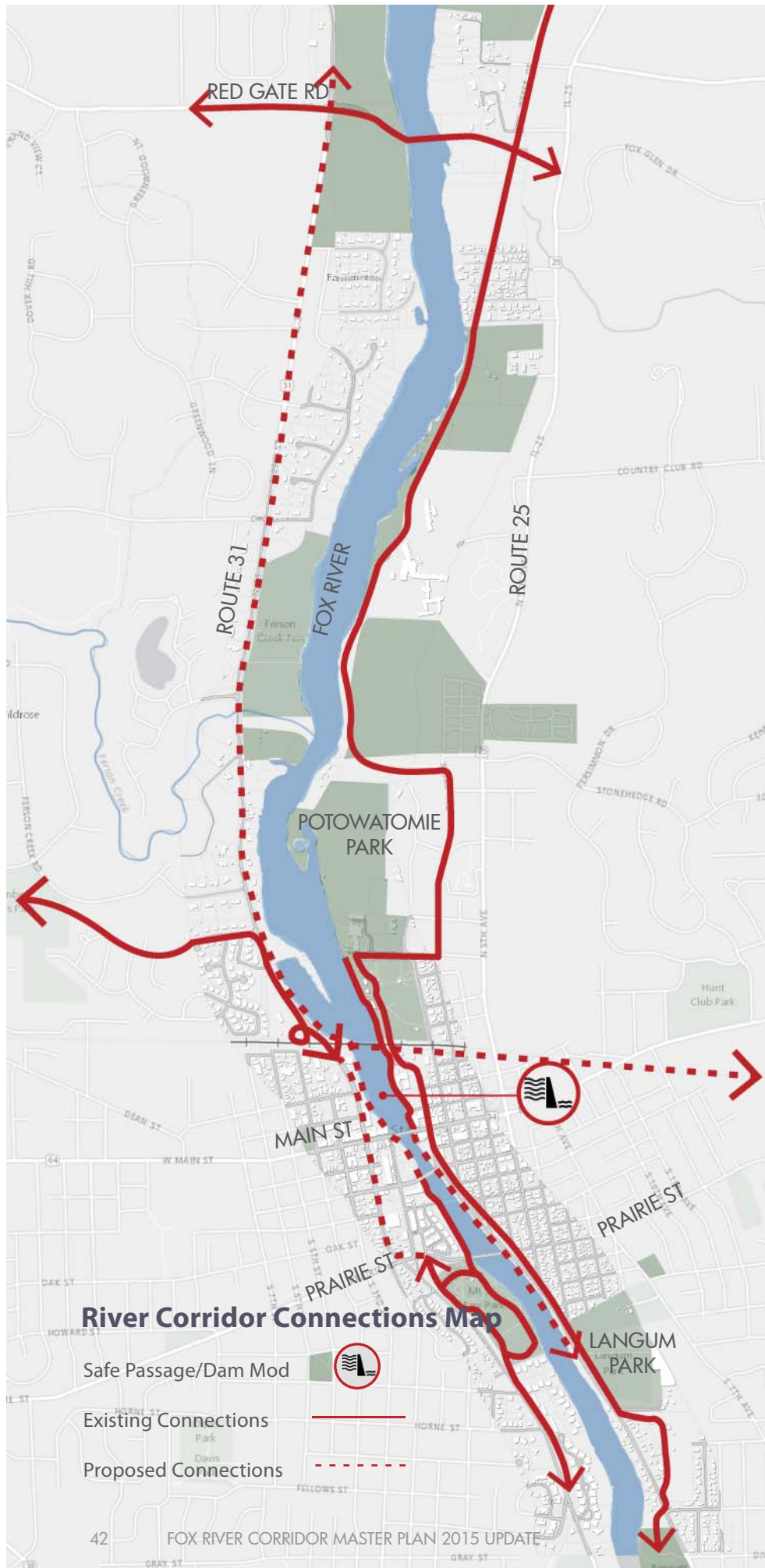
- Explore the possibility to provide docking facilities at Pottawatomie Park
- Explore the possibility to provide electric boats either through the Park District or as a private operator



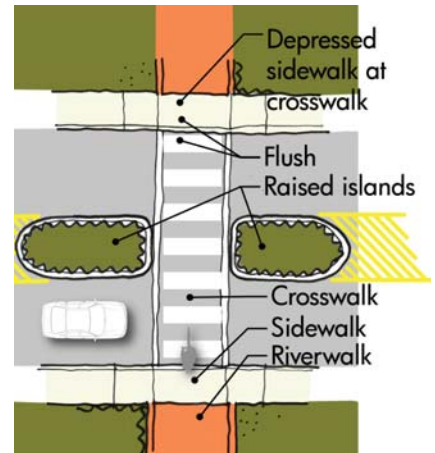
Accommodate Power Boat Access to Downtown



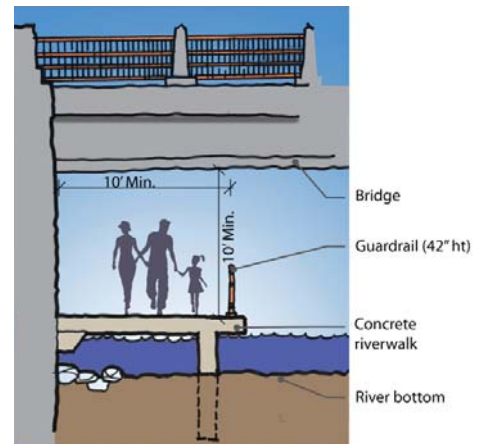
Electric Boat Rentals



Standard Crosswalk



Standard Crosswalk with Pedestrian safe zone



Under Bridge Connection

Connections



Delineated Crosswalk with Pedestrian Safe Zone



Under Bridge Connection



Gateway

Vehicular, bicycle, and pedestrian connections are critical to the success of the corridor. Vehicular connections have traditionally taken precedence, although providing continuous pedestrian access, regional bicycle trail connections, and safe crossings are important factors to create a complete circulation system.

Maintain existing connections, and:

- Complete both sides of the Riverwalk
- Extend the Fox River Trail, both sides, north of RR
- Extend Great Western Trail
- Modify the dam, create a navigable route
- Signature bridge
- Grade separated where possible, safe at-grade where necessary
- Gateways and wayfinding

Complete both sides of the Riverwalk

As described previously, the riverwalk can become an attraction in its own right, but it also provides important pedestrian connections along the riverfront and throughout the downtown.

Extend the Fox River Trail and Great Western Trail

Similarly, the trail system is an attraction that can be extended to provide improved bicycle and pedestrian connectivity throughout the community and beyond.

Modify the dam, create a more navigable route

We don't often think about the river as a connection, but currently the dam is an impediment to providing river connectivity. Modifying the dam and creating a navigable route completes a waterway connection that has been absent for many years. This would also allow this section of the river to become part of the National Water Trails System.

Signature bridge

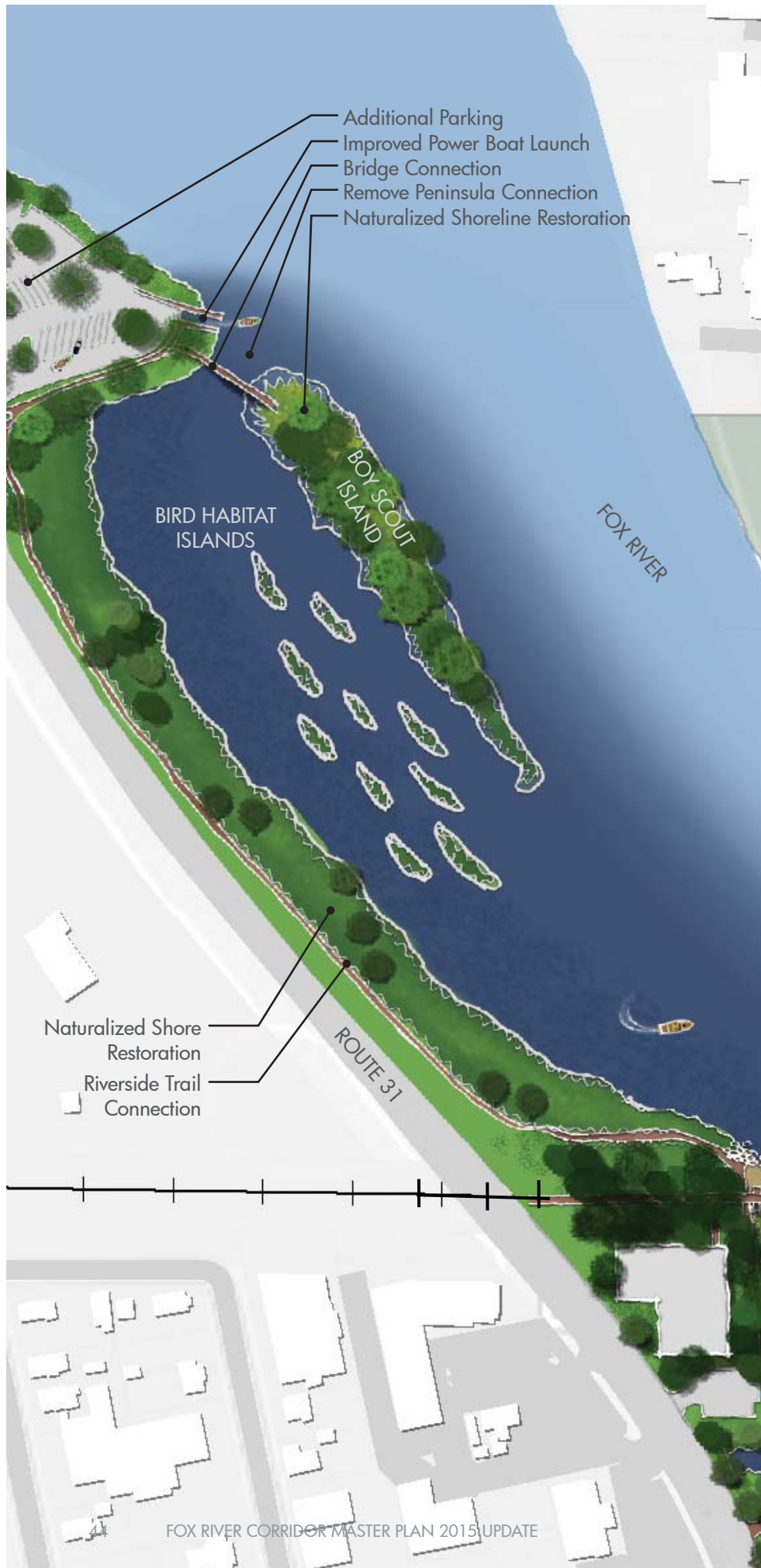
The northwest section of the downtown is somewhat disconnected from the riverfront and a signature pedestrian bridge would provide a direct connection to the river and the east bank in addition to becoming an iconic riverfront structure in the community.

Grade separated crossings where possible, safe at-grade crossings where necessary

Separating pedestrians and bicycles from vehicular traffic at crossings is the most desirable solution to create a safe and comfortable environment. Wherever possible, provide grade separated crossings, but where impractical, improve at-grade crossings with traffic calming devices, signals, and signage.

Gateways and wayfinding

Gateway components can define the limits of the community and provide a clear identity for the riverwalk. A comprehensive family of wayfinding signage can communicate the desired image while helping people navigate along the riverfront.



Fishing Station



Wildlife Habitat



Naturalized Shoreline Restoration

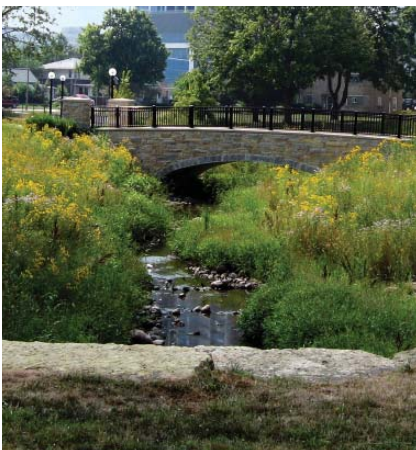
Natural Assets



Permeable Paving/ Bioswales



Shoreline Stabilization



Tributary Restoration

Many of the natural areas within the project area have degraded to a certain degree and should be improved over time. Large scale projects and initiatives are identified that can have a significant positive impact on the river and environment. Although specific technical and scientific study is beyond the scope of this project, it is important to note that all new improvements should have a positive effect on the environment. The community does not have control over what happens upstream or on many private properties, but improving the natural environment with all initiatives sets a positive example.

Maintain, improve and embellish existing assets

- [Modify the dam, manage sediment in upstream pool](#)
- [Modify Boy Scout Island](#)
- [Naturalize the shoreline](#)
- [Rehabilitate river tributaries](#)
- [Complete the Riverwalk amenities](#)
- [Incorporate stormwater best management practices](#)

Modify the dam, manage sediment in the upstream pool

Dam modification will create a more natural environment with improved aeration, wildlife passage, and habitat restoration. Managing the sediment in the upstream pool will continue to be a challenge but will be improved from the existing condition. Further study will determine the specific impacts related to dam modification.

Modify Boy Scout Island

Boy Scout Island was once an actual island. Currently it is a peninsula creating a stagnant bay of water that is challenging to maintain. Modify Boy Scout Island to return it to an island, improving water flow and allowing for creation of new wildlife habitat and ecological restoration. Provide a bridge to access the island and improve the power boat launch and parking lot

Naturalize the shoreline

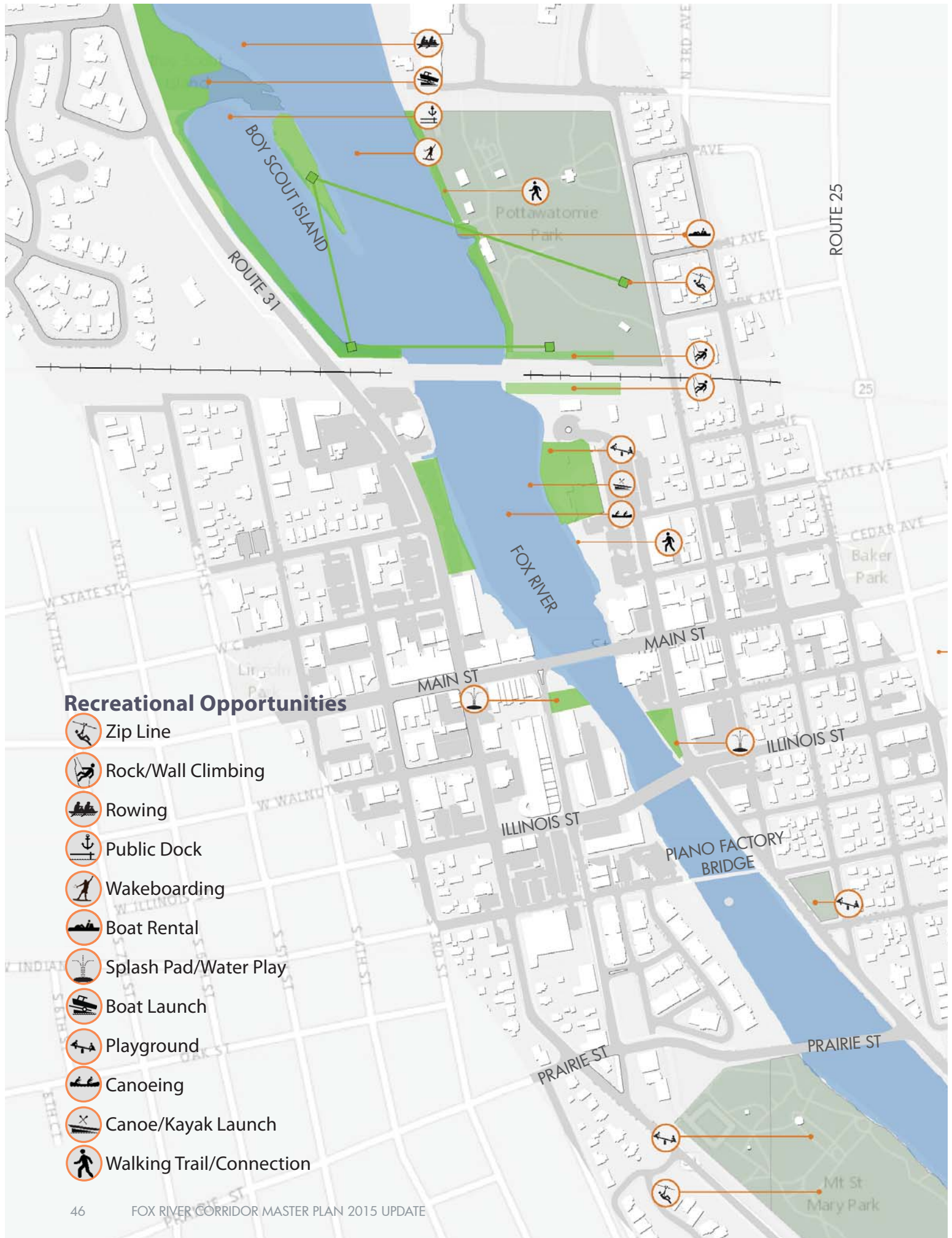
There are approx. 4 miles of shoreline within the St. Charles City limits. Much of the shoreline is natural, although erosion has degraded the shoreline in many locations. Stabilize and restore the shoreline to reduce sedimentation, improve water quality and provide wildlife habitat.

Rehabilitate river tributaries













As development occurred adjacent to the Fox River, many tributaries were disrupted, piped or filled. Restore the river tributaries to a more natural state to improve water quality, wildlife habitat and the environment.

Incorporate Stormwater Best Management Practices

Stormwater best management practices consist of requirements and actions to reduce the amount of stormwater runoff and ways to treat stormwater before it enters the river. Institute policies that require stormwater best management practices for both private and public developments to have a positive impact on the quality of the river.



Recreational Opportunities

-  Zip Line
-  Rock/Wall Climbing
-  Rowing
-  Public Dock
-  Wakeboarding
-  Boat Rental
-  Splash Pad/Water Play
-  Boat Launch
-  Playground
-  Canoeing
-  Canoe/Kayak Launch
-  Walking Trail/Connection

Recreational Assets



Playground



Splash Pad



Zipline/Ropes Course

The St. Charles Park District already provides many recreational opportunities along the Fox River corridor. Improving the existing assets and taking advantage of the river as a natural resource by adding passive and active activities, along with encouraging private programs and activities, will further establish St. Charles as an active lifestyle community.

Maintain, improve and embellish existing recreational assets

- Provide recreational activities such as splash pads and destination playgrounds along the riverwalk and in downtown plazas and open spaces
- Provide active outdoor recreational activities such as climbing walls, ropes courses and zip lines along the riverfront
- Improve passive recreational activities such as bird watching, fishing, hiking and walking
- Support and encourage private recreation such as rowing, canoeing, kayaking, biking, and power boating
- Provide accessible fishing facilities

Provide downtown and riverwalk recreational activities

The Park District supports programs and maintains neighborhood and regional parks throughout the community. Adding small recreational activities such as splash pads and destination play environments throughout the downtown and along the riverwalk will strengthen the riverfront overall.

Provide active outdoor recreational activities along the riverfront

Active recreational activities such as climbing walls, ropes courses and zip lines along the riverfront will support an active lifestyle and help establish St. Charles as a recreational destination.

Improve passive recreational activities

Recreational activities such as bird watching, hiking and walking are extremely popular. Providing convenient and interesting opportunities for people to experience the outdoors, riverfront, community and environment will support achieving the overall project goal.

Support and encourage private recreation

Public agencies can provide support for private activities without providing specific organized programs. Activities such as rowing, canoeing, kayaking, biking, and power boating are all privately organized but can benefit from public support.

Provide fishing stations

Fishing continues to be one of the most popular recreational activities along the Fox River. Provide convenient access to the river in popular fishing areas to support this popular recreational activity.

Cultural Assets

Cultural assets are all of the various items that communicate the attitudes, customs and beliefs that make a community unique. Incorporate and support art, history, programs and events that represent the culture of St. Charles throughout the river corridor.

Maintain, improve and embellish existing cultural assets

- Incorporate Art along the riverfront and throughout downtown
- Represent the history of the community
- Support community festivals and programmed events (Riverfest, Scarecrow, Fine Arts, etc.)
- Complete the Riverwalk amenities

Incorporate Art along the riverfront and throughout downtown

Sculpture, public art, performances and temporary installations all create interest and are attractions along the riverfront. Utilize the riverfront and the river itself for art displays and installations to create a unique riverfront experience.

Represent the history of the community

The City of St. Charles has a rich and storied history. Communicate the history of the community through sculpture, displays, and events for future generations to come.

Support community festivals and programmed events

The community hosts a number of events including Riverfest, the Scarecrow Festival and the Fine Arts festival within the downtown and along the riverfront. Support these community events along with other programs to continue to make St. Charles an attractive place to live and a regional destination.

Complete the Riverwalk amenities

The existing riverwalk is a good start, but adding pedestrian amenities and other cultural assets will contribute to creating a riverwalk that is not just a walkway, but a regional attraction.



Local Lore and History



Local Events and Festivals



Memorial Sculptures



River Based Art Installations



Unique Cultural Attractions

Brand

The image of St. Charles, “Pride of the Fox”, is closely aligned with the river. Further emphasis on the river by refining the platform, tools and communications will only strengthen the community’s position and create a more recognizable, authentic brand.

Refine existing platform, tools, and communications

- **Emphasize the river (programming and communications)**
- **Emphasize the package (multi-dimensional, lifestyle and visitor appeal)**
- **Promote new features as they come on line (must be authentic)**
- **Target audience (local, regional)**

Emphasize the river (programming and communications)

The City of St. Charles is known as the “Pride of the Fox” and the identity of the community is closely tied to the river. Emphasize this fact through all programming and communications among the various, agencies, organizations, and groups to project a consistent, coordinated message.

Emphasize the package (multi-dimensional, lifestyle and visitor appeal)

It’s all about the river but there’s more to it than just the river. Emphasize the community as a whole, its diversity, lifestyle and visitor appeal as an active river community.

Promote new features as they come on line (must be authentic)

It is important to get the word out and promote new features as they come on line to create interest and attract users. Promotions must be authentic and not oversell an idea which could lead to a disappointing experience and loss of return visitors.

Target audience (local, regional)

Riverfront improvements benefit the local community and economy, creating a better place for its citizens. Targeting a larger regional audience can strengthen the reputation of the community and lead to continued growth and prosperity.





**Prioritize
River**



**Align and
Coordinate**



**Leverage
Water
Quality**

**Systematic
Improvements**

Momentum

The master plan outlines many improvement recommendations. It can be challenging to determine where to begin and how to accomplish meaningful improvements. By acting systematically and incrementally, the community can gain and sustain momentum to accomplish the project goals, objectives and standards.

Advocate the strategy

- Prioritize river and riverfront across partner organizations
- Align and coordinate organizational initiatives
- Leverage water quality to facilitate dam modification
- Commit to systematic, incremental capital improvements

Prioritize the river and riverfront across partner organizations

Various stakeholder agencies, organizations and groups have a number of competing interests to consider. Prioritizing these needs is not easy. The partner organizations must make the river and riverfront improvements a priority to gain and sustain momentum to meet the goals and objectives.

Align and coordinate organizational initiatives

If organizations make the river a priority, the next step is to align and coordinate specific initiatives among the organizations. Each organization has their own interests, but by coordinating together, multiple agencies can align their priorities and leverage river related initiatives.

Leverage water quality to facilitate dam modification

The time is now to align the City's interests with the pending water quality regulatory requirements. Coordination between the partner organizations and the regulatory agencies can lead to implementation of the recommendations as outlined in the master plan.

Commit to systematic, incremental capital improvements

Some of the improvements such as the dam modification are complicated and expensive, and will take a number of years to complete. It is important to get started on these larger scale projects now, although it is just as important to commit to systematic, incremental advancement of a variety of smaller projects on a continuous basis.



Implementation

The Fox River Corridor Master Plan includes dozens of important recommendations to “Create a lively riverfront environment that is the centerpiece of the community”. Fortunately, as detailed in the Opportunity Analysis, St. Charles has the critical natural, cultural and physical resources that enable community leaders to execute the strategy with confidence. However, the size of the study area, the number of improvement recommendations, and the multi-jurisdictional influences make rapid implementation a daunting task.

In this section, the recommendations are translated into specific, prioritized projects and actions that are organized as Public Policy Improvements, Operational Improvements, and Capital Improvements. Each project describes the type, potential cost, potential funding source, and the leaders and partners who are responsible for completing the project. Projects are prioritized based on their level of complication, potential cost, their catalytic potential and expected return on investment.

Both public and private sector leaders and property owners will be responsible for executing the actions outlined in this plan, often in close collaboration with each other. With the periodic assistance of legal, marketing and other business consultants, the Active River Task Force (ARTF) can accomplish many modest cost initiatives such as policy and operational changes, if members are willing to invest the time to work through the issues. By comparison, many of the larger capital improvements will require the assistance of design and engineering consultants and involve considerable City, Park District, and/or Forest Preserve leadership and investment because of their scale, complexity and cost. Since the construction of some of the new capital improvements will depend, in part, on outside grant funding, completion may extend beyond the outlined time horizon. Lastly, private redevelopment is heavily influenced by the market, investor and property owner circumstances that are difficult to forecast. Logically, redevelopment will likely follow and be influenced by the public policy and operational improvements.

Policy Improvements

Park District, City, and Forest Preserve District leaders, property and business owners, and other stakeholders need to closely collaborate to update and refine certain policies that will help advance the strategy. The ARTF, made up of representatives from each of these groups, should continue to remain active to advance the priority policy improvements.

Policy Improvements

COST	POTENTIAL FUNDING SOURCE	ACTION/DELIVERABLE	LEADERSHIP
Codes, Ordinances and Studies			
TBD	TBD	Adopt this River Corridor Master Plan Update, review and update the priority actions and improvements annually	City of St. Charles (City) St. Charles Park District (SCPD) Forest Preserve District of Kane County (FPDKC)
TBD	TBD	Complete Police Facility Study	City
TBD	TBD	Continue negotiations with UPRR to purchase vacated RR bridge	City, SCPD, FPDKC
TBD	TBD	Evaluate, incorporate, and require environmental best management practices in ordinances and policies	City, SCPD, FPDKC
Agency Coordination			
TBD	TBD	Vigorously advocate the Active River Strategy with the Fox River Study Group	City, other Fox River cities
TBD	TBD	Synchronize City, Park District and County policies to prioritize river corridor improvements	Active River Task Force/ River Corridor Foundation of St. Charles (ARTF), All River Corridor Partners
TBD	TBD	Review the Strategy with regulatory Agencies to determine project related regulations and requirements	City, SCPD
TBD	TBD	Continue to advocate for the improvements on behalf of all river corridor partners	ARTF
Finance			
TBD	TBD	Select river corridor improvements and align with partner agency Capital Improvement Plans and all sources of revenue (include both simple-to-execute and complex projects like the Phase I study of the dam)	City, SCPD, FPDKC
TBD	TBD	Assign someone to research grant funding and produce periodic memos shared/compared with other corridor partners. Identify best opportunities and partnerships, apply for/facilitate awards	All River Corridor Partners
TBD	TBD	Seek funding through state and federal sources to complete a Phase I study of the dam modification, confirm local match(es)	City
TBD	TBD	Seek corporate and individual donations	Active River Task Force/River Corridor Foundation of St. Charles (ARTF)

Operational Improvements

The Park District, City, and Forest Preserve District are responsible for many day-to-day operational activities such as code enforcement, public property maintenance and programming, along with community outreach and advocacy. Additionally, private property and business owners are responsible for leasing, managing and maintaining their properties. Ideally, all public and private sector stakeholders will work closely together to improve the river corridor. Focusing on areas of common interest and defining how each entity can participate mitigates any potential overlap or competing interests in the work necessary to improve the river corridor. Once again, the ARTF can continue to play an important role in advancing the priority operational improvements.

Operational Improvements

COST	POTENTIAL FUNDING SOURCE	ACTION/DELIVERABLE	LEADERSHIP
Organization			
TBD	TBD	Synchronize 2016 City, Park District, County and organizational operations plans to prioritize river corridor promotion and programming	ARTF, All River Corridor Partners
TBD	TBD	Prioritize operational plan improvements to advance future implementation items	ARTF, City, SCPD, FPDKC, KDOT, Downtown St. Charles Partnership, Inc St. Charles Convention and Visitor's Bureau
Advocacy, Promotion and Marketing			
TBD	TBD	Continue to advance community outreach and advocacy with agencies, potential developers and the public	ARTF
TBD	TBD	Actively encourage private recreational activities such as rowing, canoeing, kayaking, and bicycling programs and groups	ARTF, SCPD
TBD	TBD	Explore the possibility for private vendors to provide specialized recreational activities such as climbing walls, ropes coursed and zip lines	ARTF, SCPD
TBD	TBD	Continue to support and promote the arts and programmed events and activities throughout the river corridor	ARTF, St. Charles Arts Council (SCAC)
TBD	TBD	Align the activities of partner agencies and stakeholders related to "brand" , emphasizing the river, promoting new features, and portraying an active lifestyle and visitor appeal	All River Corridor Partners
Public Space			
TBD	TBD	Continue existing maintenance practices for existing public properties	City, SCPD, FPDKC
TBD	TBD	Develop a plan for maintenance of future capital improvements	City, SCPD, FPDKC

Capital Improvements

This plan identifies many capital improvements, some of which can be completed in a relatively short timeline. Others, because of cost and complexity, will take many years to implement. Park District, City and Forest Preserve District leaders should start with simple, high impact, modest cost projects, then budget for and initiate more complicated, high-investment/high impact projects, as funding allows, giving the highest priority to the most catalytic projects. Leaders should also link the master-planned capital improvements to significant private sector investment, whenever possible to leverage the impacts.

Capital improvement projects typically follow a three phase process: Preliminary Design and Engineering (Phase I), Final Design and Engineering (Phase II), and Construction (Phase III). Customarily, the cost of Phase I and Phase II services is 10 percent of the project value, and the cost of Phase III is typically 3-5 percent of the total project value. With more complex projects, leaders should initiate Phase I consulting services well in advance of the targeted construction date to accommodate sometimes lengthy outreach, design, engineering and multi-jurisdictional permitting timelines.

Capital Improvements

COST	POTENTIAL FUNDING SOURCE	ACTION/DELIVERABLE	LEADERSHIP
Riverpark			
TBD	TBD	Align temporary bulkhead wall (city hall-police station) rehabilitation with Active River Strategy	City
TBD	TBD	Design, engineer, permit and construct the dam modification	City
TBD	TBD	Design, engineer, permit and construct the children's play environment	City, SCPD
TBD	TBD	Design, engineer, permit and construct the signature pedestrian bridge	City
TBD	TBD	Design, engineer, permit and construct the Bridgeview observation area	City, SCPD
TBD	TBD	Design, engineer, permit and construct the continuous riverfront walkway, water access, and observation areas	City
Riverwalk			
TBD	TBD	Create an enhancement plan for the Leonard Walkway for fundraising and construction	ARTF, City, SCPD
TBD	TBD	Design, engineer, permit and construct the Riverside Avenue Riverwalk (North of Prairie)	City
TBD	TBD	Design, engineer, permit and construct the Riverside Avenue (South of Prairie) Riverwalk	City
TBD	TBD	Design, engineer, permit and construct the downtown loop civic plaza	City

COST	POTENTIAL FUNDING SOURCE	ACTION/DELIVERABLE	LEADERSHIP
Riverwalk (cont.)			
TBD	TBD	Design, engineer, permit and construct the Beith House civic plaza	City
TBD	TBD	Design, engineer, permit and construct the Hazletine Park destination play environment	City
TBD	TBD	Explore the possibility to add a kinetic sculpture and plantings on the island	City, SCAC
TBD	TBD	Align Piano Factory Bridge rehabilitation with the Active River Strategy	City
TBD	TBD	Design, engineer, permit and construct surf wave south of Piano Factory Bridge	City
Regional Trails and Connections			
TBD	TBD	Align Fox River Trail sign improvements with the Active River Strategy	Kane County Department of Transportation (KDOT)
TBD	TBD	Design, engineer, permit and construct the Fox River Trail north extension	SCPD, FPDKC
TBD	TBD	Design, engineer, permit and construct the Fox River Trail (east side) north extension	SCPD, FPDKC
TBD	TBD	Design, engineer, permit and construct the Fox River Trail (west side) north extension	SCPD, FPDKC
TBD	TBD	Design, engineer, permit and construct the east/west Great Western trail connection across the railroad bridge	SCPD, FPDKC
TBD	TBD	Design, engineer, permit and construct grade separated and at-grade pedestrian and bike connections	SCPD, FPDKC
TBD	TBD	Evaluate existing bike paths and determine areas in need of improvement	ARTF, SCPD, FPDKC
TBD	TBD	Design, engineer, permit and construct priority bike path improvements	SCPD, FPDKC
TBD	TBD	Design, engineer, permit and construct river corridor gateways	City, SCPD
Private Development			
TBD	TBD	Align the First Street Redevelopment improvements with the Active River Strategy	ARTF, City
TBD	TBD	Align future riverfront redevelopment projects with the Active River Strategy	ARTF, City
TBD	TBD	Facilitate discussions with stakeholders regarding the potential for a rowing training center, camping and seasonal activities and rentals	ARTF, SCPD

COST	POTENTIAL FUNDING SOURCE	ACTION/DELIVERABLE	LEADERSHIP
Natural Assets			
TBD	TBD	Design, engineer, permit and construct the Boy Scout Island modifications	SCPD, City
TBD	TBD	Evaluate the shoreline to determine locations requiring shoreline restoration	ARTF, SCPD, City
TBD	TBD	Design, engineer, permit and construct shoreline restoration improvements	SCPD, City
TBD	TBD	Determine locations for fishing stations	ARTF, SCPD, City
TBD	TBD	Design, engineer, permit and construct fishing stations	SCPD, City
TBD	TBD	Evaluate river tributaries and determine locations requiring restoration	ARTF, SCPD, City
TBD	TBD	Design, engineer, permit and construct tributary restoration improvements	SCPD, City
TBD	TBD	Evaluate areas with poor drainage and flooding, and determine locations requiring improvement	SCPD, City
Recreational Assets			
TBD	TBD	Evaluate locations throughout the river corridor to incorporate splash pads, destination playgrounds, and specialized recreation opportunities	ARTF, SCPD, City
TBD	TBD	Design, engineer, permit and construct specialized recreational improvements	SCPD
TBD	TBD	Evaluate passive recreational activities to determine potential improvements throughout the river corridor	ARTF, SCPD, City
TBD	TBD	Design, engineer, permit and construct improvements to passive recreational activities throughout the river corridor	SCPD
Cultural Assets			
TBD	TBD	Align the Active River Strategy with the St. Charles Arts Council and other affiliated organizations to promote cultural asset improvements throughout the river corridor	ARTF, City
TBD	TBD	Fundraise and install art and historical components along the riverfront and throughout the river corridor	ARTF, SCAC

Priority Actions and Improvements

Community leaders should use this prioritized list of actions and improvements to guide policy, capital and operational improvements over the next 3 years. They should update this list, annually, to review progress, re-order actions based on changed circumstances, and identify new actions related to emerging opportunities. Costs are uninflated 2015 dollars, and leadership roles are noted with the understanding that elected leaders in the partnering agencies must approve all policies and appropriations.

The recommended actions and improvements are prioritized based on:

- An appropriate return on investment (broadly defined as the use of valuable financial, physical and human resources to create community impacts in support of the River Corridor Strategy)
- Availability of adequate funding (from public or private sources)
- Appropriate control of or access to river and/or corridor property
- Complexity and time to complete (creating and sustaining momentum with a combination of small, large, simple and complex projects)
- Relationship to private sector development (desirable private development adjacent to the river should always advance the corridor strategy)
- Relationship to public sector infrastructure projects (public improvements adjacent to the river should always advance the corridor strategy)

2015

Policy Improvements

Cost	Action/Deliverable	Leadership
NA	Adopt this River Corridor Master Plan Update	City of St. Charles (City) St. Charles Park District (SCPD) Forest Preserve District of Kane County (FPDKC)
TBD	Vigorously advocate the Active River Strategy with the Fox River Study Group	City, other downstream cities
TBD	Select river corridor improvements for the 2016 and the 3-year Capital Improvement Plan (include both simple-to-execute and complex projects like the Phase I study of the dam)	City, SCPD, FPDKC
TBD	Seek funding through state and federal sources to complete a Phase I study of the dam modification. Confirm local match(es).	City
TBD	Assign someone to research grant funding and produce periodic memos shared/compared with other corridor partners. Identify best opportunities and partnerships, apply for/facilitate awards.	All River Corridor Partners
NA	Complete Police Facility Study	City
TBD	Continue negotiations with UPRR to purchase vacated RR bridge	City, SCPD, FPDKC

Priority Capital Improvements

Cost	Action	Leadership
TBD	Align Piano Factory Bridge rehabilitation with the Active River Strategy	City
TBD	Align temporary bulkhead wall (city hall-police station) rehabilitation with Active River Strategy	City
TBD	Align Fox River Trail sign improvements with the Active River Strategy	Kane County Department of Transportation (KDOT)
TBD	Align First Street Redevelopment improvements with the Active River Strategy	City

Priority Operational Improvements

Cost	Action	Leadership
TBD	Synchronize 2016 City, Park District, County and organizational operations plans to prioritize river corridor promotion and programming	Active River Task Force/River Corridor Foundation of St. Charles (ARTF), All River Corridor Partners
	Community outreach and advocacy	ARTF

2016

Priority Policy Improvements

Cost	Action	Leadership
	Continue to advocate Active River Strategy with Fox River Study Group	City
	Prioritize river corridor improvements for 2017 Capital Improvement Plans	City, SCPD, FPDKC
	Continue to seek funding for dam modification	City, IEPA
	Continue to monitor grant opportunities	All River Corridor Partners

Priority Capital Improvements

Cost	Action	Leadership
\$1,000,000	Start Preliminary Design/Engineering of the dam modification	City
\$50,000	Complete Preliminary Design/Engineering of Riverside Drive Riverwalk (Ohio-Prairie)	City
\$10,000	Create an enhancement plan for "Leonard" Riverwalk for fundraising, periodic completion	ARTF
\$15,000	Prepare Preliminary Design/Engineering for shoreline enhancements for Riverside Drive, south of Prairie	City
TBD	Design and construct a small project from simple-to-execute projects list	ARTF, City, SCPD

Priority Operational Improvements

Cost	Action	Leadership
	Synchronize 2017 City, Park District, County and organizational operations plans to prioritize river corridor promotion and programming	ARTF, City, SCPD, FPDKC, KDOT, Downtown St. Charles Partnership, Inc St. Charles Convention and Visitor's Bureau
	Community outreach and advocacy	ARTF

2017

Priority Policy Improvements

Cost	Action	Leadership
	Continue to advance dam modification plans	City
	Prioritize river corridor improvements for 2018 Capital Improvement Plans	City, SCPD, FPDKC

Priority Capital Improvements

Cost	Action	Leadership
	Complete Preliminary Design/Engineering of dam modification; Continue funding/implementation strategy	City
\$200,000	Complete Final Design/Engineering of Riverside Drive Riverwalk (Ohio-Prairie)	City
\$25,000	Prepare Preliminary Design/Engineering for Fox River Trail at Golf Course	SCPD, FPDKC
\$100,000	Construct some enhancements on "Leonard" Riverwalk	City
\$60,000	Prepare Final Design/Engineering for selected shoreline enhancements along Riverside Drive, south of Prairie	City

Priority Operational Improvements

Cost	Action	Leadership
	Synchronize 2018 City, Park District, County and organizational operations plans to prioritize river corridor promotion and programming	All River Corridor Partners
	Community outreach and advocacy	ARTF

2018

Priority Policy Improvements

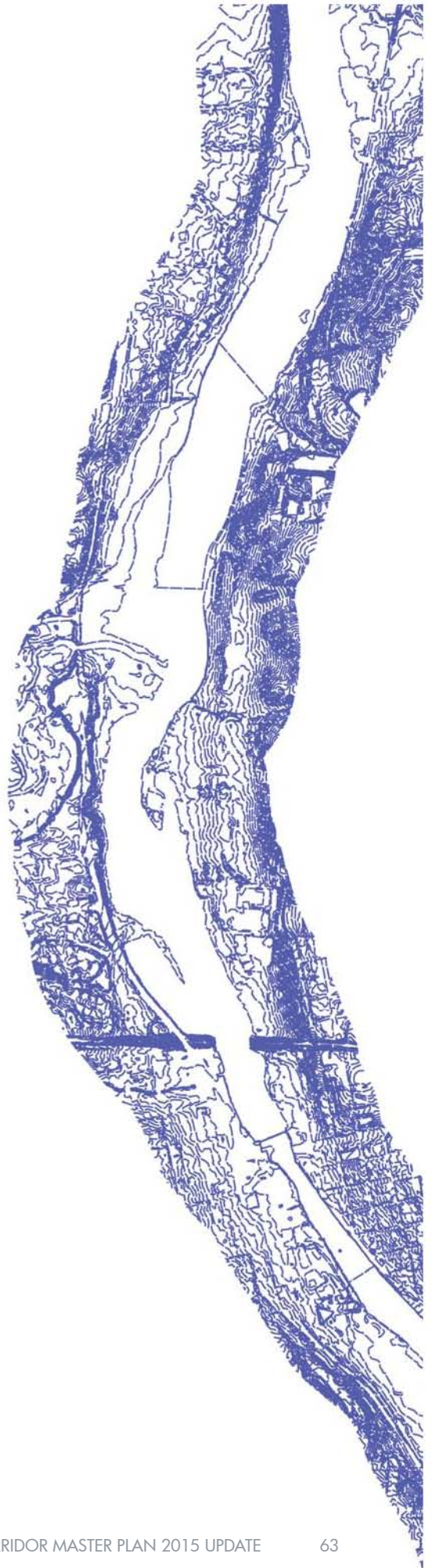
Cost	Action	Leadership
	Continue to advance dam modification plans	City
	Prioritize river corridor improvements for 2019 Capital Improvement Plans	City, SCPD, FPDKC

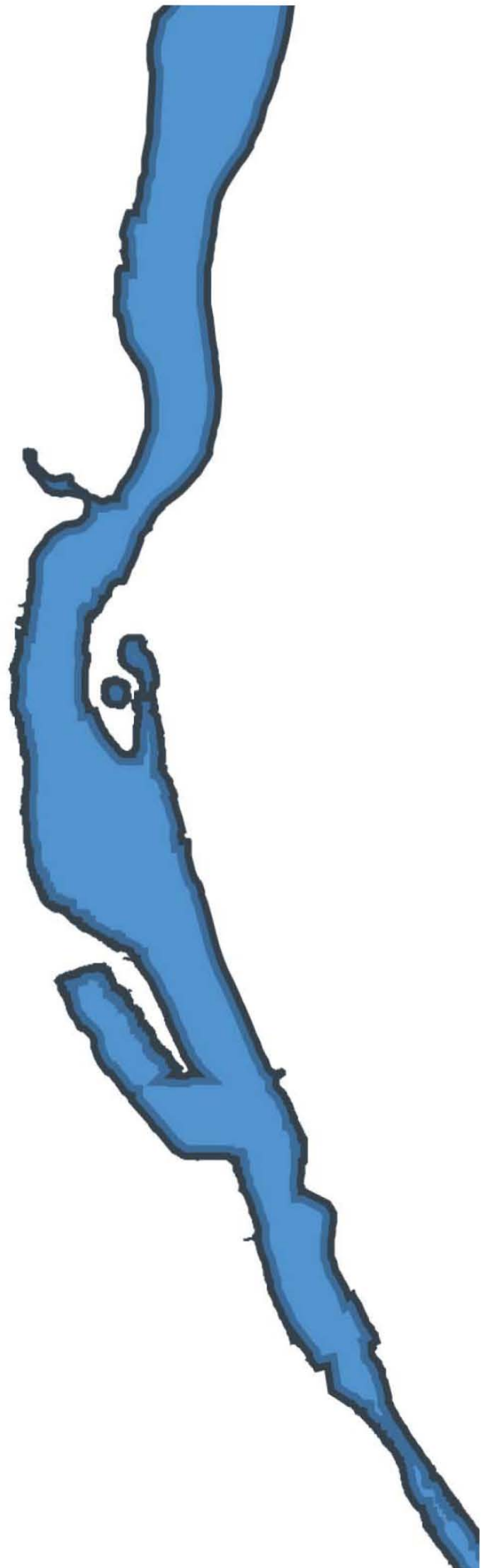
Priority Capital Improvements

Cost	Action	Leadership
\$2,500,000	Construct Riverside Drive Riverwalk (Ohio-Prairie)	City
\$100,000	Construct additional enhancements to “Leonard” Riverwalk	City

Priority Operational Improvements

Cost	Action	Leadership
	Community outreach and advocacy	ARTF

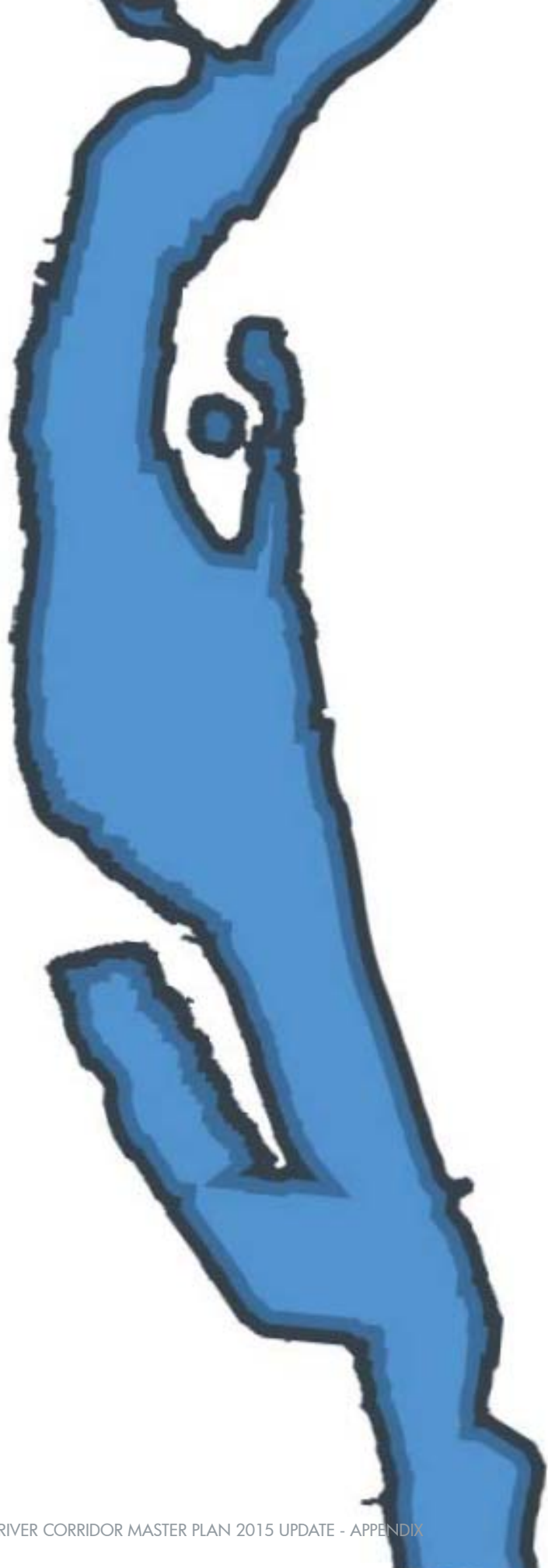




The background of the cover features a grayscale photograph of a tall, Art Deco-style tower with a clock face, likely the St. Charles Tower. To the right, a topographic map overlay shows the winding path of the Fox River in blue. The river flows from the top right towards the bottom right of the page.

FOX RIVER CORRIDOR MASTER PLAN APPENDIX

ST. CHARLES, ILLINOIS 2015 UPDATE



Appendix

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Memorandum

Date: June 10, 2015

To: Project Team

From: HDG

RE: St. Charles River Corridor - Preliminary Opportunity Analysis

Acknowledgements

Sponsor Agencies

River Corridor Foundation of St. Charles
St. Charles Park District
City of St. Charles
Kane County Forest Preserve

Active River Task Force Members

John Rabchuk, Chairman, River Corridor Foundation of St. Charles
Chris Adesso, Vice Chairman, City of St. Charles Public Works
Holly Cabel, St. Charles Park District
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Consultant Team

Hitchcock Design Group – Planning, Landscape Architecture
Market & Feasibility Advisors – Market Economics
Wills Burke Kelsey Associates – Civil/Water Resource Engineering
S2O Design and Engineering – Active River Feasibility

Executive Summary

This Opportunity Analysis concludes the first of our three-phased study of the St. Charles River Corridor. It includes a review of important study area resources, market place conditions and stakeholder interests. It also summarizes promising opportunities that we will explore in greater detail in the upcoming Preferred Strategy phase.

Our analysis of the river corridor study area revealed the following preliminary conclusions:

Resources

- River as an asset
- Positive community image



- Viable downtown environment
- Community support
- Support for existing activities and programs
- Recreational reputation as a draw
- Potential drawback of limited redevelopment opportunity sites
- Limited residential property within the downtown

Marketplace

- Affluent community
- Good positioning in regional context
- Affiliation/coordination with other Fox River Communities
- Reaction to changing demographics within the community

Stakeholder Interests

- Support for dam modification and active re-use
- Support for ecological river improvement
- Need for improved connectivity
- Participation in existing and support for new activities and programming
- Support for additional downtown redevelopment
- Skepticism about the ability to reinvent St. Charles as a walkable downtown community
- Skepticism about the ability to fund the proposed improvements
- Lack of support for downtown housing opportunities

Promising Opportunities

- Dam modification, whitewater course
- Ecological improvement
- Connectivity
- Activities and programming
- Associated development
- Community position in the region



Introduction

Purpose

The purpose of this plan is to update the 2002 River Corridor Master Plan with an increased focus on active river recreation, economic development opportunities and ecological improvement initiatives. The plan will provide policy and resource guidance to leaders over the next several years.

The Study Area includes the extent of the Fox River within the City of St. Charles municipal boundaries from approximately Red Gate Road on the north to Division Street on the south, including the properties that border the River. Downtown St. Charles is located within the study area and is considered part of the River Corridor project area.

Process

In January of 2015 the Active River Task Force selected the Hitchcock Design Group (HDG) team to complete a three phased study, starting with the Opportunity Analysis. The Opportunity Analysis considers the study area Resources, Market Place and Stakeholder interests. The best opportunities occur when the Resources, Market Place and Stakeholder interests are most closely aligned.

During the Opportunity Analysis Phase, the HDG team coordinated closely with the Active River Task Force to gain an understanding of the current conditions within the corridor, to identify project stakeholders and to outline a comprehensive process for public outreach. The HDG team reviewed and analyzed existing plans, demographic information, current land uses and activities, and market trends to evaluate the existing conditions within the study area. Simultaneously, the team launched a project website in coordination with the River Corridor Foundation, Park District, City, and Forest Preserve District. The HDG team then conducted approximately 35 individual stakeholder interviews with a broad cross section of participants that included business and property owners, elected officials, regulatory agencies and special interest groups (see the appendix for a list of interviewees and a summary of survey results). The same evening as the interviews, the HDG team facilitated a community workshop to review existing resources, market and stakeholder characteristics and to brainstorm ideas on how to improve the river corridor. Approximately 85 participants were asked to share their thoughts on how, and how frequently they use the river and riverfront today, and what they would use and support in the future (see the appendix for a list of workshop attendees and a summary of results).

In the next phase, the Preferred Strategy, the HDG team will define an integrated strategy for the study area and prepare Alternative Framework, Corridor Character, and Preliminary Implementation recommendations. Finally, the HDG team will complete the final Vision Plan including detailed implementation actions to guide the community over the next several years.

Existing Policies, Plans, Reports

The River Corridor Master Plan is one of a number of policy documents that actively influence the study area.

The City of St. Charles Comprehensive Plan completed in 2013 includes guiding policies for all of St. Charles. Of particular interest is the demographic information along with the Downtown Subarea Plan that identifies framework, character and redevelopment sites that directly influence the river corridor.

The St. Charles Park District Comprehensive Plan completed in 2011 includes policies that influence the river and Park District properties located along the river. Information regarding Park District users and programs are of particular interest to the development of the river corridor plan.



The Forest Preserve District of Kane County Master Plan from 2008-2012 is particularly relevant to the north end of the corridor where Forest Preserve District property is located adjacent to the river corridor along with the trail system that extends throughout the project area.

The Downtown St. Charles Strategy Plan from 2000, prepared by the City of St. Charles and the Downtown St. Charles Partnership, is now 15 years old and some of the content might be considered out-of-date. However, it is worth noting that a number of the ideas represented in the plan are still relevant and can influence the river corridor plan in a positive way.

The intent of this plan is not to repeat information already contained in these existing plans, but to build on these ideas specifically related to the river corridor.

River Corridor Foundation/Active River Task Force

The River Corridor Foundation is a group of private citizen volunteers working with public agencies to improve the Fox River Corridor of St. Charles. The River Corridor Foundation's Mission Statement is as follows:

The River Corridor Foundation of St. Charles supports and advocates for projects that will enhance the downtown riverfront environment as a destination for cultural, educational, and economic opportunities that are accessible to all. In order to carry out this mission the Foundation will:

- *Financially support projects*
- *Review and evaluate ideas*
- *Collaborate with others*
- *Identify and plan enhancements*
- *Create awareness of the importance of the river corridor*

The Active River Task Force is a group of Foundation members including members of each of the sponsor agencies who were assembled to guide the creation of the River Corridor Master Plan. Members of the Active River Task Force have been giving presentations to organizations in the area to promote the active river initiative.

Resources

Context

The City of St. Charles is located in both DuPage and Kane counties and is 35 miles west of downtown Chicago. According to the City website, *"International employers, innovative schools, beautiful parks, local and regional resources, and unique architecture have earned St. Charles its reputation as the Pride of the Fox!"* The traditional downtown environment combined with the remarkable natural resource of the Fox River sets St. Charles apart from other communities within the Chicagoland region.

Within the Fox River Valley, St. Charles along with Geneva and Batavia to the south are often referred to as the tri-cities due to their close proximity to one another. The tri-city area has a reputation as a great place to live, work and play, along with being a shopping, dining and recreational destination.

The Fox River bisects the City of St. Charles which is commonly considered to be made up of three distinct commercial areas; Downtown, East, and West sections. The downtown is the historic center of the City located along the Fox River, while the east section is centered on Kirk Road, and the West section is centered on Randall Road. Route 64 (Main Street) connects the east and west sections of the City and is an important commercial and transportation corridor within the City.



Historic and Cultural Resources

Settlers were originally attracted to the St. Charles area's varied natural setting and by the 1920's tourism became a major component of the St. Charles economy and identity. Between the period of 1920 and 1940 St. Charles became known as a resort town. Not until the 1960's with major industrial development did St. Charles experience significant growth. In the 1970's people began to view St. Charles as a desirable city in which to raise a family and the 1980's brought significant residential and commercial growth. Today St. Charles is an award-winning community renowned for its high quality of life and natural beauty.

The St. Charles History Museum is located in downtown St. Charles in close proximity to the river corridor. In addition to the Museum itself, the organization is an incredible resource for historical and cultural information within the community.

The River Corridor Foundation conducts an annual Riverwalk – *"a historical tour of the people and places that have made the downtown St. Charles river corridor the charming spot that it is today"*. The Riverwalk is a great way to share the story of St. Charles to residents and visitors alike.

The St. Charles Arts Council is a volunteer organization whose mission is to *"serve and promote the arts and cultural activities in St. Charles, to the mutual benefit of the arts and community"*. The Arts Council serves individuals, organizations, businesses, and groups, with the primary long-range goal to transform St. Charles into an arts community, an arts magnet, and a nationally-known arts market.

Natural Resources

The Fox River is obviously an important natural resource for the St. Charles community. The 3.8 mile section of the Fox River within St. Charles is particularly scenic and offers a variety of recreational opportunities due to the 18 acre upstream pool created by the dam and the 7 miles of unobstructed river until the next dam north located in South Elgin. Due to its popularity, the balance of multiple uses within the river can be a challenge at times.

The floodplain and floodway extends beyond the banks of the river in some locations and can be source of periodic flooding and inconvenience. This impacts potential development/redevelopment sites and will require further study and permitting as specific site improvements are considered.

There are a number of preserved natural areas along the river through St. Charles including Forest Preserve, Park District, and City owned properties. On whole, environmental quality is considered to be improving in the area and continues to be the focus of many regulatory and special interest groups, along with the community in general.

Water quality is of particular concern within the Fox Valley region. Although the general perception is that water quality has improved over the past several years, current high phosphorus levels lead to the algae blooms and low dissolved oxygen levels in the river. The Fox River Study Group (FRSG) was formed to study the river relative to wastewater treatment plant discharge and to establish sound regulations based on water sampling and models. Representatives from local communities, including the City of St. Charles, make up the FRSG and are developing recommendations for improving water quality. The resulting Fox River Implementation Plan (FRIP) will include guidelines for improving water quality in lieu of mandated discharge levels as determined by the IEPA.

St. Charles Dam

The St. Charles Dam is a subject of considerable recent study and debate. The dam was originally constructed as a grist mill and served an important function for the community. The dam is owned by the Illinois Department of Natural Resources and currently is considered recreational in use, although for many, it serves a meaningful function that it maintains the upstream pool, considered a priceless



cultural and recreational asset for the community. To others the environmental benefits of complete dam removal including improved water quality, wildlife habitat, and safe passage offset the recreational and cultural benefits of maintaining the dam.

Jurisdictional Information

A number of agencies have jurisdiction over the Fox River and adjacent properties that will need to be considered with any modifications and development.

The Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR) Section 10 Rivers and Harbors Act related to navigability of public waters applies because the Fox River is a Public Body of Water (PBW) as identified by the State of Illinois. The PBW designation causes public interest / involvement with any proposed modification. Floodway impacts are also regulated by the OWR and they also have an interest in dam safety.

The United States Army Corps of Engineers (USACE) regulates waters of the US and wetlands jurisdiction through 404 permits.

The Federal Emergency Management Agency (FEMA) regulates revisions to the Base Flood Elevation (BFE) or floodway remapping that may occur as part of any redevelopment initiative.

The United State Fish and Wildlife Service (USFWS), IDNR-Fisheries, and the IEPA all regulate biology and water quality and may require certain improvements as a condition of any permit approvals.

The United States Coast Guard – 9th District also has jurisdiction over the waterway related to safety.

Finally, the State of Illinois has jurisdiction related to the American Disabilities Act and within State rights-of-way, and the City has jurisdiction related to local building codes and zoning regulations. The Park District and Forest Preserve District also have development requirements related to construction within their facilities.

Land Use and Ownership

With the exception of the downtown area, the majority of the project area riverfront is publicly owned. The Park District and Forest Preserve District own a majority of the property with the exception of single family residential properties in some locations. The Q Center is a unique facility that includes forest preserve access along the riverfront and is considered an opportunity site for future improvement.

The majority of the downtown property is commercial although the City Municipal Center and Police Station are located along the northeast part of the riverfront. Park District Properties including Pottawatomie Park, Mount St. Mary Park and the smaller Hazletine Park are significant downtown land uses and Langum Park is a City owned Park at the southeast end of the project area. Housing is under-represented within the downtown area although the recent Brownstone townhouse project is an attractive riverfront development.

The City Comprehensive Plan identifies a number of potential redevelopment sites, consisting of mixed uses including commercial (retail and office) along with housing opportunities. The First Street development originally initiated by the City of St. Charles is currently in progress with additional phases along the riverfront due to come on line in the near future.



Publicly controlled riverfront property can be considered a double-edged sword. On one hand public access is a critical component to creating continuous riverfront access and locations for public activities. On the other hand, the lack of private controlled properties can limit the potential for private investment leading to increased economic development.

Transportation and Infrastructure

St. Charles is accessible from major arterial roadways including Illinois Route 64 (Main Street) running east/west, Illinois Route 25 running north/south on the east side of the river, and Illinois Route 31 running north/south on the west side of the river. Kirk Road is the major north/south corridor on the east side of St. Charles and Randall Road is the major north/south corridor on the west side of St. Charles, both are Kane County highways.

St. Charles does not have direct access to interstate highways, but three interstates are located in close proximity; I-90 is located 9 miles to the north, I-88 7.5 miles to the south and I-355 11 miles to the east. St. Charles does not have commuter train access but the Geneva Metra station is located 1.5 miles to the south.

One of the corridor's most important assets is the regional trail system including the Fox River Trail (east and west sides of the river) and The Great Western Trail that heads west from downtown. These trail systems connect to an extensive regional trail system that extends throughout the Fox River valley and beyond. There are opportunities to improve the trail system by connecting gaps, especially through downtown along with adding clear signage, support facilities and amenities throughout.

Pedestrian and bicycle circulation is adequate but not especially noteworthy. The corridor would benefit from improved pedestrian crossings, traffic calming, and complete streets initiatives to improve the multi-modal experience within the corridor. Where possible, grade separated crossings either under or over roadways are preferred.

The railroad bridge located just north of Main Street is owned by the Union Pacific (UP) railroad and is no longer in service. The Park District and City have approached UP to discuss future control of the bridge and UP would consider selling the structure. There have been discussions about purchasing the structure for use as a regional trail connection although funding is not currently available.

Parking is important to any viable development, downtown or corridor. Parking in downtown St. Charles is considered adequate although surface parking lots take up valuable land within the project area, especially along the riverfront. Two parking structures in the downtown provide increased parking per square foot of area and additional parking decks would be a benefit as additional development and programmed uses are added. Shared public and private parking within off-street lots is another way to leverage the limited space available for parking.

Public infrastructure and utilities are considered adequate within the corridor but any significant development would need to consider infrastructure and utility needs. There are utility crossings under the river that also need to be considered with any significant modification project.

The City of St. Charles has gateway signage at the Village limits along with wayfinding signs throughout the downtown. Other community groups and agencies have signage with various messages throughout the corridor. The community as a whole would benefit from a consistent image and messaging throughout the downtown and corridor.

Financial Resources

With the current State fiscal situation, public funding for improvements is limited. Government agencies including the Park District, City and Forest Preserve District are challenged to fund existing



programs let alone new initiatives. However, Regional, State and Federal grants still exist for certain types of improvements, especially related to environmental improvements.

Additionally, local sources of funding including Tax Increment Financing Districts (TIF), Special Service Areas (SSA), and Business Improvement Districts (BID) can all be used to advance the improvement strategies. Private investment and fundraising could also be a significant source of funding for individual projects.

As the economy and the health of the State's financial situation improves, a combination of public capital improvement projects and grant funding along with private development and fund raising initiatives can be considered to implement the recommendations of this study.

The River Corridor Foundation has also established an endowment for maintenance of the river corridor improvements in perpetuity.

Current Projects

It must not be overlooked that the River Corridor Foundation, the City of St. Charles, the St. Charles Park District, and the Forest Preserve District are all actively advancing projects within the river corridor. Of particular note that could impact the river corridor in a significant way are the First Street development, being constructed in multiple phases, the Indiana Street pedestrian bridge replacement – feasibility study in progress, and the Municipal Center riverwall evaluation – feasibility study in progress. The City of St. Charles is also in the process of determining the future of the police station, analyzing the potential for improvement to the existing facility, reconstruction of the existing facility in the same location, or relocating the facility to another location within the City.

Market Profile

Visitor Market for the project area

- Current market size
- Typical motivations for visit
- Typical party composition
- Seasonality
- Activity analysis for a typical visitor (what is this visitor's activity choices by time of day)
- Origin market geographic distribution (and the facilities they have in home markets)
- Historic growth
- Visitor characteristics
- Activity preferences and activity notes

Profile of riverfront destinations, attractions and active river facilities for comparable study areas, regionally and nationally

Key characteristics for successful downtowns and active river sites and compare to the study area

- Proximity to users
- Proximity to overnight accommodations
- Topography and natural amenities
- Physical limitations and constraints
- Relationships to surrounding uses



Stakeholder Interests

The Active River Task Force alone represents a broad cross section of the community stakeholders, however a comprehensive list of stakeholders has been compiled by the River Corridor Foundation and other sponsor agencies including property and business owners, residents/users, organizations, and governments/jurisdictional agencies.

Through individual stakeholder interviews, the HDG team was able to gain a current snapshot of the stakeholder views and opinions. A complete summary of stakeholder input is included in the Appendix and can be summarized as follows:

Summary/Implications:

- River focus, capitalize on the River as a natural asset
- Dam removal vs. reconfiguration, balance of recreational use and ecological improvement
- Balance of competing interests for River and riverfront uses
- Capitalize on development potential
- Increase sense of community pride
- Recognize and account for changing demographics
- Develop implementation strategy recognizing funding challenges

Community Workshop

In an effort to gain a broader perspective of the community interests the HDG team facilitated a community workshop. Approximately 85 participants attended and were asked the following questions:

- How and how often do you use the River or Riverfront today?
- How and how often will you use the River or Riverfront tomorrow? What will you use and support?

A complete summary of stakeholder input is included in the Appendix and can be summarized as follows:

Uses on the River and Riverfront today:

- Walking, running, biking
- Paddling, rowing, power boating
- Nature, bird watching, fishing
- Dining, shopping, cultural events
- Festivals and events

Uses on the River and Riverfront Tomorrow:

- Whitewater course
- Ecological improvement
- Variety of activities
- Trail connectivity
- Development



Existing Activities/Facilities

It should be noted that although the River Corridor Master Plan is focused on potential improvements that will enhance and improve the corridor, there are already an extensive number of activities and facilities already in place. A comprehensive list of activities and facilities is included in the appendix.

By combining existing activities and facilities with new improvements and programs, the intent is to achieve the goals and objectives of the River Corridor Master Plan.

Existing Park District/City/Private Programs/events

In addition to the Activities and Facilities within the project area, existing programs and events are an important part of creating a regional destination.

The Park District has a number of programs in Pottawatomie Park – mostly active (golf, swimming pool, community programs, mini-golf, paddle boats, ballfield, pavilion reservations) and in Mount St. Mary's Park – mostly passive (sculpture walk, walking path, seating areas, playground, pavilion, open space)

The City also programs events including Thursday concerts in the parks and the farmers market. Other City festivals include Riverfest, the Scarecrow Festival and the Fine Arts, show, all of which draw significant crowds to the downtown area.

Conclusion

Based on this analysis of the corridor resources, marketplace and stakeholder interests, the HDG team will determine a recommended goal and supporting objectives for the St. Charles River Corridor.

Appendices

- Market Research
- Current Activities and Programs
- Stakeholder Interviews Summary
- Community Workshop Summary
- Charrette Summary
- List of Comparable Communities
- (Other)

Market Profile



The project area, is the Fox River as it passes through the heart of downtown St. Charles as shown in the aerial. St. Charles is a prosperous community located in the western suburbs of the Chicago metropolitan area.

We profile the immediate market area around the downtown with three drive time rings defined by a five minute drive-time, a five to ten minute drive-time, and a ten to fifteen minute drive time – all illustrated by a map below.

Within a five minute drive of downtown St. Charles live just over 23,000 people in almost 9,400 households – 69% of which own their own home. The household income breakdown is 30% under \$50,000, 29% \$50,000 to \$100,000, and 41% over \$100,000. In the five to ten mile drive the population increases to approximately 54,000. For that population the household income breakdown is 22% under \$50,000, 25% \$50,000 to \$100,000, and 52% over \$100,000. In the last drive-time area, ten to fifteen minutes, the population is approximately 112,600 and the income breakdown continues to be affluent with percentages by category of 23%, 31%, and 46%.

The St. Charles area is also a surprisingly successful visitor destination with more than 2,500 rooms. Even if the less fully utilized Q Center and its 1,000 rooms are deducted, St Charles house as many as 440,000 overnight guests a year assuming a 62% occupancy rate. The properties are listed in the table below.

St. Charles Area Hotels (Within 5 miles)		
Property Name	Rooms	%
The Hotel Baker	54	2%
Super 8 St Charles	67	3%
Quality Inn & Suites St Charles	123	5%
Geneva Motel Inn	83	3%
Best Western Inn Of St Charles	52	2%
Q Center	1,042	40%
Fairfield Inn & Suites Chicago St Charles	92	4%
Courtyard Chicago St Charles	121	5%
Hampton Inn Suites Chicago St Charles	92	4%
The Herrington Inn	61	2%
Country Inn & Suites Saint Charles	84	3%
Geneva Motel	26	1%
Pheasant Run Resort	473	18%
Hilton Garden Inn St Charles	120	5%
Comfort Inn & Suites Geneva	90	3%
Total	2,580	100%

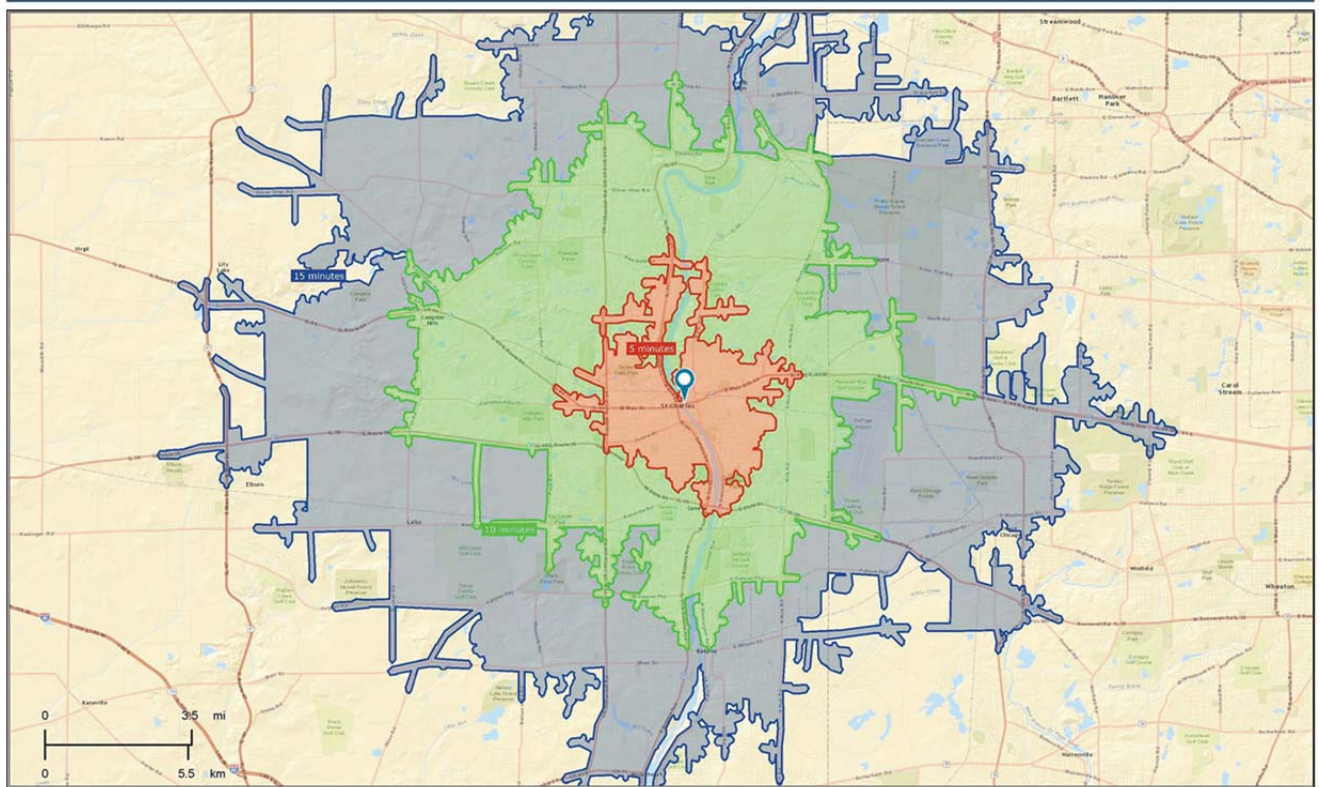
Potentially the population in the fifteen minute drive-time use water, principally the Fox River, for boating, canoeing, fishing, kayaking, swimming and water skiing. The available statistics are for people aged 7 and older making the populations in each area a little smaller in the table below but the table shows, on average, the number of participants in this population that would engage in these activities in these areas. As this is an average for a population in this region, we expect that the real participation in St. Charles is higher as affluence allows for an increase in recreational pursuits and as the proximity of the Fox River makes participation in these activities a lot easier. The easier it is to engage in these activities, the higher the participation goes.

The yearly experiences table shows how many times people engage in each of these activities by multiplying the number of participants by the mean of how many times people in this region engage in each activity. As this is an average, including places that don't have rivers or river access, the numbers are undoubtedly higher for St. Charles and would be even higher yet if access to these activities is made easy.

St. Charles Area Demographics				
2015	5 Minute	5 to 10 Minute	10 to 15 Minute	Total
Indicator				
Population	23,173	53,738	112,567	189,478
Households	9,391	18,527	36,696	64,614
Families	6,184	14,246	28,953	49,383
Average HH Size	2.41	2.85	3.04	
Owner Households	6,471	15,169	30,033	51,673
Renter Households	2,921	3,359	6,663	12,943
Median Age	41.1	41.6	36.9	
Income Brackets				
Under \$50,000	30%	22%	23%	
\$50,000 - \$99,999	29%	25%	31%	
\$100,000>	41%	52%	46%	

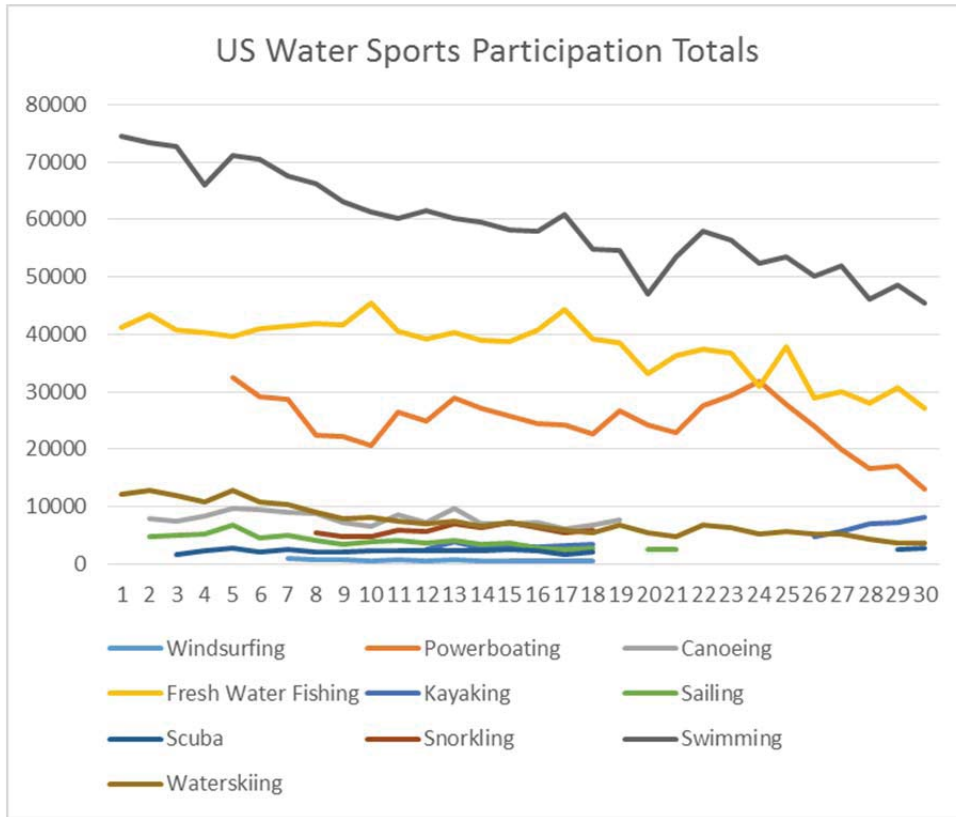
Participants				
2015	5 minutes	5 to 10 minutes	10 to 15 minutes	Total
Population	21,449	49,858	101,480	172,787
Boating (Motor/Power)	1,219	2,833	5,767	9,819
Canoeing	571	1,328	2,702	4,601
Fishing (Fresh Water)	2,116	4,918	10,011	17,045
Kayaking	625	1,453	2,958	5,036
Swimming	2,920	6,788	13,816	23,525
Water Skiing	314	731	1,487	2,532

Yearly Experiences				
2015	5 minutes	5 to 10 minutes	10 to 15 minutes	Total
Population	21,449	49,858	101,480	172,787
Boating (Motor/Power)	15,394	35,784	72,834	124,012
Canoeing	2,536	5,895	11,998	20,428
Fishing (Fresh Water)	29,178	67,824	138,047	235,048
Kayaking	3,707	8,618	17,541	29,866
Swimming	93,507	217,356	442,402	753,265
Water Skiing	1,940	4,508	9,176	15,624



The chart below shows the US (not regional) watersports participation totals (actual participants in millions, not a participation rate in a percent) over the last 30 years.

While swimming, fishing, and boating remain at the top, all three are in decline. The other seven watersports shown all have fewer participants but some, like kayaking are growing, others like canoeing are holding steady, and some like waterskiing are trending downward. It is generally assumed in the industry that individual watersports using personal craft, like kayaking, canoeing, and others are increasing in participation as urban and suburban waterways become more accessible and opportunities for participation, such as rental opportunities at outfitters, become more common.

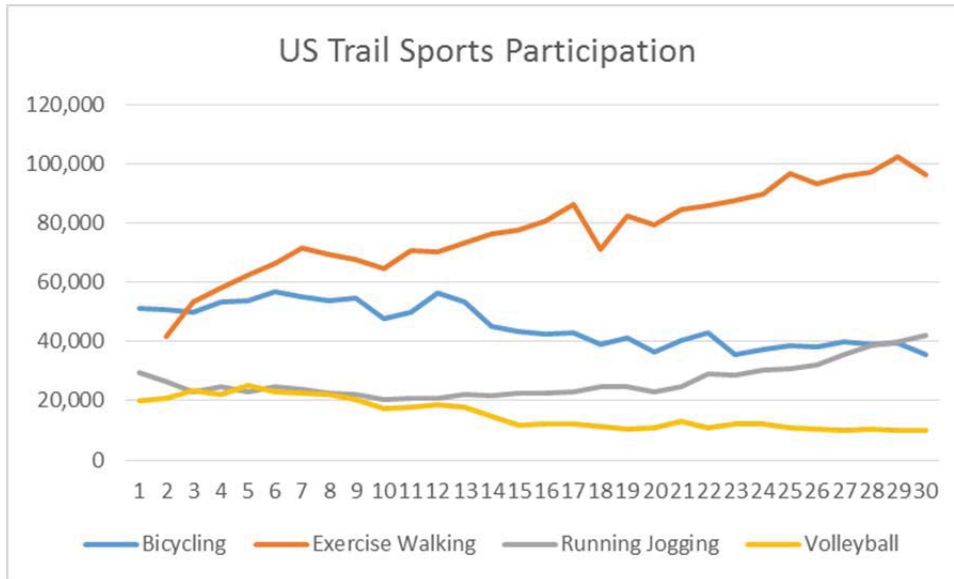


In addition to activities actually on the water, there are a number of pursuits often found along waterways like the Fox River. Their long term participation rates are shown on the chart below as US Trail Sports and include bicycling, running and jogging, exercise walking, and volleyball. Volleyball, is not a trail sport but a frequent player in waterside activities.

As with the statistics discussed above, the opportunity to participate can drive local participation above regional and national averages. More safe, accessible, and attractive trails will increase local participation and lead to healthier communities. The chart shows that participation in exercise walking continues to grow as more people of all ages engage. Running and jogging becomes increasingly popular too both on its own appeal and within reach as more people walk.

Historically, bicycling, one of these activities, has been driven by the participation of children. Nationally, bicycling in decline as fewer children engage in this activity. In part, this is because more US children grow up in urban neighborhoods less conducive to this activity.

As childhood participation drops, all-ages participation has been growing as cycling becomes less of way for a child to get around their neighborhood than a weekend “bike trip” personal activity like canoeing or kayaking – all driven by the availability/ownership of the equipment and a place (path, trail, lake, or river) to use it.



In sum, as St. Charles considers how to activate its riverfront it is apparent that there are great opportunities here. Populations in affluent communities like St. Charles engage more often in athletic activities – if the opportunity presents itself and is easily accessed. The river offers the ideal venue for activities including walking, bicycling, running and jogging all along the water’s edge and kayaking, canoeing, fishing and potentially swimming right in the water.

The following table shows a deeper dive into participation for a thirty mile ring around St. Charles and the projected participation of those residents in riverside and on-the-river activities. As previously noted, the data is for people aged 7 and older.

This table illustrates the potential market for Fox River riverfront activities in St. Charles is substantial. Increasing the availability, attractiveness, and access to these activities to individuals in this larger market area can increase day visitation to downtown St. Charles that will support restaurants, shops, and other retail and increase the appeal of downtown St. Charles to people who engage in these activity and have the financial wherewithal to live there.

It is worth noting that the number of participants in these activities is projected to continue to grow in all of these activity categories.

The proposed water course that would result from the removal of the dam will make downtown St. Charles a destination for kayakers, swimmers, fisherman and others.

The estimated 29,000 kayakers living in the thirty mile ring will be drawn to this opportunity both by the facility and the attractiveness in the location of well-amenitized downtown 45,000 to 50,000 a year. A similar or higher number of fisherman would be drawn to the location and approximately 30,000 to 40,000 to the river play area. The constraints on this usage are not demand, but capacity and the weather. We project lower levels of utilization outside of summer and a comfortable level of usage for participants.

Estimated River Activity Participation With 30 Miles of Downtown St Charles			
Activity	2015	2020	Change
Bicycle Riding	125,426	127,810	2,384
Canoeing	27,092	27,607	515
Exercise Walking	315,071	321,060	5,989
Fishing (Fresh Water)	99,338	101,226	1,888
In-line Roller Skating	21,072	21,472	401
Kayaking	29,099	29,652	553
Mountain Biking	9,031	9,202	172
Running/Jogging	136,464	139,058	2,594
Skateboarding	11,038	11,247	210
Swimming	136,464	139,058	2,594

Comparable Communities

We profiled more than a dozen communities around the US that had successfully completed significant river enhancements, similar to those contemplated in St. Charles. Four were stronger examples than the others: Salida, Colorado, Columbus, Georgia, Greenville, South Carolina and Richmond, Virginia.

In the tables below we show estimates of activity participation totals using the applicable regional statistics for populations over age 7 in the 0-15 and the 15 to 120 minute market areas of St. Charles and the four communities. The limitations of this data noted earlier apply here as well – the data is based on the average participation of the population in a US region regardless of whether the activities are available or locally supported. For areas with well-supported activities, the number would therefore be low. The reverse would be true for areas without supported and available activities.

The 0-15 minute market was chosen as that represents a resident market area. The 15 to 120 minute drive-time market is more of a regional one.

For the 0-15 minute market: Richmond has a much larger population than St. Charles and therefore a larger number of estimated active participants, Greenville is reasonably close and Columbus a little less, Salida considerably less.

The situation is similar for the 15 to 120 mile ring with Richmond larger, but not much as St. Charles is backed by the metro Chicago market to east (with less dense population to the west). Greenville is almost identical. Columbus a third smaller and Salida still considerably less.

Some regional differences in participation rates are evident. For example exercise walking is more popular in the southeastern US while in-line skating is more popular in the East North Central States where St. Charles is located.

Estimated 2015 Participation Water & Riverfront Activity 0-15 Minutes Market					
Activity	St Charles, IL	Richmond, VA	Salida, CO	Columbus, GA	Greenville, SC
Bicycle Riding	21,605	42,355	1,212	16,469	24,102
Boating (Motor/Power)	9,852	15,103	346	5,873	8,594
Canoeing	4,667	6,567	197	2,553	3,737
Exercise Walking	54,273	111,962	3,006	43,535	63,710
Fishing (Fresh Water)	17,111	27,908	1,015	10,852	15,881
Hiking	19,186	35,460	1,968	13,788	20,178
In-line Roller Skating	3,630	6,238	189	2,426	3,550
Kayaking	5,012	9,193	165	3,575	5,231
Mountain Biking	1,556	4,925	268	1,915	2,803
Running/Jogging	23,507	45,310	1,456	17,618	25,783
Skateboarding	1,901	5,910	268	2,298	3,363
Swimming	23,507	53,518	1,511	20,810	30,454
Water Skiing	2,593	2,298	134	894	1,308
Estimated 2020 Participation Water & Riverfront Activity 0-15 Minutes Market					
Activity	St Charles, IL	Richmond, VA	Salida, CO	Columbus, GA	Greenville, SC
Bicycle Riding	22,035	44,842	1,280	17,914	25,715
Boating (Motor/Power)	10,048	15,990	366	6,388	9,170
Canoeing	4,760	6,952	208	2,777	3,987
Exercise Walking	55,352	118,535	3,174	47,353	67,976
Fishing (Fresh Water)	17,452	29,547	1,072	11,804	16,944
Hiking	19,567	37,542	2,077	14,997	21,529
In-line Roller Skating	3,702	6,605	199	2,638	3,788
Kayaking	5,112	9,733	174	3,888	5,582
Mountain Biking	1,587	5,214	283	2,083	2,990
Running/Jogging	23,974	47,970	1,537	19,163	27,509
Skateboarding	1,939	6,257	283	2,500	3,588
Swimming	23,974	56,661	1,595	22,635	32,493
Water Skiing	2,644	2,433	141	972	1,395

Estimated 2015 Participation Water & Riverfront Activity 15 to 120 Minute Market					
Activity	St Charles, IL	Richmond, VA	Salida, CO	Columbus, GA	Greenville, SC
Bicycle Riding	626,838	739,265	51,992	460,981	624,821
Boating (Motor/Power)	285,838	263,614	14,855	164,381	222,804
Canoeing	135,397	114,615	8,440	71,470	96,871
Exercise Walking	1,574,617	1,954,180	128,968	1,218,562	1,651,658
Fishing (Fresh Water)	496,456	487,112	43,552	303,747	411,704
Hiking	556,632	618,919	84,403	385,938	523,106
In-line Roller Skating	105,309	108,884	8,103	67,896	92,028
Kayaking	145,426	160,461	7,090	100,058	135,620
Mountain Biking	45,132	85,961	11,479	53,602	72,654
Running/Jogging	682,000	790,841	62,458	493,143	668,413
Skateboarding	55,162	103,153	11,479	64,323	87,184
Swimming	682,000	934,110	64,822	582,480	789,502
Water Skiing	75,221	40,115	5,739	25,014	33,905
Estimated 2020 Participation Water & Riverfront Activity 15 to 120 Minute Market					
Activity	St Charles, IL	Richmond, VA	Salida, CO	Columbus, GA	Greenville, SC
Bicycle Riding	637,097	779,592	53,113	478,906	663,228
Boating (Motor/Power)	290,516	277,994	15,175	170,773	236,500
Canoeing	137,613	120,867	8,622	74,249	102,826
Exercise Walking	1,600,389	2,060,783	131,749	1,265,945	1,753,184
Fishing (Fresh Water)	504,581	513,685	44,491	315,558	437,011
Hiking	565,742	652,682	86,223	400,944	555,261
In-line Roller Skating	107,032	114,824	8,277	70,537	97,685
Kayaking	147,807	169,214	7,243	103,949	143,956
Mountain Biking	45,871	90,650	11,726	55,687	77,120
Running/Jogging	693,162	833,982	63,805	512,318	709,500
Skateboarding	56,065	108,780	11,726	66,824	92,543
Swimming	693,162	985,066	66,219	605,129	838,032
Water Skiing	76,452	42,303	5,863	25,987	35,989

Development Impacts in Downtown St. Charles

The proposed development of the river corridor is likely to trigger the redevelopment, for commercial real estate purposed of a number of parcels in the downtown. We expect that this will happen in two-waves. The first will happen to those sites with the greatest proximity to the redeveloped river while the second will happen throughout the downtown and depend on the success of the first wave.

Success is both financial and in an urban design sense – does the first wave create a pedestrian friendly attractive and convivial downtown that more people will then want to be a part of? If yes, then additional development will surround the first wave and move south along the river – much like the waves created by a pebble dropped in calm water. The urban design is important for another reason. The scale of downtown should be respected so that projects can be of an economic size (large enough to be profitably developed) but not so overwhelming that they consume all of the future demand for space in the downtown and overwhelm surrounding blocks too much (they are likely to be denser and larger to be economically successful).

The Police station parcel is easily the most attractive as it will be on the amenity rich east side of the river with direct access to the amenities. We suggest that this makes the parcel attractive for a hotel and banquet facility as well as additional restaurants and retail.

The parcels along route 31 to the west are close enough to enjoy river views and have access to the amenities but are on the edge of neighborhood and well suited for a residential product that wraps around a garage as much as possible. A setback from 31 on the east end for a small parking lot would match the setbacks to the north and give the appearance of plenty of parking making the first floor appealing for parking.

The current BMO parcel on the east side of the river is understood to be available for redevelopment as is a parcel south east of it across the street. With sensitivity to the older structures at the east end of this block, this block could be redeveloped for a small boutique hotel and retail and restaurant uses. While not directly on the improved stretch of the river, unlike the other parcels in town it has a front row seat on the new amenities.

These developments, described more completely below, would total investment of almost \$210 million (preliminarily) and support more than 220 full-time-equivalent jobs in the downtown.

If this first wave is done well we would anticipate a second wave of similar or more likely greater value.

First Wave of Construction

West of River Development

3.55 Acre site west of Rt. 31 - block south of State Street

As drawn on redevelopment plan sheet but all housing
6 to 8 stories with interior parking deck
300 units

1.4 Acre site west of Rt. 31 - block north of State Street
 As drawn on redevelopment plan sheet, all housing
 5 story with parking in basement and on first floor
 120 units

East of River Development

2.5 Acre site at current Police Station Site
 As drawn on redevelopment plan sheet but Hotel not housing
 28,000 sf first floor meeting and event space and 7,200 sf retail
 second floor roof garden pool
 3 to 5 stories with 210 hotel units and a parking deck behind

Not drawn but 15,000 for single story retail and restaurant space too.

1.12 Acre site referred to as Site N (BMO Bank site)
 25,000 sf first floor retail and restaurant space
 2 to 3 stories above for small 50 room hotel
 Parking on .63 acre site P or other nearby lot

First Wave of Construction			
Development Type	Number	Value	FTE Jobs
Housing Units w/parking	420	\$ 105,000,000	4
Hotel Rooms w/parking	260	\$ 65,000,000	156
Square feet of retail/restaurant space	47,200	\$ 8,260,000	47
Square feet of meeting, event space	28,000	\$ 4,900,000	14
		\$ 183,160,000	221
Structured parking spaces	1,000	\$ 25,000,000	
		\$ 208,160,000	



Current Activities and Programs

Date: June 10, 2015

RE: **St. Charles River Corridor – Current Activities and Programs**

Current Activities/Facilities (in no particular order)

- Biking, walking
- Fishing
- Camping
- Rowing
- Canoeing
- Paddle boating
- River boat
- Power boating/personal watercraft
- Ecology based activities (bird watching, naturalists, etc)
- Golf
- Miniature golf
- Playground
- Ballfield
- Swimming (pool, river?)
- Park District programs/community center
- Pavilion rentals
- Shopping
- Dining
- Cultural/historical events
- Social gatherings
- Boat launch
- Canoe launch

Existing Park District/City/Private Programs/Events

- Pottawatomie Park – mostly active (golf, swimming pool, community programs, mini-golf, paddle boats, ballfield, pavilion reservations)
- Mount St. Mary's Park – mostly passive (sculpture walk, walking path, seating areas, playground, pavilion, open space)
- City owned Parks – concerts in the parks, farmers market, other?
- City festivals (Riverfest, Scarecrow Festival, Fine Arts, etc.)
- Private Recreation – rowing, canoeing, kayaking, biking, riverboat, power boating

221 W. Jefferson Avenue
Naperville, Illinois 60540
630.961.1787

hitchcockdesigngroup.com



Stakeholder Interviews Summary

Date: May 20, 2015
Location: St. Charles City Hall

Interviewers: Rick Hitchcock, Hitchcock Design Group (HDG)
Tim King, Hitchcock Design Group
Greg Chismark, Wills Burke Kelsey Associates (WBK)
Scott Shipley, S2O Design and Engineering (S2O)
Dan Martin, Market & Feasibility Advisors (MFA)

RE: St. Charles River Corridor

On May 20, 2015 the consultant team interviewed project stakeholders selected by the Active River Task Force in 30 minute, one-on-one sessions. The following is a list of stakeholders interviewed.

Interviewee List

Dave Patzelt – President, Shodeen Development
Amy Egoff – Director, St. Charles Convention & Visitors Bureau
Adam Salerno – Owner, Salerno's on the Fox Restaurant
Maurice McNally – Owner, Avondale Construction
Jace Murray – Owner, Murray Commercial Real Estate
John Hoscheit, Kane County Board Member (former President of Forest Preserve)
Mike Frazier – Owner, The Wine Exchange
Jessica Aderman - Environmental Science Student, St. Charles East H.S.
Laura Macklin-Purdy - Business Development Manager, STC Chamber of Commerce
Ron Onesti – Owner, Onesti Entertainment (Arcada Theatre)
Kevin Versino – Owner, Rocktown Adventures (Aurora & Rockford) water adventures
John Collins – Owner, Collins Real Estate
Karl Teske, St. Charles Canoe Club
Paul Lencioni – President, Blue Goose Market
Tom Anderson - Chairman, Colonial Cafe
Jim Cooke – Board Commissioner, St. Charles Park District
Libby Scarlatos – Director, Row America
Chris Woelfer – President, STC Capital Bank
Chris Meldrum – STC Rowing Club
Russ Colby – City of St. Charles, Community Development
Cindy Skrukud – Fox River Study Group, Sierra Club
Bob Carne – Board Commissioner, St. Charles Park District
Brian Eber – Illinois Department of Natural Resources
Robert Zimmers – Owner, A.L.E. Solutions, Inc.
Elizabeth Belaver - St. Charles Arts Council
Jim Petterec – Owner, JP Jewelers
Larry Rakunas – Willowgate Homeowners Association
Chris Lannert - Principal, The Lannert Group
Steve Gangel – St. Charles Alderman (downtown ward)
Gary Swick – Friends of the Fox River
Abigail Andrews – Environmental Science Student, STC North H.S.
Rita Payleitner – St. Charles Alderman

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Eric Sprenne – Chicago Whitewater Association
Ray Rogina - Mayor of St. Charles

The following is a general summary of the comments received, not attributable to any one interviewee. Comments are organized by general subject.

General Summary of Comments

Environmental

- Public body of water, 3704 rules apply, area lost for public use has to be mitigated
- 3708 rules apply Fox River is not conveyance only floodway
- Recreation and water quality are goals of IDNR
- Sediment management is important
- Maintain water level of pool
- Water quality is suspect
- Should be a safety line at the dam
- Enhance the island in the River near the Piano Factory Bridge
- Balance total dam removal with water quality issues and laws
- The river has a dirty, buggy perception
- Loading of nutrients is a problem
-

Land Use, Development

- Should be affordable housing requirements
- Need better destination restaurants
- Downtown St. Charles concept to be walkable urban center is a great idea – but it isn't really developed as such yet, can it ever be?
- Recruit a brew pub
- Move the Beith house to Langum Park, create a historic village
- Outfitter on river Rentals should be in St. Charles
- Remove UPRR embankment for viewshed to Pottawatomie Park
- Salernos under-utilized trail to south is needed
- Form a property owner perspective walkability, apartments and downtown lifestyle are important

Water Use

- Fishing, but how much and what quality?
- Easy access to water important for paddlers (Ferson Creek with sandy beach is good)
- Canoe races of different lengths for different experience levels bring in many people
- Conflicts between recreational paddlers, rowers, power boaters, more enforcement by DNR needed but funding limited
- Great place for rowing, 3 clubs now, increasing in popularity
- ADA access to the water important
- Establish a National Water Trail
- Asking the River to accommodate too many things, make decisions on priorities
- Rowing much nicer on Fox River than any other facility in the area



- Sometimes there is so much activity that it is intimidating

Recreation

- Highlight recreation competitions (rowing, kayaking, biking, running)
- Boulderling walls, slacklining, high ropes course

Connectivity

- Trail connectivity could be improved in some areas
- Near downtown path under main street like Geneva
- No dead ends –leads to another area
- Main Street is dangerous
- Access at IL 31 and UPRR would be great

Programs, Activities

- Need more food vendors
- Promote trail running
- Water trampolines and water balls
- Electric Boats rentals

Demographics, Users

- Population is aging, less kids
- Lots of visitors from out of town use Pottawatomie Park
- The City is not friendly to young people

Community Image

- Used to have a bar town reputation but is changing
- All encompassing comprehensive consistent look
- Consistency of vision is a problem
- St. Charles is second To Geneva

Implementation

- City council buy in is necessary and critical
- Intergovt agencies, tax revenues, appetite for tax increase is not there



Community Workshop Summary

Date: May 20, 2015
Location: Hickory Knolls Discovery Center

Attendees: Members of the Public (see attached sign-in sheet)
Active River Task Force Members (ARTF)
Rick Hitchcock, Hitchcock Design Group (HDG)
Tim King, Hitchcock Design Group
Greg Chismark, Wills Burke Kelsey Associates (WBK)
Scott Shipley, S2O Design and Engineering (S2O)
Dan Martin, Market & Feasibility Advisors (MFA)

RE: St. Charles River Corridor

On May 20, 2015 the project team conducted a Community Workshop to solicit input for the Active River project. Approximately 85 people attended the workshop. The consultant team gave a presentation outlining the project background, a summary of existing resources, and characteristics of comparable communities. The team then asked attendees to list how they use the River today, and then, ideas for how they might use the River in the future. The group then organized the comments into categories. The information is summarized below and will form a basis for developing improvement recommendations (in no particular order).

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How and how often do you use the River or Riverfront today?

- Walking, running, biking
- Festivals
- Picnicking
- Bird watching, nature
- Scenic driving, nature viewing
- Fishing
- Paddling, rowing
- Power boating
- Golf, mini-golf
- Dining
- Shopping
- Visiting art
- Paddle boats
- Riverboat tours
- Fireworks
- River cleanup
- Playground
- Civic meetings
- Teaching
- Adult programming (for those with disabilities)
- Fireworks



- Frisbee
- Don't use

How and how often will you use the River or Riverfront tomorrow? What will you use and support?

Whitewater Park

- surf wave
- freestyle
- safe passage
- competitions
- rafting/tubing
- Active vs. passive
- lessons

Ecological Improvement

- preservation
- improve water quality (perception vs. reality)
- fish, wildlife quality
- shoreline stabilization
- riparian areas
- naturalized planting
- dam remediation

Activities

- water skiing
- beach area
- hydro-power
- more landings
- more gathering places
- water sport spectating
- live music, entertainment stage
- stand-up paddle boarding
- bouldering, rope course, zip line, slack lines
- River stewardship classes

Trails

- connectivity
- crossings
- nature education

Development

- dining, shopping
- multi-family housing



Meeting Sign-in Sheet

Date: May 20, 2015
 Time: 7:00 pm
 Location: Hickory Knolls Community Center

RE: St. Charles Active River Project – Community Workshop

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Charrette Summary

Date: May 21, 2015
Location: St. Charles City Hall

Attendees: Active River Task Force Members (ARTF)
Rick Hitchcock, Hitchcock Design Group (HDG)
Tim King, Hitchcock Design Group
Mark Underwood, Hitchcock Design Group
Andrew Trimble, Hitchcock Design Group
Greg Chismark, Wills Burke Kelsey Associates (WBK)
Scott Shipley, S2O Design and Engineering (S2O)
Dan Martin, Market & Feasibility Advisors (MFA)

RE: St. Charles River Corridor

On May 21, 2015 the project team conducted a Charrette to review the results of the community workshop and further explore the most promising opportunities. The following is a summary of the ideas developed.

Charrette Comments

How and how often do you use the River or Riverfront today?

- Walking, running, biking
- Festivals
- Picnicking
- Bird watching, nature
- Scenic driving, nature viewing
- Fishing
- Paddling, rowing
- Power boating
- Golf, mini-golf
- Dining
- Shopping
- Visiting art
- Paddle boats
- Riverboat tours
- Fireworks
- River cleanup
- Playground
- Civic meetings
- Teaching
- Adult programming (for those with disabilities)
- Fireworks
- Frisbee

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- Don't use

How and how often will you use the River or Riverfront tomorrow? What will you use and support?

Whitewater Park

- surf wave
- freestyle
- safe passage
- competitions
- rafting/tubing
- Active vs. passive
- lessons

Ecological Improvement

- preservation
- improve water quality (perception vs. reality)
- fish, wildlife quality
- shoreline stabilization
- riparian areas
- naturalized planting
- dam remediation

Activities

- water skiing
- beach area
- hydro-power
- more landings
- more gathering places
- water sport spectating
- live music, entertainment stage
- stand-up paddle boarding
- bouldering, rope course, zip line, slack lines
- River stewardship classes

Trails

- connectivity
- crossings
- nature education

Development

- dining, shopping
- multi-family housing



Issues and Opportunities (brainstorm)

- What to do with railroad trestle (ownership, bike trail connection)
- Mayflies, algae, stagnant water
- “energy” in downtown – tourism vs. locals
- “active” recreation alternatives
- Boat docks near downtown?
- Multi-family housing/more population downtown, not supported by community
- Pride of the Fox, scarecrow festival, fine arts festival all geared towards families and older populations
- Operations of “venues” / maintenance
- Property assessments down, taxes up
- Environmental education / water research / river ecology
- Floating stage
- Floating gardens
- Fishing south of Illinois Street
- First Street playground / splash pad
- “unique” recreation opportunities
- Safer road crossings
- Golf rounds are down, but top ranked course designed by Robert Trent Jones
- Illinois River Bridge low clearance
- Main Street bridge arches are façade only
- Location for parking to support development
- Police station relocate and redevelop site
- Concerts in Lincoln Park on Thursdays, potentially move to riverfront
- Farmers Market by Baker Park, potentially move to riverfront
- River cleanup as part of project (broken concrete, rebar, glass)
- Camping?
- Bigger rowing events
- Hotels nearby but not on riverfront (Baker more a wedding banquet facility)
- “pool” in river?
- Winter activities
- Culture, history vs. progressive forward thinking
- Power generation, green power (pr vs real economic value)
- Draw younger demographic
- Piano factory bridge, repair or replace?
- Harris Bank “park”

Opportunity Categories

- Connectivity
- Ecology
- Development/economy
- Whitewater
- Active recreation
- Programs, activities
- Image



Challenges

- Balance of uses
- Funding
- Permitting
- Public/private access
- Difficulty changing perceptions
- Operations, maintenance

Goal

- Create a lively downtown riverfront environment that is the centerpiece of the community

Objectives

- Recreation
- Destination
- Access and Circulation
- Economic Development
- Environment
- Education, Culture

Strategies

- Preserve and enhance existing uses
- Create complimentary attractions
- Promote, create venues for events, competitions

Improvements

Connectivity

- trail gaps
- rr trestle
- under bridges
- wayfinding/gateways
- at grade crossings
- Pace connection to Geneva Metra

Development

- office
- police station
- riverside drive
- hotel, lodge
- daytime work force/jobs
- incentives
- brew pubs
- parking
- multi-family housing
- re-use of existing buildings
- "NW" property development
- Affordable housing



- Tent, cabin camping

Ecology

- preservation
- BMP's, improve water quality (perception vs. reality)
- fish, wildlife quality
- shoreline stabilization
- riparian areas
- naturalized planting
- dam remediation

Whitewater

- surf wave
- freestyle
- safe passage
- competitions
- rafting/tubing
- Active vs. passive
- lessons

Active Recreation

- zip lines
- wake boarding
- interactive fountain/playground
- balance of on-river activities (regulations?)
- ropes course

Programs / Activities

- Thursday concerts to riverfront
- farmers market
- festivals
- races/competitions
- parking/crowd control

Funding

- TIFs
- Grants
- DNR
- Riverboat fund

Image

- fit and finish
- consistent brand

ADA

- Water
- Trails



- fishing

Programs, Activities

- Races, competitions
- Thursday concerts, larger concerts and events
- Farmers market
- Festivals
- Rentable shelters (multiple locations)
- Food trucks, vendors
- Zip lines
- Destination/nature playground, interactive fountain
- Ropes course
- Bouldering
- Ice ribbon
- Pool facility

Development Sites

- Finish First Street
- Police Station (3 acres)
- Riverside Drive area (fire truck access)
- Harris Bank (partial?)
- "Northwest" quadrant
- Q Center?
- Norris scout center?

Next Steps

- Understand hydrology to qualify dam modifications
- Identify specific ecological initiatives
- Qualify potential programs, activities
- Explore development site opportunities
- Evaluate economic impact of proposed improvements and programs



Public Open House Summary

Date: July 7, 2015
Location: Hickory Knolls Discovery Center

Attendees: Members of the Public (see attached sign-in sheet)
Active River Task Force Members (ARTF)
Greg Chismark, Wills Burke Kelsey Associates (WBK)
Dan Martin, Market & Feasibility Advisors (MFA)
Rick Hitchcock, Hitchcock Design Group (HDG)
Mark Underwood, Hitchcock Design Group
Andrew Trimble, Hitchcock Design Group
Tim King, Hitchcock Design Group

RE: St. Charles River Corridor

On July 7, 2015 the project team held a Public Open House to solicit input for the Active River project. Approximately 130 people attended the open house. The consultant team gave a presentation outlining the opportunity analysis, strategy, framework plans and character illustrations. The open house exhibits and presentation are attached. Comments from attendees are as follows (in no particular order).

Opportunity Analysis

- Your bullet point says the river is underutilized. By whom or what? Citizens, wildlife, native inhabitants, other? If it becomes so busy w/ human activity, can its peaceful, calming affect be preserved?

Goal and Objectives

- Why a 10 year horizon? Isn't that too long?

Trail Connections

- KDOT/Kane/Kendall/KCFPD are currently updating the Fox River Trail wayfinding plan and recommendations should be included with this plan
- Where bike path crosses 25 please consider some changes with regards to safety so bike path can continue to be enjoyed by families with children

Riverwalk

- Love the continuous riverwalk, do this first please!
- Make sure there are benches, even perhaps tables & chairs on the new pedestrian bridge
- Keep materials natural/native, no Wisconsin Dells look or tone

Paddling Course

- What about winter ice dams? Spring flooding? Low water levels late summer?
- What are the best practices for getting kayaks/canoes back up to the top of the whitewater course? (carry the boat, public use boat cart?)
- Permanent slalom race gates
- Will there be water features between the (3) 2' drops – e.g. big rocks to create eddies or something with more continuous rapids?

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- How are you going to prevent all those drunken people at downtown bars from deciding to take up paddle-boating?
- World class paddle course?
- Call it a whitewater park – that’s what it was represented as before, and should continue to be called as a Midwestern destination
- If this turns out anything like Buena Vista or Salida CO it will be a huge asset to the Fox River
- Has the hydrology been studied to prove that the upstream impoundment can be maintained?
- What is the downstream effect on what exists today? Any issue with flooding?
- How specifically will the volume of water be controlled?
- Love the idea of gradating the 6’ drop into (3) 2’ drops. Love the channel wading area idea at grade.
- Add water gardens at wading channel like proposed at Boy Scout Island

Recreation

- Would hate to see an increase in motor boat traffic – defeats the purpose of improving conditions for wildlife, etc.
- Sounds unfortunately like the river will be turned into a waterpark of sorts. Where will those of us who so enjoy the peacefulness of the downstream river area go? You lost me at wake boarding!

Mobility

- Consider other parking sites for folks to access the river between Illinois Street and Division Street
- Parking complications at Brownstone
- Any new improvement that will draw people needs to consider parking and parking is not even mentioned in the materials

Natural and Cultural Assets

- How can wildlife passage and native habitat be preserved and enhanced if the project leads to much increased commercialization?
- How will water quality be “enhanced” (improved)?
- I’m concerned about what happens to the size of our river that sustains much wildlife if/when Geneva, Batavia and North Aurora remove their dams.
Would this project include dredging the river area north of Redgate Bridge, Blackhawk area & Tekawitha Woods & Riverwoods? Very shallow, would expand boating area.
- If Geneva possibly removes their dam, as talked about, and the river is substantially narrower, what happens to this proposal?
- Where are the arts? Cultural amenities? Artistic and cultural assets?
- Please be sure to consider handicap accessibility to new fishing area access (wider pier areas, close to parking, adapted benches, etc.)
- Plan as shown will not improve the sediment and water quality issues
- What is the anticipated increase in noise level? How will this affect wildlife habitat?
- Love the rock ledges! Nice for fishing as well as peaceful river watching

Brand

- See soulofthecommunity.org, survey of why people come to, stay in their communities



Implementation

- Why has it taken so long (since the last river comprehensive plan) and why can't the previous rapids design be implemented (preferred, more aesthetic). Who do we have to lobby in congress to kickstart this? 100 years ago Col. George Fabyan had the weight to influence congress.
- What is the potential economic impact to the community?

encl: Open House Boards
Open House Presentation

cc: Scott Shipley, S2O Design and Engineering (S2O)



Meeting Sign-in Sheet

Date: July 7, 2015
 Time: 6:00 pm – 9:00 pm
 Location: Hickory Knolls Community Center

RE: St. Charles Active River Project – Public Open House

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Franky Idesco		Idesco52@hotmail.com
Mary Ann Maki		Maryannmakia@comcast.net

FOX RIVER CORRIDOR MASTER PLAN 2015 UPDATE - APPENDIX



Comparable Communities

Date: June 10, 2015

RE: **St. Charles River Corridor – Comparable Communities**

Comparable Communities (MFA compiled list)

- Salida, Colorado
- Missoula, Montana
- Bend, Oregon
- Boise, Idaho
- Tallulah, Georgia
- Asheville, North Carolina
- Richmond, Virginia
- Milwaukee, Wisconsin
- Hood River, Oregon
- Columbia, South Carolina

Comparable Communities (S2O Projects)

- San Marcos, Texas
- Wanaka, New Zealand
- Reno, Nevada
- Durango, Colorado

Comparable Communities (Mentioned throughout the Opportunity Analysis process)

- Oklahoma City, Oklahoma
- Providence, Rhode Island
- Columbia, South Carolina
- Portland, Oregon
- Denver, Colorado
- Columbus, Georgia
- Charlotte, North Carolina
- Chicago, Illinois
- Yorkville, Illinois
- Blue Island, Illinois
- Wausau, Wisconsin (locals go here to kayak)
- Greenville, South Carolina
- Charles City, Iowa
- Manchester, Iowa
- Grand Rapids, Michigan
- South Bend, Indiana
- Columbus, Ohio
- Phoenix City, Alabama
- Other Fox Valley towns

221 W. Jefferson Avenue
Naperville, Illinois 60540
630.961.1787

hitchcockdesigngroup.com

Salida, Colorado

The Salida story can be seen in pictures below. A kayaking course has been put in the river as well as a waterplay area as envisioned for St. Charles. As a result the community has seen an increase in visitation from other parts of Colorado and redevelopment along the river that has turned it into a community asset.



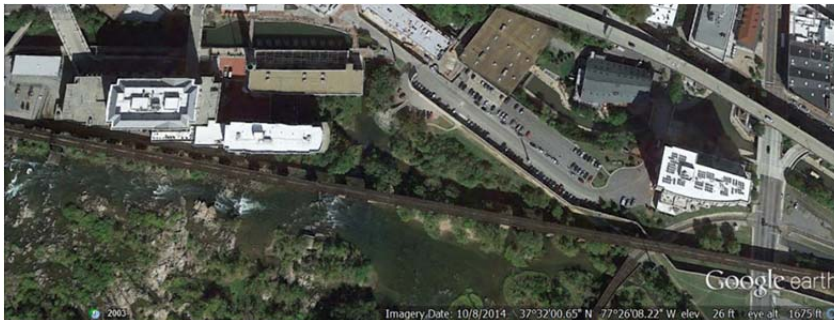
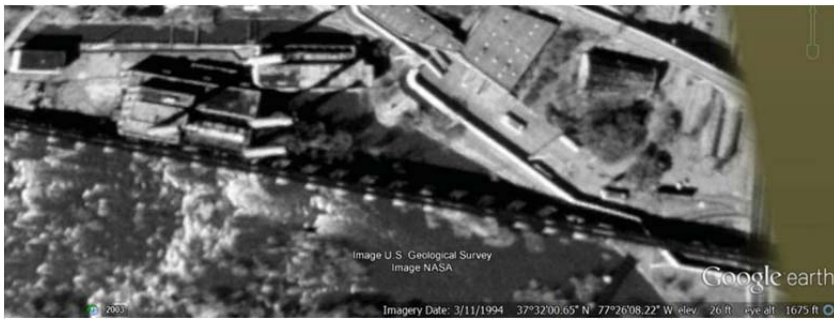
Richmond, Virginia

The James River in Richmond already had rapids that were fun to kayak through. A canal which can be seen at the top of the picture below circumnavigated them for commerce. However the river was badly polluted and lined with industry. As that situation was reversed, the water cleaned and the industry moved away, there has been a considerable amount of development along the river banks and the river itself has been claimed by the local populace for constant use and a series of successful festivals each summer.

In the center of the pictures below, separated by 20 years, you can see considerable new commercial development along the north (top) side of the river between the two bridges.



In the two pictures below, new connectivity to the riverfront and parking there can be seen as well as new development and redevelopment for housing and entertainment from the left to the right sides of the picture.

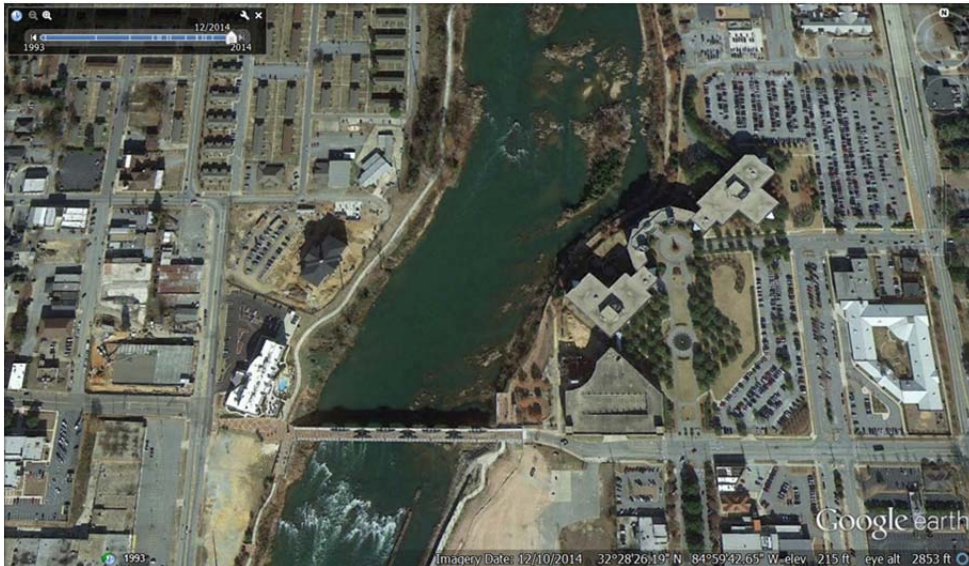


Columbus, Georgia

Columbus, and its neighboring city Phenix City, AL (left on the pictures) benefitted from the removal of dams on the Chattahoochee River and the addition of one bridge and improvements to another.

In the pictures below, twenty years apart, a large new civic center can be seen on the right bank and additional construction to that project's right as well as an improved bridge connecting the two cities. A cleared area for redevelopment, directly below the improvements on the right bank can also be seen.





In the pictures below the former dam, replaced by a bridge can be seen along with a large new residential complex on the right bank that utilized old factory buildings. New improvements in Phenix City on the left bank has also followed.





The picture below of the right bank, Columbus, shows new parkland, corporate offices, and residential development.

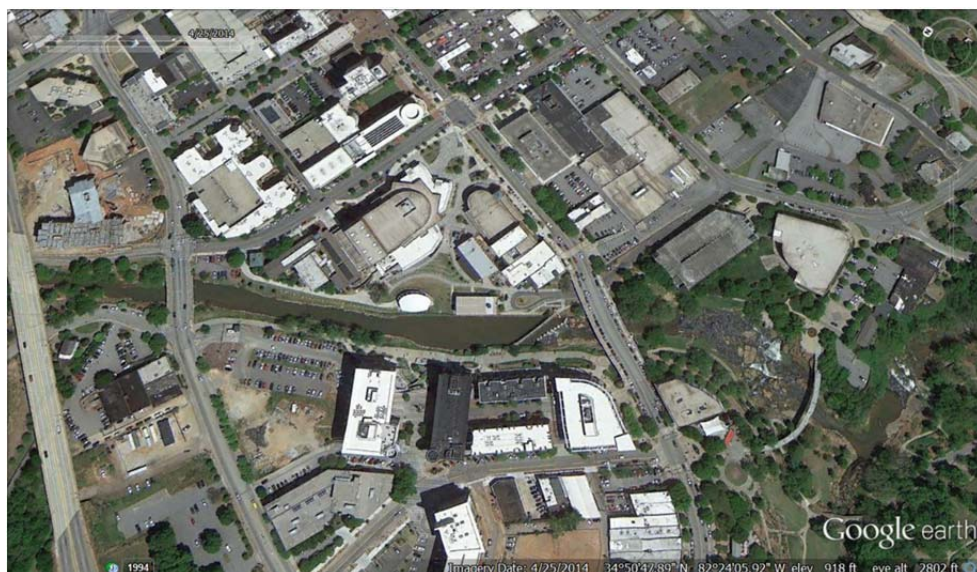
The river itself has been completely changed into a recreational habitat with rafting, kayaking, canoeing and obstacle courses and waterplay in the river and new paths for trail sports on the banks.



Greenville, South Carolina

Unlike Columbus, Greenville took out a vehicular bridge and replaced it with an elegant pedestrian one over some natural water falls in the downtown and significantly improved all of the riverbanks, saving some historic structures.

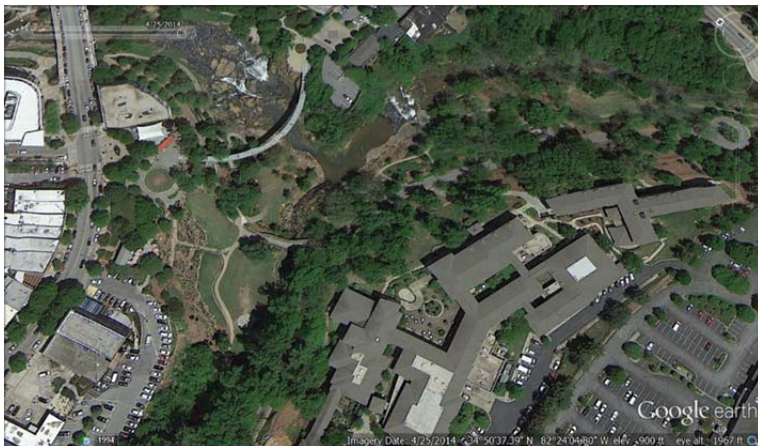
The two pictures below show much of the improvement – from the bridge that was removed (top picture right end) and replaced by an elegant curved pedestrian bridge over a small but beautiful valley park (current picture) – to vacant space on the upper riverbank in the top picture, now filled in the bottom picture, to new hotel and commercial office development on the lower riverbank in the bottom picture.



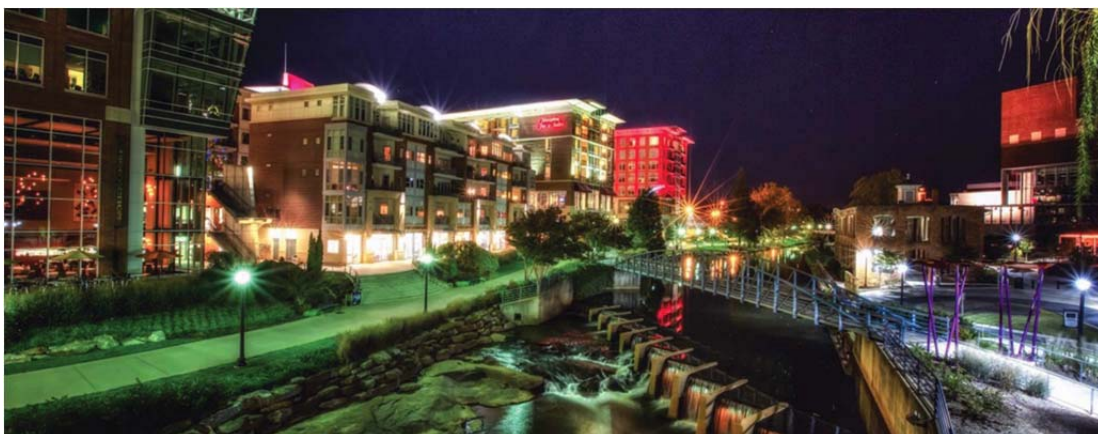
The pictures below offer a focused picture of the end where the vehicular bridge was removed and a below-the-falls parks improved.

It should be noted that the river had been improved in a previous generation too. An amphitheater and riverwalks can be seen in the old pictures. This earlier development served to make the community more aware and appreciative of the river and support its further redevelopment.

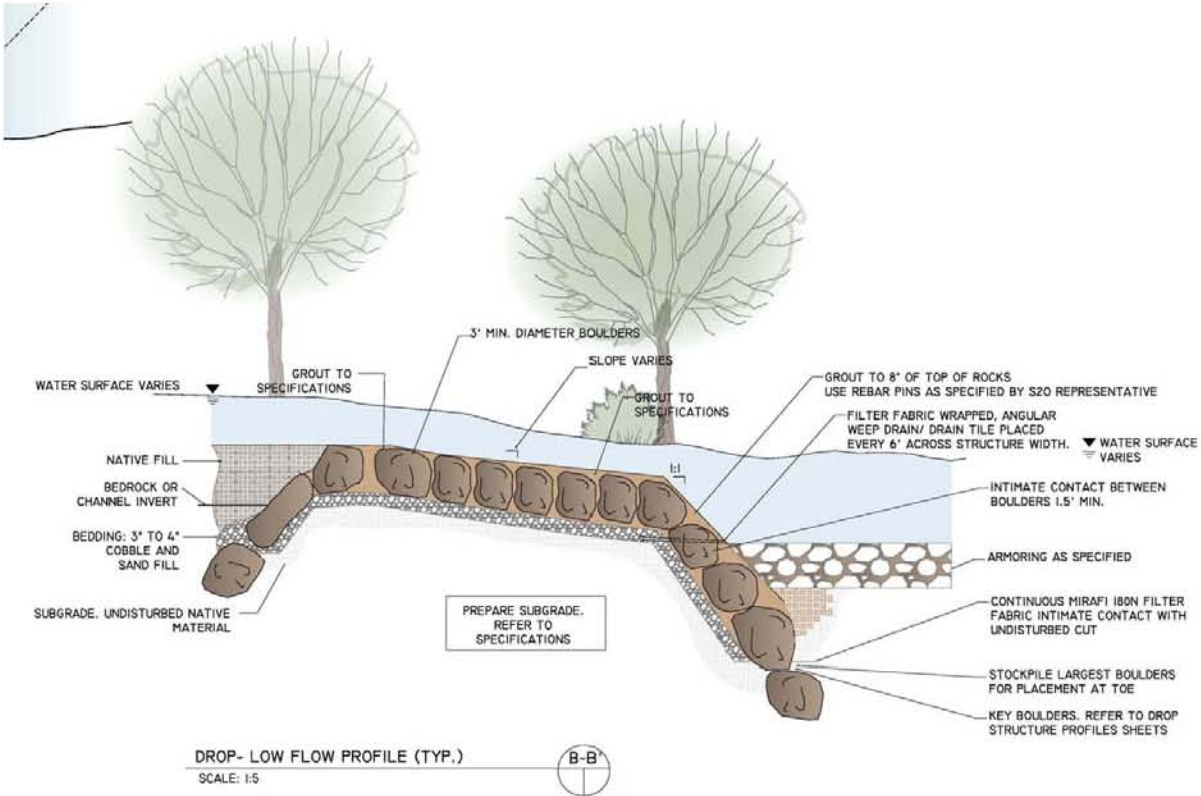


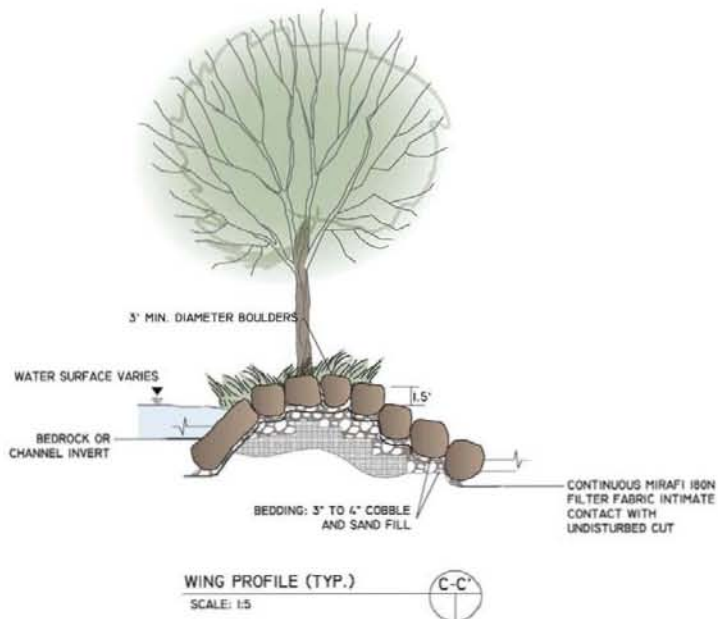
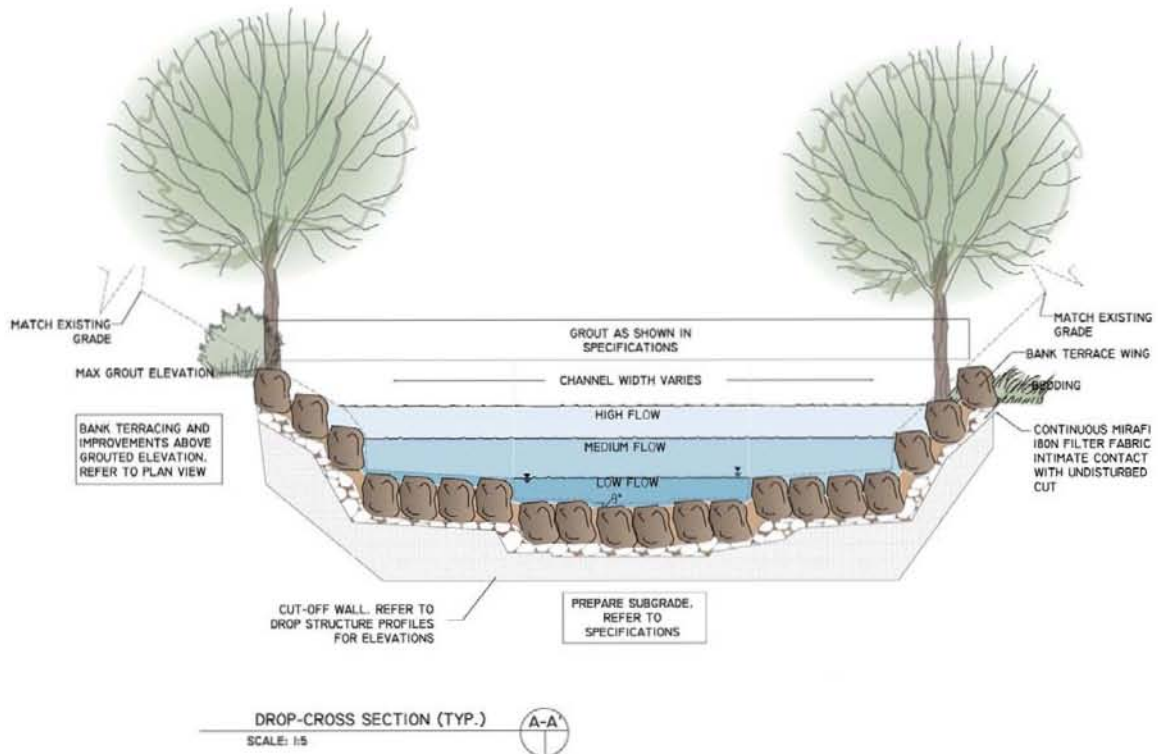



The picture below is of the south bank showing the new urban design landscape, new hotel and new commercial and residential development.



WHITEWATER DETAILS





	AGENDA ITEM EXECUTIVE SUMMARY												
	Title:		Historic Preservation Recommendation to approve historic landmark designation for 521 W. Main St., Haines House										
	Presenter:		Russell Colby										
Please check appropriate box:													
	Government Operations				Government Services								
X	Planning & Development – (9/14/15)				City Council								
	Public Hearing												
<table border="1"> <tr> <td>Estimated Cost:</td> <td>N/A</td> <td>Budgeted:</td> <td>YES</td> <td></td> <td>NO</td> <td></td> </tr> </table>							Estimated Cost:	N/A	Budgeted:	YES		NO	
Estimated Cost:	N/A	Budgeted:	YES		NO								
If NO, please explain how item will be funded:													
Executive Summary:													
<p>Robert and Susan McDowell have nominated their property at 521 W. Main St. for Landmark status.</p> <p>In accordance with the Zoning Ordinance, the Historic Preservation Commission held a public hearing on the nomination on 9/2/15. The Commission recommended approval of the landmark nomination with a vote of 7-0, based on the criteria listed in the attached resolution.</p> <p>The house was constructed in 1866 and is an example of the National style with Gothic Revival influences. Charles Haines inherited the home from his father, Robert. Charles Haines served as the sixth mayor of St. Charles from 1889-1891. He funded construction of the Charles Haines School (demolished in 1956) and donated the land on which the Haines and Thompson middle schools now sit.</p> <p>If the Landmark designation is approved by City Council, a Certificate of Appropriateness from the Historic Preservation Commission will be required prior to issuance of a permit for construction, alteration, repair, demolition, relocation, or other material change that affects the exterior architectural appearance of the structure.</p>													
Attachments: <i>(please list)</i>													
Historic Commission Resolution, Landmark Nomination													
Recommendation / Suggested Action <i>(briefly explain):</i>													
Recommendation to approve historic landmark designation for 521 W. Main St., Haines House													
For office use only:		Agenda Item Number: 3d											

City of St. Charles, Illinois

Historic Preservation Commission Resolution No. 10-2015

A Resolution Recommending Approval for Landmark Designation (521 W. Main Street – Haines House)

WHEREAS, it is the responsibility of the St. Charles Historic Preservation Commission to review applications for Landmark Designation and to make recommendations to the City Council regarding them; and

WHEREAS, the Historic Preservation Commission has reviewed the application for designation of 521 W. Main Street as a landmark; and

WHEREAS, the Historic Preservation Commission has made the following findings:

- 1. That the property has character, interest or value which is part of the development, heritage or cultural character of the community, county or nation.**
- AND-**
- 2. That the Property is identified with a person who significantly contributed to the development of the community, county, state or nation.**

The structure was constructed in 1866 by Robert Haines, a Maryland native who moved to St. Charles in 1843 and established a paper company and a milling company. Charles Haines, son of Robert and his wife Harriet Strockey, inherited the house upon Robert's death in 1886. Charles owned and operated several mills. He served as the sixth mayor of St. Charles, from 1889-1891, as well as president of the school board until his death in 1914. Charles donated land and funds to construct the Charles Haines School on E. Main Street in 1899, which resulted in the consolidation of the east and west side school districts. Upon his death, Charles bestowed \$100,000 to the St. Charles School District for the purchase of school materials and donated the land on which the Haines and Thompson Middle Schools now sit.

- 3. That the Structure embodies distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction or use of indigenous materials.**
- AND-**
- 4. That the Structure embodies element so of design, detailing, materials or craftsmanship that are of architectural significance.**

The structure is an example of the National style. The original portion of the structure is two-stories with a gable-front and wing form. The structure is brick with limestone sills and lintels. Gothic Revival elements are incorporated, including steeply pitched gables with open cornices and exposed rafters, a one-story entry porch supported by flattened Gothic arches, and arched sidelights on either side of the front door.

5. That the Property has a unique location or physical characteristics that make it a familiar visual feature.

The structure is visually prominent to the community and visitors due to its corner location on W. Main St., near downtown St. Charles.

6. That the property is suitable for preservation or restoration.

Current owners Robert and Susan McDowell are committed to authentically preserving the structure.

WHEREAS, the Historic Preservation Commission finds approval of said Landmark Designation application to be in the best interest of the City of St. Charles based on the historical and architectural significance as described in these findings;

NOW THEREFORE, be it resolved by the St. Charles Historic Preservation Commission to recommend to the City Council that the property known as 521 W. Main Street as legally described in Exhibit "A", be designated as a Landmark, and that it be referred to as the "Haines House", with a construction date of 1866.

Roll Call Vote:

Ayes: Malay, Bobowiec, Pretz, Smunt, Norris, Gibson, Withey

Nays: None

Absent: None

Abstain: None

Motion Carried.

PASSED, this 2nd day of September, 2015.

Chairman

Exhibit "A"
Legal Description

LOTS 1 AND 2 IN BLOCK 5 OF MILLINGTON'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPT THAT PART OF LOTS 1 AND 2 IN BLOCK 5 OF MILLINGTON'S ADDITION TO ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 15, 1842 IN BOOK 2, PAGE 498, KANE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE EASTERLY 132.40 FEET ALONG THE NORTH LINE OF LOTS 1 AND 2 ON AN ASSUMED BEARING OF NORTH 78 DEGREES 24 MINUTES 01 SECONDS EAST TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE SOUTH 11 DEGREES 45 MINUTES 34 SECONDS EAST 3.00 FEET ALONG THE EAST LINE OF SAID LOT 2; THENCE SOUTH 78 DEGREES 24 MINUTES 01 SECONDS WEST, 125.40 FEET PARALLEL WITH THE NORTH LINE OF LOTS 1 AND 2; THENCE SOUTH 33 DEGREES 20 MINUTES 14 SECONDS WEST, 7.06 FEET; THENCE SOUTH 11 DEGREES 43 MINUTES 33 SECONDS EAST 40.79 FEET PARALLEL WITH THE WEST LINE OF SAID LOT 1; THENCE SOUTH 78 DEGREES 16 MINUTES 27 SECONDS WEST, 2.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1; THENCE NORTH 11 DEGREES 43 MINUTES 33 SECONDS WEST 48.79 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

CITY OF ST. CHARLES

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



COMMUNITY DEVELOPMENT/PLANNING DIVISION

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

HISTORIC LANDMARK NOMINATION

Instructions:

To nominate a property for Historic Landmark Designation, complete this application and submit all required documentation to the Planning Division. Based on a review of the application by City staff and the Historic Preservation Commission, additional detailed information to support this application may be required.

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



1. Property Information:	Parcel Number(s): 09 34 102 005 09 34 102 003		
	Property Name (Historic or common name of the property): HAINES HOUSE		
2. Applicant:	Name	ROBERT L. / SUSAN K. McDOWELL	
	Address	521 W. MAIN ST ST. CHARLES, IL 60174	Phone 630 584 2255
			Fax 630 584 2271
			Email INFO@REMODELWITHMcDOWELL.COM
3. Record Owner:	Name	SAME AS APPLICANT	
	Address	—	
		Phone —	
		Fax —	
		Email —	
4. Legal Description of Property: The legal description should be obtained from the deed, mortgage, title insurance, or other recorded document (attach sheets if necessary). SEE ATTACHMENT SUSAN McDOWELL @ SBCGLOBAL.NET			

I. Classification of Property (Check all that apply):

a) Ownership:

☒ private
☐ public-local
☐ public-state

b) Category:

☒ building
☐ district
☐ site

c) Integrity:

☒ original site
☐ moved: date _____
☐ unaltered

d) Function or Use:

Historic/Current

☐ / ☐ agriculture
☒ / ☒ commercial
☐ / ☐ educational
☐ / ☐ government
☐ / ☐ entertainment

Historic/Current

☐ / ☐ industrial
☐ / ☐ military
☐ / ☐ museum
☐ / ☐ private residence
☐ / ☐ park

Historic/Current

☐ / ☐ religious
☐ / ☐ scientific
☐ / ☐ transportation
☐ / ☐ other(specify

e) Architecture:

Early Republic

☐ Federal
☐ Early Classical
Revival

Late Victorian

☐ 2nd Gothic Revival
☐ Italianate
☐ Second Empire
☐ Queen Ann
☐ Stick/Eastlake
☐ Shingle Style
☐ Romanesque
☐ Renaissance
☐ Folk Victorian

Mid-19th Century

☐ Greek Revival
☐ Gothic Revival
☐ Italian Villa

☒ National "X SHAPE ORIGINAL BLDG"

Late 19th/20th Century Revivals

☐ Beaux Arts
☐ Colonial Revival
☐ Classical Revival
☐ Tudor Revival
☐ Late Gothic Revival
☐ Dutch Colonial Revival
☐ English Cottage
☐ Italian Renaissance
☐ French Renaissance
☐ Spanish/Mission

Late 19th and Early 20th Century

(American Movements)
☐ Princess Ann
☐ Homestead

(Amer. Arts & Crafts Movement)

☐ Craftsman
☐ Bungalow
☐ Foursquare
☐ Prairie School

Regional Origin

☐ Vernacular (describe)

☐ Other (describe)

Modern Movement

☐ Modern
☐ Art Deco
☐ International Style
☐ Ranch

II. Building Materials:

Please mark the appropriate boxes listing the materials that exist on the building.

	Foundation	Walls	Roof	Others
Wood				
Weatherboard, Clapboard				
Shingle				
Log				
Plywood				
Shake				
Stone	X			
Granite				
Sandstone				
Limestone	X			SILLS/KENTICKS
Marble				
Slate				
Brick		X		
Metal			PORCH	
Iron				
Copper				
Bronze				
Tin				
Steel				
Lead				
Nickel				
Cast Iron				
Stucco				
Terra Cotta				
Asphalt			UPPER	
Asbestos				
Concrete				
Adobe				
Ceramic Tile				
Glass				
Cloth/Canvas				
Synthetics				
Fiberglass				
Vinyl				
Aluminum				
Rubber				
Plastic				
Drivit/EIFS				
Other FIBER CEMENT		X		

III. Significance of Property:

Please indicate source of documentation, if available.

- a) Original Owner: JOHN THOMPSON ASSIGNEE TO DARWIN M. KINGTON
- b) Architect/ Builder: ROBERT HAINES (OWNER AT TIME)
- c) Significant Person(s): CHARLES HAINES
- d) Significant Dates (i.e., construction dates): SEE ATTACHMENT

e) Please indicate which of the following criteria apply to the property:(check all that apply.)

- ☒ Property has character, interest, or value which is part of the development, heritage, or cultural character of the community, county, or nation.
- ☒ Property is the site of a significant local, county, state, or national event.
- ☒ Property is identified with a person who significantly contributed to the development of the community, county, state, or nation.
- ☒ Structure embodies distinguishing characteristics of an architectural style valuable for the study of a period, type, method of construction, or use of indigenous materials.
- ☒ Property is identified with the work of a master builder, designer, architect, or landscape architect whose work has influenced the development of the area, the county, the state, or the nation.
- ☒ Structure embodies elements of design, detailing, materials, or craftsmanship that are of architectural significance.
- ☒ Structure embodies design elements that make it structurally or architecturally innovative.
- ☒ Property has a unique location or physical characteristics that make it a familiar visual feature.
- ☐ Structure is a particularly fine or unique example of a utilitarian structure with a high level of historical or architectural significance.
- ☒ Property is suitable for preservation or restoration.
- ☐ Property is included on the ___ Illinois and/or ___ National Register of Historic Places.
- ☐ Property has yielded, or is likely to yield information important to prehistory, history, or other areas of archaeological significance.

IV. Attachments

1. Descriptive Statement: Attach a narrative statement describing the property and its historical architectural significance as indicated in Sections I, II, and III above. Describe structural changes, additions, and decorative modifications or material changes and dates of such work if known. State the reasons it should be designated as a Historic property. (SEE ATTACHED)
2. Plat of Survey: Attach a plat of survey showing the boundaries and location of the property. This may be obtained from the County Recorder (630-232-5935) at the Government Center. You may also have one from your house closing.
3. Photographs: Attach photographs showing the important structures or features of the property and a photograph as viewed from the public way. Black and white or color prints. A minimum of one photograph of the structure as viewed from the public way is required.

(SEE ATTACHED)

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

Susan K McDowell 7/27/2015
Record Owner Date

Paul McDowell 7/27/15
Applicant or Authorized Agent Date

**RIDER
ATTACHED TO DIRECTION TO CONVEY**

Property Address: 521 West Main Street, St. Charles, IL 60174

LOTS 1, 2, AND 5 IN BLOCK 5 OF MILLINGTON'S ADDITION TO ST CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS
EXCEPT THAT PART OF LOTS 1 AND 2 IN BLOCK 5 OF MILLINGTON'S ADDITION TO ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 15, 1842 IN BOOK 2, PAGE 498, KANE COUNTY, ILLINOIS. DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE EASTERLY 132.40 FEET ALONG THE NORTH LINE OF LOTS 1 AND 2 ON AN ASSUMED BEARING OF NORTH 78 DEGREES 24 MINUTES 01 SECONDS EAST TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE SOUTH 11 DEGREES 45 MINUTES 34 SECONDS EAST 3.00 FEET ALONG THE EAST LINE OF SAID LOT 2; THENCE SOUTH 78 DEGREES 24 MINUTES 01 SECONDS WEST, 125.40 FEET PARALLEL WITH THE NORTH LINE OF LOTS 1 AND 2; THENCE SOUTH 33 DEGREES 20 MINUTES 14 SECONDS WEST, 7.06 FEET; THENCE SOUTH 11 DEGREES 43 MINUTES 33 SECONDS EAST 40.79 FEET PARALLEL WITH THE WEST LINE OF SAID LOT 1; THENCE SOUTH 78 DEGREES 16 MINUTES 27 SECONDS WEST, 2.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1; THENCE NORTH 11 DEGREES 43 MINUTES 33 SECONDS WEST 48.79 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

Charles Haines House circa 1866

1820 President Tyler signs U.S. Patent granting Federal land to John Thompson, assignee, covering various quarter sections in Illinois.

1837 Charleston (now St. Charles) is incorporated and becomes a city.

1842 John Thompson assigns quarter section to Darwin Millington, specifically, block 5, lots 1 and 2.

1855 (March 9) Darwin Millington assigns mentioned block 5, lots 1 and 2, to Julius Butler for \$300.

1866 (December 31) Julius Butler assigns lots 1 and 2 to Robert Haines for \$3000. This is the first evidence that a homestead exists on these lots.

1886 (February 10) Robert Haines dies with son Charles Haines inheritance of existing structure.

1914 (September 29) Charles Haines dies with mother Harriet Haines inheritance of existing structure.

1918 (December 26) with the earlier death of Harriet Haines Mercy Hospital and Orphan Asylum wins court battle from the Board of Education, various family members, and other interested parties securing ownership.

1925 (April 30) Mercy Hospital assigns existing structure to Hans Jensen.

1925 (June 4) Hans Jensen, who at that time might have died, establishes a trust whereby several family members indicate mortgage activity passing from family member to family member until 1935.

1935 (April 18) Jensen Trust assigns existing structure to E. J. Baker.

1936 (October 22) E. J. and Harriet Baker assigns structure to Henrietta Miller.

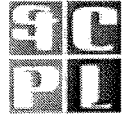
1937 (September 20) Henrietta Miller assigns structure to Jessie Rogers.

1940 (December 17) Jessie Rogers assigns structure to Carl Olsen.

1945 (October 22) St. Charles National Bank forecloses and takes ownership.

1945 (December 9) St. Charles National Bank assigns structure to I. Zimmerman.

1946+ many owners have taken ownership of the structure with the current family considering landmark status.



St. Charles Public Library

One South Sixth Ave., St. Charles, IL 60174 ☎ 630.584.0076

Search this site

St. Charles Historic Buildings

[SCPL Historic
Buildings Page](#)

[Welcome](#) > [Local Buildings - Alphabetically](#) >

Haines House

Welcome

Buildings with
Historic
Landmark
Documentation

Library
Resources

Links

Local Buildings -
Alphabetically

Local Buildings
By Address

Map

521 West Main Street ([View on map](#))

Robert Haines built this house in the Gothic Revival style in 1866. Robert was born in Cecil County, Maryland in 1799. In 1836, Robert moved to Chicago to establish a



Image credit: St. Charles Public Library

mill. He married Harriet Strockey in 1841, and they moved to St. Charles in 1843. Robert established a paper company and a milling company in St. Charles.

Robert and Harriet's son, Charles (1844-1914), inherited the house after Robert's death in 1886. Charles Haines was a prominent resident of St. Charles; he was an active businessman who owned and operated several mills, and served as the sixth mayor of St. Charles from 1889-1891.

Charles is perhaps best remembered for his generosity to area schools. His donation of land and money to build the Charles Haines

Comments

[Email](#) or Call 630-584-0076 x1



Charles Haines

School (demolished in 1956) on East Main Street in 1899, resulted in the consolidation of the east and west side school districts. He also served as President of the School Board until his death in 1914. Charles Haines bequeathed \$100,000 to the St. Charles School District for the purchase of school materials, and donated the land on which the Haines and Thompson Middle Schools now stand.

In the years following Charles Haines' death, there were several different owners

of the property. From the 1920s through 1973, the house served as a residence for the Jensen family, Charles Jensky, Robert Durham, and John Burita.

When First United Realtors bought the house in 1972, their goal was not only to rehabilitate and restore the building for use as offices, but also to preserve it as a historical landmark. First United Realtors replaced moldings, refinished floors, and repaired walls of the Haines House. The former residence was then decorated with antiques in the style of the 1860's. The Haines family Bible and Charles Haines' top hat were put on display. The building was later sold to the Starck Realty Company.

Sue and Bob McDowell bought the former Haines House in 2001, and undertook another renovation of the structure. They moved their house remodeling and renovation company, McDowell, Inc., from its previous location at 440 S. Third Street to the Haines House in February of 2002.

For additional photographs see

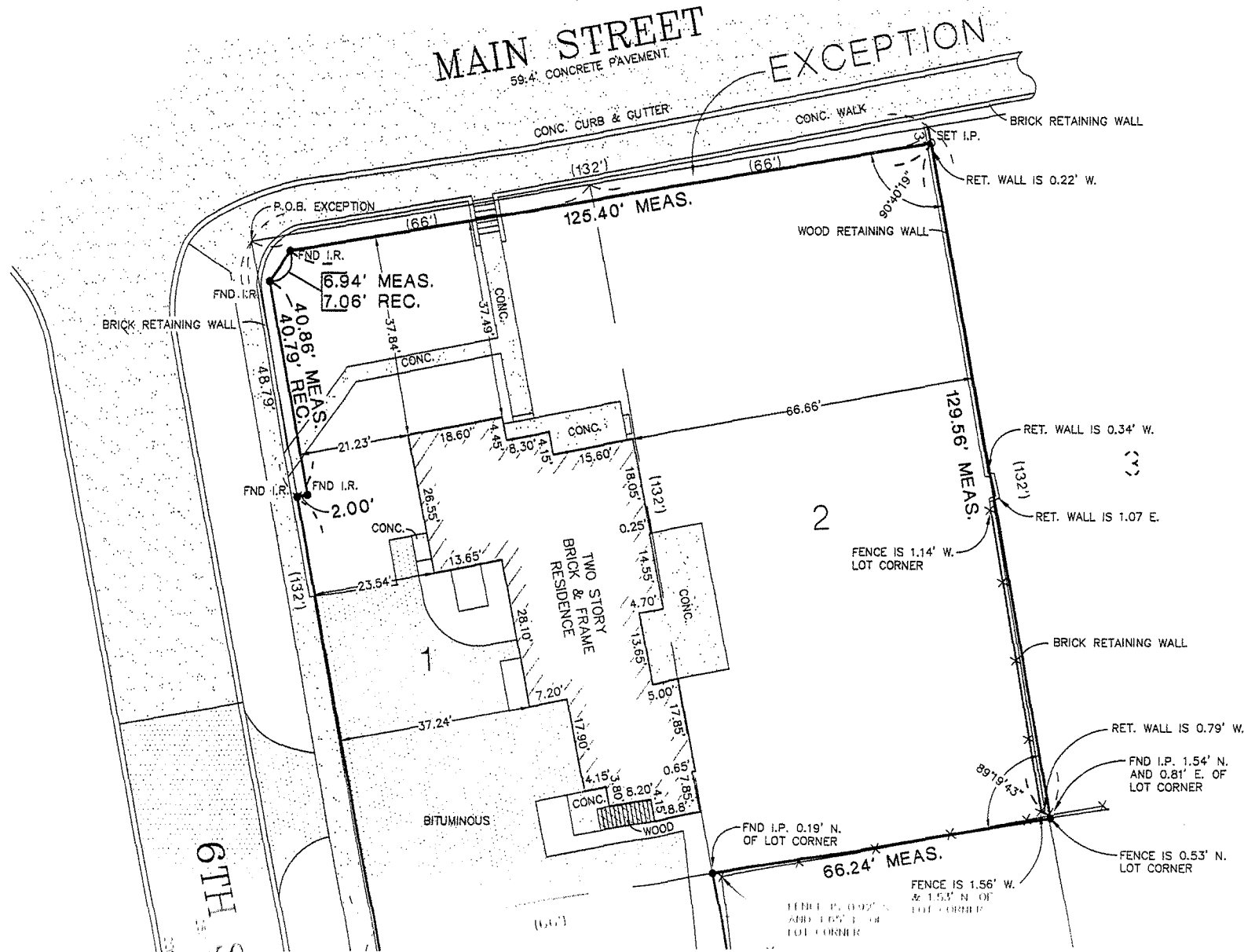
- St. Charles of Illinois
- Historic Houses Local History File
- [Reflections of St. Charles](#) p. 50

Sources


PLAT OF SURVEY

OF

LOTS 1, 2 AND 5 IN BLOCK 5 IN MILLINGTON'S ADDITION TO ST. CHARLES, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS EXCEPT THAT PART OF LOTS 1 AND 2 IN BLOCK 5 OF MILLINGTON'S ADDITION TO ST. CHARLES, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 15, 1842 IN BOOK 2, PAGE 498, KANE COUNTY, ILLINOIS, DEEDS AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE EASTERLY 132.40 FEET ALONG THE NORTH LINE OF LOTS 1 AND 2 ON AN ASSUMED BEARING OF NORTH 78 DEGREES 24 MINUTES 01 SECONDS EAST TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE SOUTH 45 MINUTES 34 SECONDS EAST 3.00 FEET ALONG THE EAST LINE OF SAID LOT 2; THENCE SOUTH 78 DEGREES 24 MINUTES 01 SECONDS WEST, 125.40 FEET PARALLEL WITH THE NORTH LINE OF LOTS 1 AND 2; THENCE SOUTH 33 DEGREES 24 MINUTES 14 SECONDS WEST, 7.06 FEET; THENCE SOUTH 11 DEGREES 43 MINUTES 33 SECONDS EAST 40.79 FEET PARALLEL WITH THE WEST LINE OF SAID LOT 1; THENCE SOUTH 78 DEGREES 24 MINUTES 01 SECONDS WEST 2.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 1; THENCE NORTH 11 DEGREES 43 MINUTES 33 SECONDS WEST 48.79 FEET ALONG THE WEST LINE TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.





	AGENDA ITEM EXECUTIVE SUMMARY							
	Title:	Corridor Improvement Commission Recommendation to Approve a Corridor Improvement Grant for 218 State Street (Tom Anderson)						
	Presenter:	Matthew O'Rourke, Economic Development Division Manager						
Please check appropriate box:								
	Government Operations				Government Services			
X	Planning & Development (9/14/15)				City Council			
	Public Hearing							
Estimated Cost:	\$3,553.00			Budgeted:	YES	X	NO	
If NO, please explain how item will be funded:								
Executive Summary:								
<p>Tom Anderson, owner of the property located at 218 State Street has applied for a Corridor Improvement Grant for landscape improvements in conjunction with their sign relocation. The applicant is proposing to install new landscape features along State Street in addition to replacing their existing non-conforming monument sign which is being modified to comply with the City's sign amortization requirements.</p> <p>The Corridor Improvement Commission reviewed the design and recommended approval of the grant on August 5, 2015. The total cost of the improvements is \$7,056.00 and the City's share of the total project cost will be a maximum of \$3,553.00.</p>								
Attachments: (please list)								
Draft Corridor Improvement Agreement. CIC Resolution 6-2015								
Recommendation / Suggested Action (briefly explain):								
Recommendation to approve a Corridor Improvement Grant for 218 State Street (Tom Anderson).								
For office use only:		Agenda Item Number: 3e						

City of St. Charles
CORRIDOR IMPROVEMENT AGREEMENT

218 State Street
Tom Anderson

THIS AGREEMENT, entered into this 21st day of September, 2015, between the City of St. Charles, Illinois (hereinafter referred to as "CITY") and the following designated APPLICANT, to wit:

APPLICANT Name: **Tom Anderson**

Address of Property to be Improved: **218 State Street**

PIN Number(s): **09-27-353-020, 09-27-353-021, and 09-27-353-032**

Property Owner's Name: **Tom Anderson**

WITNESSETH:

WHEREAS, the CITY has established a **Corridor Improvement Program** to provide matching grants for landscaping and related improvements within the Randall Road, Main Street, Kirk Road, Lincoln Hwy, and Special Service Tax District SSA-1B corridors of the CITY; and

WHEREAS, Tom Anderson, APPLICANT(S), desires to install landscaping and related improvements to the above-described property that are eligible for reimbursement under the Corridor Improvement Program; and

WHEREAS, said Corridor Improvement Program is administered by the CITY with the advice of the Corridor Improvement Commission and is funded from the general fund for the purposes of improving the aesthetics of the commercial corridors of the CITY and preventing blight and deterioration; and

WHEREAS, the above-described property for which the APPLICANT seeks a grant is located within the area eligible for participation in the Corridor Improvement Program.

NOW, THEREFORE, in consideration of the mutual covenants and agreements obtained herein, the CITY and the APPLICANT do hereby agree as follows:

SECTION 1: The APPLICANT understands and agrees that only the cost of eligible

improvements located east of the right-of-way on parcels with the following PIN(s) 09-27-353-020, 09-27-353-021, and 09-27-353-032 and landscape design fees associated with those improvements, shall be considered reimbursable as shown in Exhibit II and Exhibit III. The CITY will reimburse the APPLICANT up to 75% of the cost for landscape design services and up to 50% of the cost of labor, materials and equipment necessary to install landscaping and related improvements in accordance with the approved plans, specifications and cost estimates attached hereto as Exhibit "I" (the "Improvements"), but in no event more than the maximum amounts as defined below:

Landscape improvements cost: \$6,956.00	City's Share @ 50% up to a maximum of \$3,478.00
Design Fee: \$100.00	City's Share @ 75% up to a maximum of \$75.00
Total Project Cost: \$7,056.00	City's Share up to a maximum of \$3,553.00

Labor by the APPLICANT ("sweat equity") is not a reimbursable expense. All Improvements shall be installed in accordance with Exhibit I, subject to minor revisions as may be approved by a representative of the Corridor Improvement Commission due to availability of landscape plants, field conditions not known at the time of design, and similar circumstances beyond the APPLICANT's control.

SECTION 2: The Director of Community & Economic Development, or designee, shall inspect the Improvements installed pursuant to this Agreement. Such inspection shall not replace any required permit inspections by the CITY. All work that is not in conformance with the approved plans and specifications shall be remedied by the APPLICANT and deficient or improper work shall be replaced and made to comply with the approved plans and specifications and the terms of this Agreement.

SECTION 3: Upon completion of the Improvements and upon their final inspection and approval by the Director of Community & Economic Development, or designee, the APPLICANT shall submit to the CITY a properly executed and notarized contractor statement showing the full cost of the Improvements as well as each separate component amount due to the contractor and each and every subcontractor involved in furnishing labor, materials or equipment in the work. In

addition, the APPLICANT shall submit to the CITY proof of payment of the contract cost pursuant to the contractor's statement and final lien waivers from all contractors and subcontractors. The CITY shall, within thirty (30) days of receipt of the contractor's statement, proof of payment and lien waivers, the landscape architect's statement, and "before" and "after" pictures of the property, reimburse the APPLICANT for the 50% of the actual construction and materials cost or the maximum amount specified in this Agreement, whichever is less, and for 75% of the landscape designer's fee or the maximum amount specified in this Agreement, whichever is less.

At its sole discretion, CITY may reimburse APPLICANT in two payments. The first reimbursement may be made only

- 1) upon completion of Improvements representing 40% or more of the maximum reimbursement specified in Section 1 hereof and,
- 2) upon receipt by CITY of the landscape designer's invoices, contractor's statements, proof of payment and notarized final lien waivers for the completed Improvements and,
- 3) upon a determination by the Director of Community & Economic Development, or designee, that the remainder of the Improvements are expected to be delayed for thirty days or more following completion of the initial work due to weather, availability of materials, or other circumstances beyond the control of the APPLICANT. The second, final reimbursement payment shall be made by CITY only upon submittal of all necessary documents as described herein.

SECTION 4: All Improvements must be completed within 270 days after the approval of this Agreement by the City Council, unless otherwise authorized by the CITY. Extensions may be approved by the Director of Community Development, prior to the expiration of the said 270 days. Projects which have not received an extension and have not been completed within 270 days will not receive funding.

SECTION 5: If the APPLICANT or his contractor fails to complete the Improvements provided for herein in conformity with the approved plans and specifications and the terms of this Agreement, then upon written notice being given by the Director of Community & Economic Development to the APPLICANT, by certified mail to the address listed above, this Agreement shall terminate and the financial obligation on the part of the CITY shall cease and become null and void.

SECTION 6: Upon completion of the Improvements pursuant to this Agreement and for a period of five (5) years thereafter, the APPLICANT shall be responsible for properly maintaining such Improvements in finished form and without change or alteration thereto, as provided in this Agreement, and for the said period of five (5) years following completion of the construction thereof, the APPLICANT shall not enter into any Agreement or contract or take any other steps to alter, change or remove such Improvements, or the approved design thereof, nor shall APPLICANT undertake any other changes, by contract or otherwise, to the Improvements provided for in this Agreement unless such changes are first approved by the Corridor Improvement Commission. Such approval shall not be unreasonably withheld if the proposed changes do not substantially alter the original design concept of the Improvements as specified in the plans, design drawings and specifications approved pursuant to this Agreement.

If within the 5-year maintenance period plant materials are damaged by automobiles, wildlife, acts of nature, or stolen or any other cause, the APPLICANT shall install and pay for replacements.

OWNER agrees to provide regular maintenance of the property for a minimum of five years following completion of construction in a condition that is weed free, properly edged and mulched as specified in the original design, and maintained with the same type and quantity of plant material initially installed, unless a modification to the plan is approved by the Corridor Improvement Commission.

In the event of inadequate maintenance, the CITY shall give the owner reasonable notice of conditions to be corrected. In the event that substandard maintenance still exists after thirty (30) days, OWNER shall repay the CITY all grant funds received pursuant to this Agreement and pay all costs and fees, including attorney fees, of any legal action taken to enforce the maintenance of the Improvements.

SECTION 7: The APPLICANT covenants and agrees to indemnify and hold harmless the CITY and its officials, officers, employees and agents from and against, any and all losses, claims, damages, liabilities or expenses, of every conceivable kind, character and nature whatsoever arising out of, resulting from or in any way connected with directly or indirectly with the Corridor

Improvement(s) which are the subject of this Agreement, including but not limited to actions arising from the Prevailing Wage Act (820 ILCS 30/0.01 et seq.) The APPLICANT further covenants and agrees to pay for or reimburse the CITY and its officials, officers, employees and agents for any and all costs, reasonable attorneys' fees, liabilities or expenses incurred in connection with investigating, defending against or otherwise in connection with any such losses, claims, damages, liabilities, or causes of action. The CITY shall have the right to select legal counsel and to approve any settlement in connection with such losses, claims, damages, liabilities, or causes of action. The provisions of this section shall survive the completion of said Corridor improvement(s).

SECTION 8: Nothing herein is intended to limit, restrict or prohibit the APPLICANT from undertaking any other work in or about the subject premises, which is unrelated to the Improvements provided for in this Agreement.

SECTION 9: This Agreement shall be binding upon the CITY and upon the APPLICANT and its successors and assigns with respect to the property on which the Improvements are installed, for a period of five (5) years from and after the date of completion and approval of the Corridor improvement provided for herein. It shall be the responsibility of the APPLICANT to inform subsequent owners and lessees of the provisions of this Agreement.

IN WITNESS THEREOF, the parties hereto have executed this Agreement on the date first appearing above.

APPLICANT

PROPERTY OWNER
(if different from APPLICANT)

CITY OF ST. CHARLES: _____

Mayor

ATTEST: _____

City Clerk

Applicant contact information:

Phone: _____

Fax: _____

Email: _____

Property Owner's information, if different than applicant:

Phone: _____

Fax: _____

Email: _____

Exhibit I

The Corridor Improvement Grant Program will reimburse property owners for design consultant fees according to which of the three grant programs the property owner has applied for:

Corridor & Downtown Grants

Corridor Grants are chosen each year by the Corridor Improvement Commission and approved by the City Council. The grant recipient will pay for the first 25% of the design cost and the grant would pay up to a cap amount based upon linear footage of the property along the Corridor Roadway (Main, Kirk, Lincoln Highway, or Randall, SSA1B); as noted in the chart below:

Grant Funding for Design of Corridor Grants		
Linear Footage of Property on a Corridor Roadway (Main, Kirk, Randall, SSA1B)	Owner Pays	Commission will Pay
< 200 feet	First 25% of Total design Costs	Up to \$2,000
201 – 500 feet	First 25% of Total design Cost	Up to \$3,000
501 + feet	First 25% of Total design Cost	Up to \$4,000

Four Season Grants

The Corridor Improvement Program does not pay for design services. These grants provide up to \$1,000 for soil, labor, plant materials and mulch.

Jim Enck - \$250 for all 3 plans, -

Exhibit II



EverGreen Landscape Associates LLC

48 W 811 Melms Rd

Hampshire, IL 60140

www.evergreenlandscape.net

Phone: (847) 683-9933 Fax: (847) 683-9991

Tom Anderson
333 N Randall Rd
St. Charles, IL 60174

July 23, 2015
Estimate: I307

Colonial Cafe Planting Projects

EverGreen Landscape Associates LLC proposes to supply and install the following:

1. SIGN PLANTING FOR 2ND AND STATE ST. -PROJECT #1

Note: Based off sketch #3 dated 7/12/15. Remove 1 ft of soil and aggregate under new planting and sod and add topsoil.

Remove approx. 700 sq ft asphalt

Plants

Qty	Name	Size
8	Bronx Forsythia	#5/18"
3	Dwarf Korean Lilac	#5
6	Pixie Fountain Tufted Hair Grass	#1

Materials

Qty	Name
68 SqYd	Sod
25 CuYd	Topsoil pulverized per yard
2 CuYd	Premium Blended Mulch

**Subtotal for 1. SIGN PLANTING FOR 2ND AND STATE ST. -
PROJECT #1: \$4,199.69**

2. ENTRANCE BEDS FOR 2ND AND STATE ST. -PROJECT #2

Note: based on sketch #3 dated 7/12/15. Remove 1 ft of aggregate under new planting and add topsoil.

Remove approx. 300 sq ft asphalt and soil

Plants

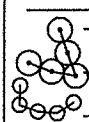








Qty	Name	Size
6	Peking Cotoneaster	#5
19	Stella de Oro Daylily	#1
11	Big Bluestem	#1
3	Green Mound Alpine Currant	#3

Materials

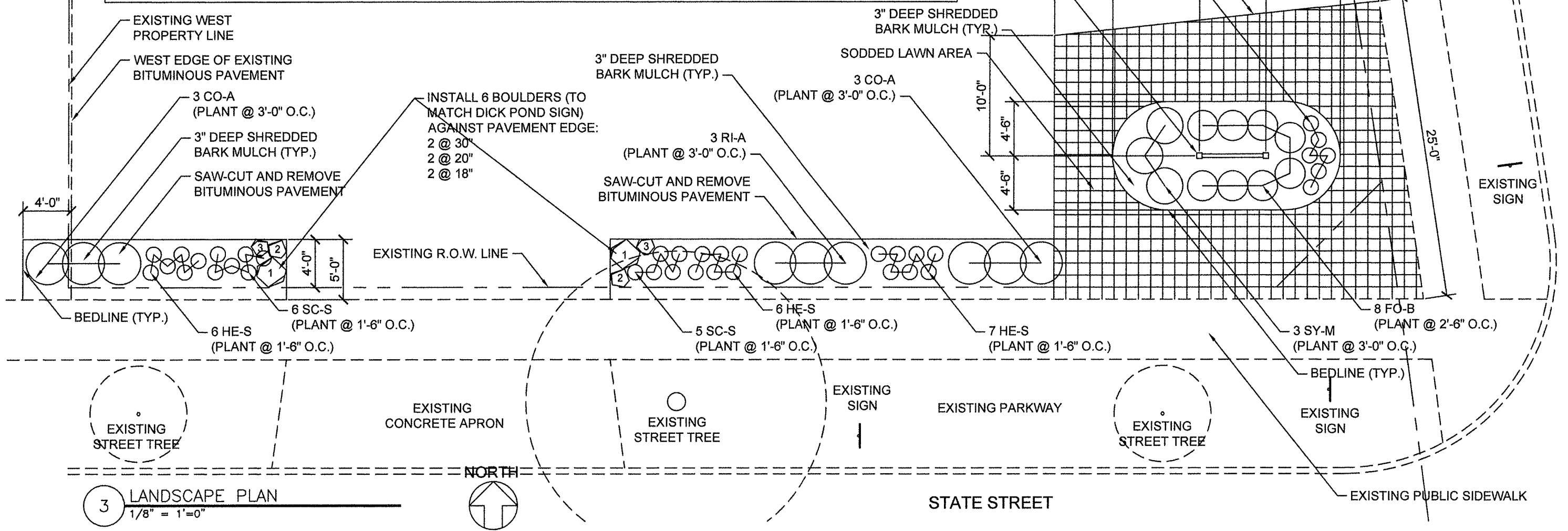
Qty	Name
1 Ton	WI Granite Boulders - 24-36"
0.5 Ton	WI Granite Boulders - 18-24"
11 CuYd	Topsoil pulverized per yard
2.5 CuYd	Premium Blended Mulch

Subtotal for 2. ENTRANCE BEDS FOR 2ND AND STATE ST. -

~~\$2,756.52~~ + 4,199.69 **6,956.21**

SYMBOL	KEY	QUAN.	BOTANICAL NAME	PLANTED SIZE	COMMON NAME	USDA ZONE	MATURE SIZE
SHRUBS & GRASSES							
	CO-A	6	Cotoneaster acutifolius	#5 Pot	Peking Cotoneaster	4	6-8'H x 6-8'W
	DE-C	5	Deschampsia cespitosa "Pixie Fountain"	#1 Pot	Dwf. Tufted Hair Grass	4-9	12-18"H x 18-24"W
	FO-B	8	Forsythia 'Bronxensis'	#5 Pot	Bronx Dwarf Forsythia	4	1'H x 3'W
	HE-S	19	Hemerocallis 'Stella de Oro'	#1 Pot	Stella de Oro Daylily	3-9	12-18"H x 12-18"W
	RI-A	3	Ribes alpinum 'Green Mound'	#5 Pot	Green Mound Alpine Currant	4	2-3'H x 2-3'W
	SC-S	11	Schizachyrium scoparium	#1 Pot	Little Bluestem	3-9	3-4'H x 18-24"W
	SY-M	3	Syringa meyeri 'Palibin'	#5 Pot	Dwarf Korean Lilac	3-7	4-6'H x 4-6'W
MISCELLANEOUS							
	Sq. Yard		Sodded Lawn				
	Cubic Yard		Shredded Bark Mulch @ 3" Depth				

NOTE ON PLANTING SOIL:
1. REMOVE ALL EXISTING SOIL TO A DEPTH OF 12" AND REPLACE WITH FRESH ORGANIC TOPSOIL.
2. REMOVE EXISTING BITUMINOUS AND AGGREGATE BASE AND REPLACE WITH FRESH ORGANIC TOPSOIL.



JAMES A. ENCK LANDSCAPE ARCHITECT ST. CHARLES, IL 60174 jimack@gmail.com	Subject:	SIGN LANDSCAPE PLAN		Date:	7/12/15	Revision:		Sketch No.: 3
	Project:	ANDERSON PROPERTY - 2ND & STATE STREETS - ST. CHARLES, IL		Scale:	1/8" = 1'-0"			
			Project No.:		Drawing No.:			

Exhibit IV
Agreement to Engage in Maintenance for Five Years

OWNER agrees to maintain the property in a condition substantially similar to the condition prevalent when final inspection is made by the City's Landscape Architect Consultant and approval is granted by the City's Community & Economic Development Director for a period of at least five (5) years. The property will remain weed free, properly edged and mulched, as specified in the original design, and maintained at a minimum with the same type and quantity of plan material initially installed unless a modification to the plan is brought to and agreed upon by the Commission.

In the event of substandard maintenance, the CITY shall give the owner reasonable notice of conditions to be corrected within thirty (30) days. In the event that substandard maintenance still exists, OWNER agrees to repay the CITY the monies initially allocated to the OWNER by the CITY and to pay all costs and fees, including attorney fees, of any legal action taken to enforce this maintenance agreement.

City of St. Charles, Illinois

Corridor Improvement Commission Resolution No. 6-2015

**A Resolution Recommending Approval of
A Corridor Improvement Grant Application**

(218 State Street – Tom Anderson)

WHEREAS, it is the responsibility of the St. Charles Corridor Improvement Commission to review applications for the Corridor Improvement Grant Program; and

WHEREAS, the Corridor Improvement Commission has reviewed the following Corridor Improvement proposal for: 218 State Street; and

WHEREAS, the Corridor Improvement Commission finds approval of said Corridor Improvement proposal to be in the best interest of the City of St. Charles and provided the applicant complies with the specific conditions listed in Exhibit "A" attached hereto:

NOW THEREFORE, be it resolved by the St. Charles Corridor Improvement Commission to recommend to the City Council approval of the Corridor Improvement application listed above with the conditions listed in Exhibit "A".

Roll Call Vote:

Ayes: English, Kane, Hauser, Dechene, and Pietryla

Nays: None

Abstain: Potts

Absent: Schuetz

Motion Carried.

PASSED, this 5th day of August, 2015.

Chairman

EXHIBIT A

REVIEW COMMENTS

1. Follow plan as presented. Any changes must be reviewed and approved by the Corridor Improvement Commission

	AGENDA ITEM EXECUTIVE SUMMARY						
	Title:	Corridor Improvement Commission Recommendation to Approve a Corridor Improvement Grant for 303 N. Second Street (Tom Anderson – Dick Pond Athletics Building)					
	Presenter:	Matthew O'Rourke, Economic Development Division Manager					
Please check appropriate box:							
	Government Operations				Government Services		
X	Planning & Development (9/14/15)				City Council		
	Public Hearing						
Estimated Cost:	\$1,315.50			Budgeted:	YES	X	NO
If NO, please explain how item will be funded:							
Executive Summary:							
<p>Tom Anderson, owner of the property located at 303 N. Second Street has applied for a Corridor Improvement Grant for landscape improvements in conjunction with their sign relocation. The applicant is proposing to install new landscape features along N. Second Street (Rt. 31) in addition to relocating the existing non-conforming monument sign. The sign is being modified to comply with the City's sign amortization requirements.</p> <p>The Corridor Improvement Commission reviewed the design and recommended approval of the grant on August 5, 2015. The total cost of the improvements is \$2,581.00 and the City's share of the total project cost will be a maximum of \$1,315.50.</p>							
Attachments: (please list)							
Draft Corridor Improvement Agreement. CIC Resolution 7-2015							
Recommendation / Suggested Action (briefly explain):							
Recommendation to approve a Corridor Improvement Grant for 303 N. Second Street (Tom Anderson – Dick Pond Athletics Building).							
For office use only:		Agenda Item Number: 3f					

City of St. Charles
CORRIDOR IMPROVEMENT AGREEMENT

303 N. Second Street
Tom Anderson (Dick Pond Athletics)

THIS AGREEMENT, entered into this 21st day of September, 2015, between the City of St. Charles, Illinois (hereinafter referred to as "CITY") and the following designated APPLICANT, to wit:

APPLICANT Name: **Tom Anderson**

Address of Property to be Improved: **303 N. Second Street**

PIN Number(s): **09-27-353-012, 09-27-353-013, and 09-27-353-031**

Property Owner's Name: **Tom Anderson**

WITNESSETH:

WHEREAS, the CITY has established a **Corridor Improvement Program** to provide matching grants for landscaping and related improvements within the Randall Road, Main Street, Kirk Road, Lincoln Hwy, and Special Service Tax District SSA-1B corridors of the CITY; and

WHEREAS, Tom Anderson, APPLICANT(S), desires to install landscaping and related improvements to the above-described property that are eligible for reimbursement under the Corridor Improvement Program; and

WHEREAS, said Corridor Improvement Program is administered by the CITY with the advice of the Corridor Improvement Commission and is funded from the general fund for the purposes of improving the aesthetics of the commercial corridors of the CITY and preventing blight and deterioration; and

WHEREAS, the above-described property for which the APPLICANT seeks a grant is located within the area eligible for participation in the Corridor Improvement Program.

NOW, THEREFORE, in consideration of the mutual covenants and agreements obtained herein, the CITY and the APPLICANT do hereby agree as follows:

SECTION 1: The APPLICANT understands and agrees that only the cost of eligible

improvements located east of the right-of-way on parcels with the following PIN(s) 09-27-353-020, 09-27-353-021, and 09-27-353-032 and landscape design fees associated with those improvements, shall be considered reimbursable as shown in Exhibit II and Exhibit III. The CITY will reimburse the APPLICANT up to 75% of the cost for landscape design services and up to 50% of the cost of labor, materials and equipment necessary to install landscaping and related improvements in accordance with the approved plans, specifications and cost estimates attached hereto as Exhibit "I" (the "Improvements"), but in no event more than the maximum amounts as defined below:

Landscape improvements cost: \$2,481.00	City's Share @ 50% up to a maximum of \$1,240.50
Design Fee: \$100.00	City's Share @ 75% up to a maximum of \$75.00
Total Project Cost: \$2,581.00	City's Share up to a maximum of \$1,315.50

Labor by the APPLICANT ("sweat equity") is not a reimbursable expense. All Improvements shall be installed in accordance with Exhibit I, subject to minor revisions as may be approved by a representative of the Corridor Improvement Commission due to availability of landscape plants, field conditions not known at the time of design, and similar circumstances beyond the APPLICANT's control.

SECTION 2: The Director of Community & Economic Development, or designee, shall inspect the Improvements installed pursuant to this Agreement. Such inspection shall not replace any required permit inspections by the CITY. All work that is not in conformance with the approved plans and specifications shall be remedied by the APPLICANT and deficient or improper work shall be replaced and made to comply with the approved plans and specifications and the terms of this Agreement.

SECTION 3: Upon completion of the Improvements and upon their final inspection and approval by the Director of Community & Economic Development, or designee, the APPLICANT shall submit to the CITY a properly executed and notarized contractor statement showing the full cost of the Improvements as well as each separate component amount due to the contractor and each and every subcontractor involved in furnishing labor, materials or equipment in the work. In

addition, the APPLICANT shall submit to the CITY proof of payment of the contract cost pursuant to the contractor's statement and final lien waivers from all contractors and subcontractors. The CITY shall, within thirty (30) days of receipt of the contractor's statement, proof of payment and lien waivers, the landscape architect's statement, and "before" and "after" pictures of the property, reimburse the APPLICANT for the 50% of the actual construction and materials cost or the maximum amount specified in this Agreement, whichever is less, and for 75% of the landscape designer's fee or the maximum amount specified in this Agreement, whichever is less.

At its sole discretion, CITY may reimburse APPLICANT in two payments. The first reimbursement may be made only

- 1) upon completion of Improvements representing 40% or more of the maximum reimbursement specified in Section 1 hereof and,
- 2) upon receipt by CITY of the landscape designer's invoices, contractor's statements, proof of payment and notarized final lien waivers for the completed Improvements and,
- 3) upon a determination by the Director of Community & Economic Development, or designee, that the remainder of the Improvements are expected to be delayed for thirty days or more following completion of the initial work due to weather, availability of materials, or other circumstances beyond the control of the APPLICANT. The second, final reimbursement payment shall be made by CITY only upon submittal of all necessary documents as described herein.

SECTION 4: All Improvements must be completed within 270 days after the approval of this Agreement by the City Council, unless otherwise authorized by the CITY. Extensions may be approved by the Director of Community Development, prior to the expiration of the said 270 days. Projects which have not received an extension and have not been completed within 270 days will not receive funding.

SECTION 5: If the APPLICANT or his contractor fails to complete the Improvements provided for herein in conformity with the approved plans and specifications and the terms of this Agreement, then upon written notice being given by the Director of Community & Economic Development to the APPLICANT, by certified mail to the address listed above, this Agreement shall terminate and the financial obligation on the part of the CITY shall cease and become null and void.

SECTION 6: Upon completion of the Improvements pursuant to this Agreement and for a period of five (5) years thereafter, the APPLICANT shall be responsible for properly maintaining such Improvements in finished form and without change or alteration thereto, as provided in this Agreement, and for the said period of five (5) years following completion of the construction thereof, the APPLICANT shall not enter into any Agreement or contract or take any other steps to alter, change or remove such Improvements, or the approved design thereof, nor shall APPLICANT undertake any other changes, by contract or otherwise, to the Improvements provided for in this Agreement unless such changes are first approved by the Corridor Improvement Commission. Such approval shall not be unreasonably withheld if the proposed changes do not substantially alter the original design concept of the Improvements as specified in the plans, design drawings and specifications approved pursuant to this Agreement.

If within the 5-year maintenance period plant materials are damaged by automobiles, wildlife, acts of nature, or stolen or any other cause, the APPLICANT shall install and pay for replacements.

OWNER agrees to provide regular maintenance of the property for a minimum of five years following completion of construction in a condition that is weed free, properly edged and mulched as specified in the original design, and maintained with the same type and quantity of plant material initially installed, unless a modification to the plan is approved by the Corridor Improvement Commission.

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SECTION 7: The APPLICANT covenants and agrees to indemnify and hold harmless the CITY and its officials, officers, employees and agents from and against, any and all losses, claims, damages, liabilities or expenses, of every conceivable kind, character and nature whatsoever arising out of, resulting from or in any way connected with directly or indirectly with the Corridor

Improvement(s) which are the subject of this Agreement, including but not limited to actions arising from the Prevailing Wage Act (820 ILCS 30/0.01 et seq.) The APPLICANT further covenants and agrees to pay for or reimburse the CITY and its officials, officers, employees and agents for any and all costs, reasonable attorneys' fees, liabilities or expenses incurred in connection with investigating, defending against or otherwise in connection with any such losses, claims, damages, liabilities, or causes of action. The CITY shall have the right to select legal counsel and to approve any settlement in connection with such losses, claims, damages, liabilities, or causes of action. The provisions of this section shall survive the completion of said Corridor improvement(s).

SECTION 8: Nothing herein is intended to limit, restrict or prohibit the APPLICANT from undertaking any other work in or about the subject premises, which is unrelated to the Improvements provided for in this Agreement.

SECTION 9: This Agreement shall be binding upon the CITY and upon the APPLICANT and its successors and assigns with respect to the property on which the Improvements are installed, for a period of five (5) years from and after the date of completion and approval of the Corridor improvement provided for herein. It shall be the responsibility of the APPLICANT to inform subsequent owners and lessees of the provisions of this Agreement.

IN WITNESS THEREOF, the parties hereto have executed this Agreement on the date first appearing above.

APPLICANT

PROPERTY OWNER
(if different from APPLICANT)

CITY OF ST. CHARLES: _____

Mayor

ATTEST: _____

City Clerk

Applicant contact information:

Phone: _____

Fax: _____

Email: _____

Property Owner's information, if different than applicant:

Phone: _____

Fax: _____

Email: _____

Exhibit I

The Corridor Improvement Grant Program will reimburse property owners for design consultant fees according to which of the three grant programs the property owner has applied for:

Corridor & Downtown Grants

Corridor Grants are chosen each year by the Corridor Improvement Commission and approved by the City Council. The grant recipient will pay for the first 25% of the design cost and the grant would pay up to a cap amount based upon linear footage of the property along the Corridor Roadway (Main, Kirk, Lincoln Highway, or Randall, SSA1B); as noted in the chart below:

Grant Funding for Design of Corridor Grants		
Linear Footage of Property on a Corridor Roadway (Main, Kirk, Randall, SSA1B)	Owner Pays	Commission will Pay
< 200 feet	First 25% of Total design Costs	Up to \$2,000
201 – 500 feet	First 25% of Total design Cost	Up to \$3,000
501 + feet	First 25% of Total design Cost	Up to \$4,000

Four Season Grants

The Corridor Improvement Program does not pay for design services. These grants provide up to \$1,000 for soil, labor, plant materials and mulch.

3. SIGN PLANTING- 2ND STREET @ DICK PONDS

Note: based off sketch #2 dated 6/8/15. Remove 1 ft of aggregate under new planting and add topsoil

Remove approx. 168 sq ft asphalt and soil

Move 4 ex. Boulders- 2 HR

Plants

Qty	Name	Size
6	Big Bluestem	#1
5	Gro-Low Fragrant Sumac	#5
4	First Editions Strawberry Sundae Panicule Hydrangea	#5
4	Pixie Fountain Tufted Hair Grass	#1



Materials

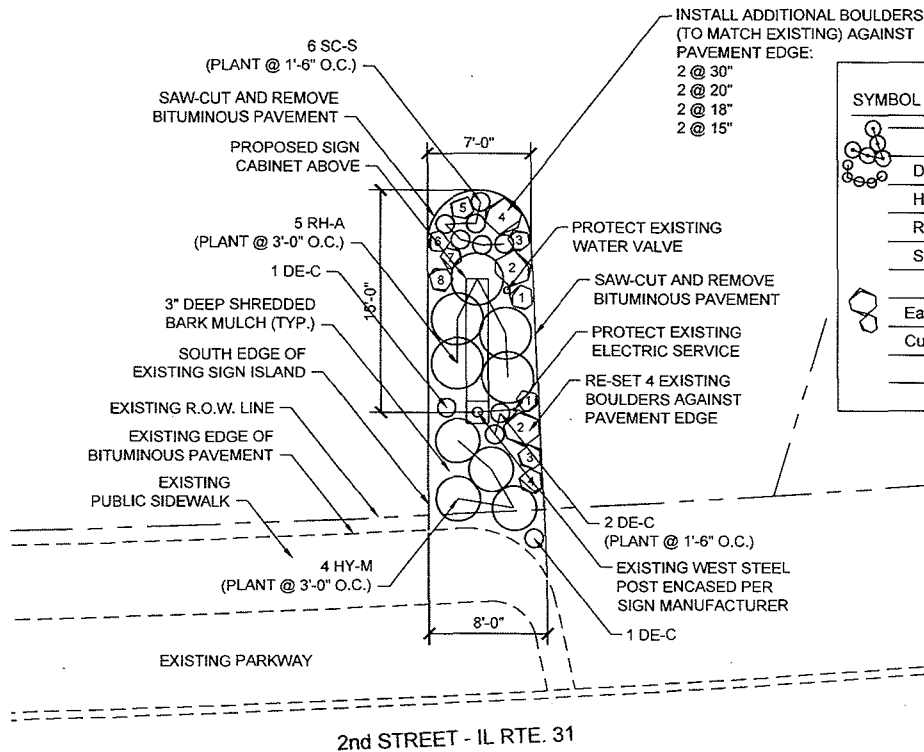
Qty	Name
1.5 CuYd	Premium Blended Mulch
6 CuYd	Topsoil pulverized per yard
1 Ton	WI Granite Boulders - 24-36"
0.5 Ton	WI Granite Boulders - 18-24"
0.25 Ton	WI Granite Boulders - 12-18"

2481,41

NOTE ON PLANTING SOIL:
 1. REMOVE ALL EXISTING SOIL TO A DEPTH OF 12" AND REPLACE WITH FRESH ORGANIC TOPSOIL.
 2. REMOVE EXISTING BITUMINOUS AND AGGREGATE BASE AND REPLACE WITH FRESH ORGANIC TOPSOIL.

NOTE ON MULCH:
 1. DO NOT PILE MULCH ON OR AGAINST METAL CLADDING OF SIGN POSTS.

SYMBOL	KEY	QUAN.	BOTANICAL NAME	PLANTED SIZE	COMMON NAME	USDA ZONE	MATURE SIZE
SHRUBS & GRASSES							
	DE-C	4	Deschampsia cespitosa 'Pixie Fountain'	#1 Pot	Dwf. Tufted Hair Grass	4-9	12-18"H x 18-24"W
	HY-M	4	Hydrangea macrophylla	#5 Pot	Endless Summer Hydrangea	4-9	3-4'H x 3-4'W
	RH-A	5	Rhus aromatica 'Gro-Low'	#5 Pot	Gro-Low Fragrant Sumac	3-9	1.5-2'H x 6-8'W
	SC-S	5	Schizachyrium scoparium	#1 Pot	Little Bluestem	3-9	3-4'H x 18-24"W
MISCELLANEOUS							
	Each	8	Boulders to match existing				
	Cubic Yard		Shredded Bark Mulch @ 3" Depth				



2 LANDSCAPE PLAN
 1/8" = 1'-0"

NORTH

JAMES A. ENCK
 LANDSCAPE ARCHITECT
 ST. CHARLES, IL 60174
 jmenck@gmail.com

Subject:
SIGN LANDSCAPE PLAN

Project:
ANDERSON PROPERTY - 2ND STREET @ DICK PONDS - ST. CHARLES, IL

Date:
6/08/15
 Scale:
1/8" = 1'-0"
 Project No.:

Revision:
 Drawing No.:

Sketch No.:
2

Exhibit IV
Agreement to Engage in Maintenance for Five Years

OWNER agrees to maintain the property in a condition substantially similar to the condition prevalent when final inspection is made by the City's Landscape Architect Consultant and approval is granted by the City's Community & Economic Development Director for a period of at least five (5) years. The property will remain weed free, properly edged and mulched, as specified in the original design, and maintained at a minimum with the same type and quantity of plan material initially installed unless a modification to the plan is brought to and agreed upon by the Commission.

In the event of substandard maintenance, the CITY shall give the owner reasonable notice of conditions to be corrected within thirty (30) days. In the event that substandard maintenance still exists, OWNER agrees to repay the CITY the monies initially allocated to the OWNER by the CITY and to pay all costs and fees, including attorney fees, of any legal action taken to enforce this maintenance agreement.

City of St. Charles, Illinois

Corridor Improvement Commission Resolution No. 7-2015

**A Resolution Recommending Approval of
A Corridor Improvement Grant Application**

(303 N. Second Street – Tom Anderson)

WHEREAS, it is the responsibility of the St. Charles Corridor Improvement Commission to review applications for the Corridor Improvement Grant Program; and

WHEREAS, the Corridor Improvement Commission has reviewed the following Corridor Improvement proposal for: 303 N. Second Street; and

WHEREAS, the Corridor Improvement Commission finds approval of said Corridor Improvement proposal to be in the best interest of the City of St. Charles and provided the applicant complies with the specific conditions listed in Exhibit "A" attached hereto:

NOW THEREFORE, be it resolved by the St. Charles Corridor Improvement Commission to recommend to the City Council approval of the Corridor Improvement application listed above with the conditions listed in Exhibit "A".

Roll Call Vote:

Ayes: English, Kane, Hauser, Dechene, and Pietryla

Nays: None

Abstain: Potts

Absent: Schuetz

Motion Carried.

PASSED, this 5th day of August, 2015.

Chairman

EXHIBIT A

REVIEW COMMENTS

1. Follow plan as presented. Any changes must be reviewed and approved by the Corridor Improvement Commission

	AGENDA ITEM EXECUTIVE SUMMARY						
	Title:	Corridor Improvement Commission Recommendation to Approve a Corridor Improvement Grant for 1625 E. Main Street (Tom Anderson – Colonial Cafe)					
	Presenter:	Matthew O'Rourke, Economic Development Division Manager					
Please check appropriate box:							
	Government Operations				Government Services		
X	Planning & Development (9/14/15)				City Council		
	Public Hearing						
Estimated Cost:	\$1,657.00			Budgeted:	YES	X	NO
If NO, please explain how item will be funded:							
Executive Summary:							
<p>Tom Anderson, owner of the property located at 1625 E. Main Street, has applied for a Corridor Improvement Grant for landscape improvements in conjunction with their sign relocation. The applicant is proposing to install new landscape features along E. Main Street (Rt. 64) in addition to modifying the existing non-conforming monument sign. The sign is being modified to comply with the City's sign amortization requirements.</p> <p>The Corridor Improvement Commission reviewed the design and recommended approval of the grant on August 5, 2015. The total cost of the improvements is \$3,263.00 and the City's share of the total project cost will be a maximum of \$1,657.00.</p>							
Attachments: (please list)							
Draft Corridor Improvement Agreement. CIC Resolution 8-2015							
Recommendation / Suggested Action (briefly explain):							
Recommendation to approve a Corridor Improvement Grant for 1625 E. Main Street (Tom Anderson – Colonial Cafe).							
For office use only:		Agenda Item Number: 39					

City of St. Charles
CORRIDOR IMPROVEMENT AGREEMENT

218 State Street
Tom Anderson

THIS AGREEMENT, entered into this 21st day of September, 2015, between the City of St. Charles, Illinois (hereinafter referred to as "CITY") and the following designated APPLICANT, to wit:

APPLICANT Name: **Tom Anderson**

Address of Property to be Improved: **218 State Street**

PIN Number(s): **09-27-353-020, 09-27-353-021, and 09-27-353-032**

Property Owner's Name: **Tom Anderson**

WITNESSETH:

WHEREAS, the CITY has established a **Corridor Improvement Program** to provide matching grants for landscaping and related improvements within the Randall Road, Main Street, Kirk Road, Lincoln Hwy, and Special Service Tax District SSA-1B corridors of the CITY; and

WHEREAS, Tom Anderson, APPLICANT(S), desires to install landscaping and related improvements to the above-described property that are eligible for reimbursement under the Corridor Improvement Program; and

WHEREAS, said Corridor Improvement Program is administered by the CITY with the advice of the Corridor Improvement Commission and is funded from the general fund for the purposes of improving the aesthetics of the commercial corridors of the CITY and preventing blight and deterioration; and

WHEREAS, the above-described property for which the APPLICANT seeks a grant is located within the area eligible for participation in the Corridor Improvement Program.

NOW, THEREFORE, in consideration of the mutual covenants and agreements obtained herein, the CITY and the APPLICANT do hereby agree as follows:

SECTION 1: The APPLICANT understands and agrees that only the cost of eligible

improvements located east of the right-of-way on parcels with the following PIN(s) 09-27-353-020, 09-27-353-021, and 09-27-353-032 and landscape design fees associated with those improvements, shall be considered reimbursable as shown in Exhibit II and Exhibit III. The CITY will reimburse the APPLICANT up to 75% of the cost for landscape design services and up to 50% of the cost of labor, materials and equipment necessary to install landscaping and related improvements in accordance with the approved plans, specifications and cost estimates attached hereto as Exhibit "I" (the "Improvements"), but in no event more than the maximum amounts as defined below:

Landscape improvements cost: \$6,956.00	City's Share @ 50% up to a maximum of \$3,478.00
Design Fee: \$100.00	City's Share @ 75% up to a maximum of \$75.00
Total Project Cost: \$7,056.00	City's Share up to a maximum of \$3,553.00

Labor by the APPLICANT ("sweat equity") is not a reimbursable expense. All Improvements shall be installed in accordance with Exhibit I, subject to minor revisions as may be approved by a representative of the Corridor Improvement Commission due to availability of landscape plants, field conditions not known at the time of design, and similar circumstances beyond the APPLICANT's control.

SECTION 2: The Director of Community & Economic Development, or designee, shall inspect the Improvements installed pursuant to this Agreement. Such inspection shall not replace any required permit inspections by the CITY. All work that is not in conformance with the approved plans and specifications shall be remedied by the APPLICANT and deficient or improper work shall be replaced and made to comply with the approved plans and specifications and the terms of this Agreement.

SECTION 3: Upon completion of the Improvements and upon their final inspection and approval by the Director of Community & Economic Development, or designee, the APPLICANT shall submit to the CITY a properly executed and notarized contractor statement showing the full cost of the Improvements as well as each separate component amount due to the contractor and each and every subcontractor involved in furnishing labor, materials or equipment in the work. In

addition, the APPLICANT shall submit to the CITY proof of payment of the contract cost pursuant to the contractor's statement and final lien waivers from all contractors and subcontractors. The CITY shall, within thirty (30) days of receipt of the contractor's statement, proof of payment and lien waivers, the landscape architect's statement, and "before" and "after" pictures of the property, reimburse the APPLICANT for the 50% of the actual construction and materials cost or the maximum amount specified in this Agreement, whichever is less, and for 75% of the landscape designer's fee or the maximum amount specified in this Agreement, whichever is less.

At its sole discretion, CITY may reimburse APPLICANT in two payments. The first reimbursement may be made only

- 1) upon completion of Improvements representing 40% or more of the maximum reimbursement specified in Section 1 hereof and,
- 2) upon receipt by CITY of the landscape designer's invoices, contractor's statements, proof of payment and notarized final lien waivers for the completed Improvements and,
- 3) upon a determination by the Director of Community & Economic Development, or designee, that the remainder of the Improvements are expected to be delayed for thirty days or more following completion of the initial work due to weather, availability of materials, or other circumstances beyond the control of the APPLICANT. The second, final reimbursement payment shall be made by CITY only upon submittal of all necessary documents as described herein.

SECTION 4: All Improvements must be completed within 270 days after the approval of this Agreement by the City Council, unless otherwise authorized by the CITY. Extensions may be approved by the Director of Community Development, prior to the expiration of the said 270 days. Projects which have not received an extension and have not been completed within 270 days will not receive funding.

SECTION 5: If the APPLICANT or his contractor fails to complete the Improvements provided for herein in conformity with the approved plans and specifications and the terms of this Agreement, then upon written notice being given by the Director of Community & Economic Development to the APPLICANT, by certified mail to the address listed above, this Agreement shall terminate and the financial obligation on the part of the CITY shall cease and become null and void.

SECTION 6: Upon completion of the Improvements pursuant to this Agreement and for a period of five (5) years thereafter, the APPLICANT shall be responsible for properly maintaining such Improvements in finished form and without change or alteration thereto, as provided in this Agreement, and for the said period of five (5) years following completion of the construction thereof, the APPLICANT shall not enter into any Agreement or contract or take any other steps to alter, change or remove such Improvements, or the approved design thereof, nor shall APPLICANT undertake any other changes, by contract or otherwise, to the Improvements provided for in this Agreement unless such changes are first approved by the Corridor Improvement Commission. Such approval shall not be unreasonably withheld if the proposed changes do not substantially alter the original design concept of the Improvements as specified in the plans, design drawings and specifications approved pursuant to this Agreement.

If within the 5-year maintenance period plant materials are damaged by automobiles, wildlife, acts of nature, or stolen or any other cause, the APPLICANT shall install and pay for replacements.

OWNER agrees to provide regular maintenance of the property for a minimum of five years following completion of construction in a condition that is weed free, properly edged and mulched as specified in the original design, and maintained with the same type and quantity of plant material initially installed, unless a modification to the plan is approved by the Corridor Improvement Commission.

In the event of inadequate maintenance, the CITY shall give the owner reasonable notice of conditions to be corrected. In the event that substandard maintenance still exists after thirty (30) days, OWNER shall repay the CITY all grant funds received pursuant to this Agreement and pay all costs and fees, including attorney fees, of any legal action taken to enforce the maintenance of the Improvements.

SECTION 7: The APPLICANT covenants and agrees to indemnify and hold harmless the CITY and its officials, officers, employees and agents from and against, any and all losses, claims, damages, liabilities or expenses, of every conceivable kind, character and nature whatsoever arising out of, resulting from or in any way connected with directly or indirectly with the Corridor

Improvement(s) which are the subject of this Agreement, including but not limited to actions arising from the Prevailing Wage Act (820 ILCS 30/0.01 et seq.) The APPLICANT further covenants and agrees to pay for or reimburse the CITY and its officials, officers, employees and agents for any and all costs, reasonable attorneys' fees, liabilities or expenses incurred in connection with investigating, defending against or otherwise in connection with any such losses, claims, damages, liabilities, or causes of action. The CITY shall have the right to select legal counsel and to approve any settlement in connection with such losses, claims, damages, liabilities, or causes of action. The provisions of this section shall survive the completion of said Corridor improvement(s).

SECTION 8: Nothing herein is intended to limit, restrict or prohibit the APPLICANT from undertaking any other work in or about the subject premises, which is unrelated to the Improvements provided for in this Agreement.

SECTION 9: This Agreement shall be binding upon the CITY and upon the APPLICANT and its successors and assigns with respect to the property on which the Improvements are installed, for a period of five (5) years from and after the date of completion and approval of the Corridor improvement provided for herein. It shall be the responsibility of the APPLICANT to inform subsequent owners and lessees of the provisions of this Agreement.

IN WITNESS THEREOF, the parties hereto have executed this Agreement on the date first appearing above.

APPLICANT

PROPERTY OWNER
(if different from APPLICANT)

CITY OF ST. CHARLES: _____

Mayor

ATTEST: _____

City Clerk

Applicant contact information:

Phone: _____

Fax: _____

Email: _____

Property Owner's information, if different than applicant:

Phone: _____

Fax: _____

Email: _____

Exhibit I

The Corridor Improvement Grant Program will reimburse property owners for design consultant fees according to which of the three grant programs the property owner has applied for:

Corridor & Downtown Grants

Corridor Grants are chosen each year by the Corridor Improvement Commission and approved by the City Council. The grant recipient will pay for the first 25% of the design cost and the grant would pay up to a cap amount based upon linear footage of the property along the Corridor Roadway (Main, Kirk, Lincoln Highway, or Randall, SSA1B); as noted in the chart below:

Grant Funding for Design of Corridor Grants		
Linear Footage of Property on a Corridor Roadway (Main, Kirk, Randall, SSA1B)	Owner Pays	Commission will Pay
< 200 feet	First 25% of Total design Costs	Up to \$2,000
201 – 500 feet	First 25% of Total design Cost	Up to \$3,000
501 + feet	First 25% of Total design Cost	Up to \$4,000

Four Season Grants

The Corridor Improvement Program does not pay for design services. These grants provide up to \$1,000 for soil, labor, plant materials and mulch.

Exhibit II

Subtotal for 3. SIGN PLANTING- 2ND STREET @ DICK PONDS :\$2,481.41

4. COLONIAL CAFE- EAST MAIN ST. SIGN PLANTING

Note: Based on sketch #1 dated 6/8/15. Aggregate Concrete Stepper to resemble existing. It may not be possible to match exactly.

Plants

Qty	Name	Size
6	First Editions Strawberry Sundae Panicule Hydrangea	#5
5	Gro-Low Fragrant Sumac	#5
6	Dwarf Burning Bush	36"
14	Pixie Fountain Tufted Hair Grass	#1

Materials

Qty	Name
3 CuYd	Premium Blended Mulch
90 FT ²	Aggregate Concrete Stepper- 24" x 24 "-sq ft
0.5 CuYd	Torpedo Sand - Coarse Grained

Subtotal for 4. COLONIAL CAFE- EAST MAIN ST. SIGN PLANTING :\$3,163.62

Grand Total for Colonial Cafe Planting Projects	\$12,601.24
--	--------------------

:

Date:

Becca LaBarre

Customer Signature: _____

Date: _____

This proposal is valid until Tuesday, August 18, 2015.

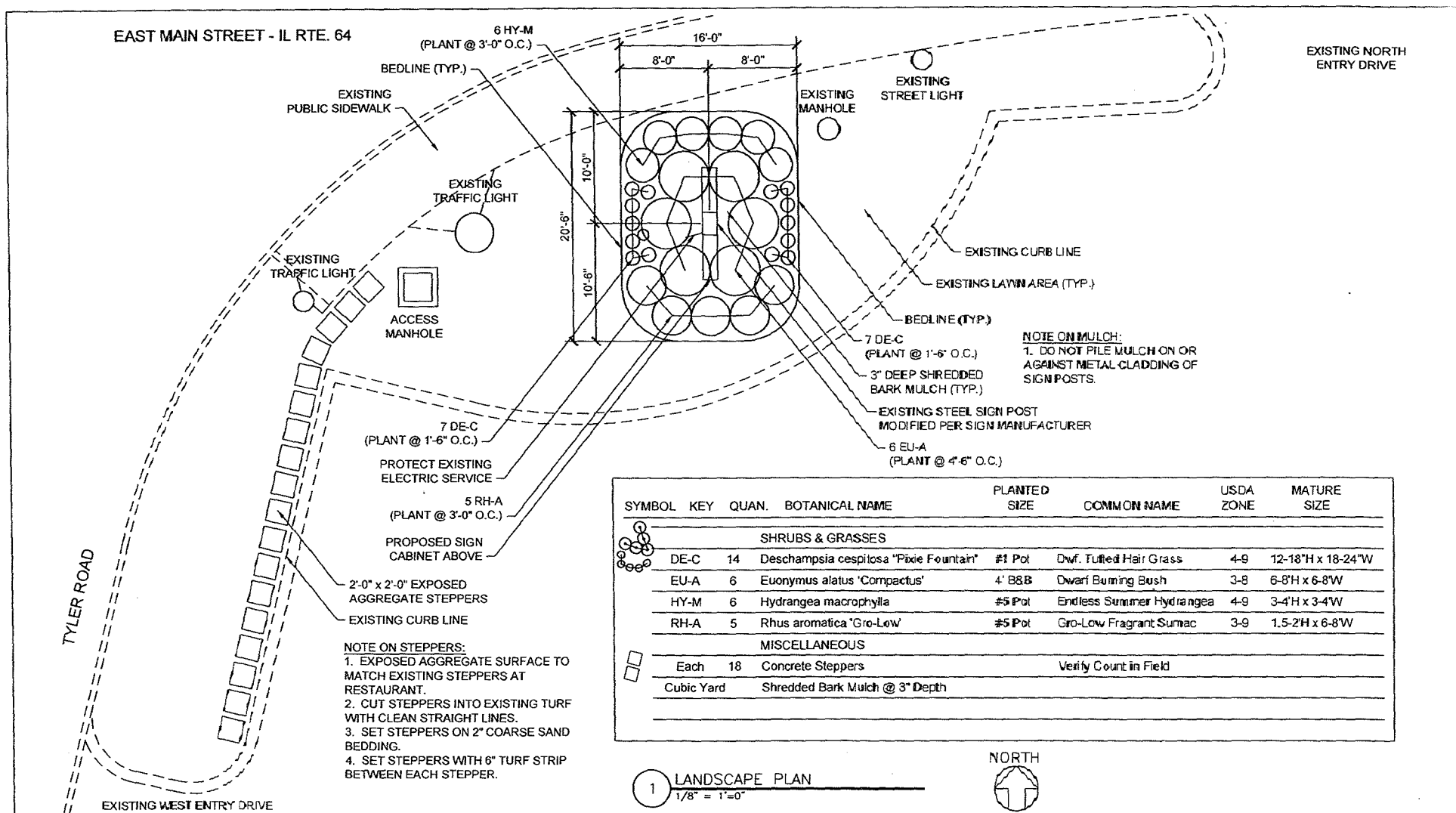
Payment Schedule:

Upon Contract Signing 30% \$3,780.37

Upon Completion 70% \$8,820.87

Plant Warranty:

- (3) year warranty on trees and shrubs from date of installation.
- (1) year warranty on spaded trees, perennials, shrub roses, bulbs, groundcover, and aquatic plants.



JAMES A. ENCK
 LANDSCAPE ARCHITECT
 ST. CHARLES, IL 60174
 jnenck@gmail.com

Subject
SIGN LANDSCAPE PLAN

Project
COLONIAL CAFE - EAST MAIN STREET IL RTE. 64 - ST. CHARLES, IL

Date 6/08/15	Revision	Sketch No. 1
Scale 1/8" = 1'-0"		
Project No.	Drawing No.	

Exhibit III

Exhibit IV
Agreement to Engage in Maintenance for Five Years

OWNER agrees to maintain the property in a condition substantially similar to the condition prevalent when final inspection is made by the City's Landscape Architect Consultant and approval is granted by the City's Community & Economic Development Director for a period of at least five (5) years. The property will remain weed free, properly edged and mulched, as specified in the original design, and maintained at a minimum with the same type and quantity of plan material initially installed unless a modification to the plan is brought to and agreed upon by the Commission.

In the event of substandard maintenance, the CITY shall give the owner reasonable notice of conditions to be corrected within thirty (30) days. In the event that substandard maintenance still exists, OWNER agrees to repay the CITY the monies initially allocated to the OWNER by the CITY and to pay all costs and fees, including attorney fees, of any legal action taken to enforce this maintenance agreement.

City of St. Charles, Illinois

Corridor Improvement Commission Resolution No. 8-2015

**A Resolution Recommending Approval of
A Corridor Improvement Grant Application**

(1625 E. Main Street – Tom Anderson, Colonial Cafe)

WHEREAS, it is the responsibility of the St. Charles Corridor Improvement Commission to review applications for the Corridor Improvement Grant Program; and

WHEREAS, the Corridor Improvement Commission has reviewed the following Corridor Improvement proposal for: 1625 E. Main Street; and

WHEREAS, the Corridor Improvement Commission finds approval of said Corridor Improvement proposal to be in the best interest of the City of St. Charles and provided the applicant complies with the specific conditions listed in Exhibit "A" attached hereto:

NOW THEREFORE, be it resolved by the St. Charles Corridor Improvement Commission to recommend to the City Council approval of the Corridor Improvement application listed above with the conditions listed in Exhibit "A".

Roll Call Vote:

Ayes: English, Kane, Hauser, Dechene, and Pietryla

Nays: None

Abstain: Potts

Absent: Schuetz

Motion Carried.


PASSED, this 5th day of August, 2015.

Chairman

EXHIBIT A

REVIEW COMMENTS

1. Follow plan as presented. Any changes must be reviewed and approved by the Corridor Improvement Commission

	AGENDA ITEM EXECUTIVE SUMMARY												
	Title:		Recommendation to approve a revised Final Plat of Subdivision for the Quad St. Charles – Unit 1 Resubdivision (theater lot).										
	Presenter:		Russell Colby										
<i>Please check appropriate box:</i>													
	Government Operations				Government Services								
X	Planning & Development – (9/14/15)				City Council								
	Public Hearing												
<table border="1"> <tr> <td>Estimated Cost:</td> <td>N/A</td> <td>Budgeted:</td> <td>YES</td> <td></td> <td>NO</td> <td></td> </tr> </table>							Estimated Cost:	N/A	Budgeted:	YES		NO	
Estimated Cost:	N/A	Budgeted:	YES		NO								
If NO, please explain how item will be funded:													
Executive Summary:													
<p>SC 3800 LLC, the owners of the The Quad St. Charles/Charlestowne Mall, are requesting a second revision to the approved Final Plat of Subdivision that created a subdivided lot for the theater building.</p> <p>The lot was created for the purpose of conveying the property to the theater operators. The City approved the creation of this lot in 2014 and a modification to the lot in May 2015.</p> <p>The theater lot is currently owned by the mall owners and has not yet been conveyed to the theater operator.</p> <p>The mall owners recently determined that a small first floor corridor leading from the theater to the north wing of the mall should have been included in the theater lot. This corridor is structurally part of the theater building and also provides an exit from the theater building to the north parking lot.</p> <p>The mall owners are requesting to revise the approved plat to add this small area to the theater lot.</p> <p>Staff has reviewed the revised plat and has determined the request complies with the Charlestowne Mall PUD ordinance, 2013-Z-19.</p>													
Attachments: <i>(please list)</i>													
Revised Final Plat of Subdivision, Aerial Photo, Ordinance approving the revised 2015 subdivision plat													
Recommendation / Suggested Action <i>(briefly explain):</i>													
Recommendation to approve a revised Final Plat of Subdivision for the Quad St. Charles – Unit 1 Resubdivision (theater lot).													
<i>For office use only:</i>		<i>Agenda Item Number:</i> 3h											

PLAT OF RESUBDIVISION
THE QUAD ST. CHARLES — UNIT 1 RESUBDIVISION

OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST
OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

OWNER'S CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF DU PAGE) SS

This is to certify that SC 3800 MAIN LLC, a Delaware limited liability company is the owner of the property described in the annexed plat and has caused the same to be surveyed, resubdivided, plotted, and recorded as indicated thereon, for the uses and purposes therein set forth, and does hereby acknowledge and adopt the same under the style and title therein indicated.

Pursuant to Section 1.005 of the Plat Act, 765 ILCS 205, this document shall serve as the notarized statement concerning the school district statement to be submitted simultaneously with the Final Plat of Resubdivision for THE QUAD ST. CHARLES — UNIT 1 RESUBDIVISION, in Kane County, Illinois.

To the best of the owner's knowledge the school district(s) in which the tract of land lies, is in the following district(s):
ST. CHARLES COMMUNITY UNIT SCHOOL DISTRICT 303

Dated this ____ day of _____, 201__.

SC 3800 MAIN LLC,
a Delaware limited liability company

By: Krausz Management One, LLC,
a Delaware limited liability company,
its Manager

By: F. Ron Krausz, its Member

NOTARY CERTIFICATE
STATE OF _____)
COUNTY OF _____) SS

I, the undersigned, a Notary Public in and for said county, in the state aforesaid,

do hereby certify that _____, of

_____, an _____ corporation,

and _____ of said corporation, 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 corporation for the uses and purposes therein set forth, and caused the corporate seal of said corporation to be affixed thereto as their own free and voluntary act, and as the free and voluntary act of said corporation for the uses and purposes set forth.

Given under my hand and seal this ____ day of _____, 201__.

By: _____
Notary public Commission Expires _____

OWNER'S CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF _____) SS

This is to certify that _____ is the owner of the property described in the annexed plat and has caused the same to be surveyed, resubdivided, plotted, and recorded as indicated thereon, for the uses and purposes therein set forth, and does hereby acknowledge and adopt the same under the style and title therein indicated.

Pursuant to Section 1.005 of the Plat Act, 765 ILCS 205, this document shall serve as the notarized statement concerning the school district statement to be submitted simultaneously with the Final Plat of Resubdivision for THE QUAD ST. CHARLES — UNIT 1 RESUBDIVISION, in Kane County, Illinois.

To the best of the owner's knowledge the school district(s) in which the tract of land lies, is in the following district(s):
ST. CHARLES COMMUNITY UNIT SCHOOL DISTRICT 303

Dated this ____ day of _____, 201__.

By: _____

NOTARY CERTIFICATE
STATE OF _____)
COUNTY OF _____) SS

I, the undersigned, a Notary Public in and for said county, in the state aforesaid,

do hereby certify that _____, of

_____, an _____ corporation,

and _____ of said corporation, 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 corporation for the uses and purposes therein set forth, and caused the corporate seal of said corporation to be affixed thereto as their own free and voluntary act, and as the free and voluntary act of said corporation for the uses and purposes set forth.

Given under my hand and seal this ____ day of _____, 201__.

By: _____
Notary public Commission Expires _____

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF KANE) SS
APPROVED THIS ____ DAY OF _____, 201__ A.D.
CITY OF ST. CHARLES PLAN COMMISSION

CHAIRMAN

CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF KANE) SS
APPROVED AND ACCEPTED THIS ____ DAY OF _____ A.D. 201__
CITY COUNCIL OF THE CITY OF ST. CHARLES, ILLINOIS.

BY: _____ MAYOR

ATTEST: _____ CITY CLERK

CERTIFICATE AS TO SPECIAL ASSIGNMENTS

STATE OF ILLINOIS)
COUNTY OF KANE) SS
I DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT, OR UNPAID CURRENT OR FORFEITED SPECIAL ASSIGNMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPOINTED AGAINST THE TRACT OF LAND INCLUDED IN THE PLAT.
DATED AT THE CITY OF ST. CHARLES, THIS ____ DAY OF _____ A.D. 201__.

BY: _____
COLLECTOR OF SPECIAL ASSIGNMENTS

DIRECTOR OF COMMUNITY DEVELOPMENT

STATE OF ILLINOIS)
COUNTY OF KANE) SS
I, _____ DO HEREBY CLARIFY THAT THE REQUIRED IMPROVEMENTS HAVE BEEN INSTALLED, OR THE REQUIRED GUARANTEE BOND HAS BEEN POSTED FOR THE COMPLETION OF ALL REQUIRED LAND IMPROVEMENTS.
DATED AT THE CITY OF ST. CHARLES,
THIS ____ DAY OF _____ A.D. 201__

DIRECTOR OF COMMUNITY DEVELOPMENT

CERTIFICATE OF COUNTY CLERK:

STATE OF ILLINOIS)
COUNTY OF KANE) SS
COUNTY CLERK OF KANE COUNTY, ILLINOIS,
DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT TAXES, NO UNPAID FORFEITED TAXES, NO UNPAID CURRENT GENERAL TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.
I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.
GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT DEWEA, ILLINOIS,
THIS ____ DAY OF _____ IN THE YEAR 201__ A.D.

BY: _____ COUNTY CLERK

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF DU PAGE) SS
THIS IS TO CERTIFY THAT I, CARL A. COOK, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003454, HAVE SURVEYED AND RESUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1:

LOT 1 IN THE QUAD ST. CHARLES — UNIT 1, BEING A RESUBDIVISION OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 17, 2014 AS DOCUMENT NUMBER 2014083234, IN KANE COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF LOT 1 IN CHARLESTOWN CENTRE MAIL ST., ST. CHARLES, KANE COUNTY, ILLINOIS SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 29, 1995 AS DOCUMENT NUMBER 2017867, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 1 IN THE QUAD ST. CHARLES — UNIT 1, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 17, 2014, AS DOCUMENT NUMBER 2014083234; THENCE NORTH 01 DEGREES 34 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 55.00 FEET; THENCE SOUTH 89 DEGREES 26 MINUTES 00 SECONDS EAST ALONG THE SOUTH LINE OF SAID LOT 1 EXTENDED EAST, A DISTANCE OF 19.02 FEET; THENCE SOUTH 01 DEGREES 34 MINUTES 00 SECONDS WEST, A DISTANCE OF 24.96 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST, A DISTANCE OF 0.67 FEET; THENCE SOUTH 01 DEGREES 34 MINUTES 00 SECONDS WEST, A DISTANCE OF 0.59 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST, A DISTANCE OF 0.71 FEET; THENCE SOUTH 01 DEGREES 34 MINUTES 00 SECONDS WEST, A DISTANCE OF 27.84 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST, A DISTANCE OF 1.48 FEET; THENCE SOUTH 01 DEGREES 34 MINUTES 00 SECONDS WEST, A DISTANCE OF 1.30 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST, A DISTANCE OF 0.64 FEET; THENCE SOUTH 01 DEGREES 34 MINUTES 00 SECONDS WEST, A DISTANCE OF 1.28 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 00 SECONDS WEST, A DISTANCE OF 16.83 FEET TO THE POINT OF BEGINNING, ALL IN KANE COUNTY, ILLINOIS.

DIVIDING THE SAME INTO LOTS AS SHOWN BY THE ANNEXED PLAT WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND RESUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

ACCORDING TO A SCALED INTERPRETATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP INDEX HAVING A MAP NUMBER OF 17080800G FOR KANE COUNTY, ILLINOIS AND INCORPORATED AREAS, THE SUBJECT TRACT FALLS WITHIN PANEL NUMBER 1708080220H. ACCORDING TO THIS MAP INDEX SHEET WHICH HAS A MAP REVISION DATE OF JULY 17, 2010, PANEL NUMBER 1708080220H WAS NOT PRINTED, NO SPECIAL FLOOD HAZARD AREAS.

GIVEN UNDER MY HAND AND SEAL AT LOMBARD, ILLINOIS,
THIS 14th DAY OF APRIL, 2015.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003454
JACOB & HEFNER ASSOCIATES, INC.



SURVEY NO.:	PD2
OWNER:	THE KRAUSZ COMPANIES
DESCRIPTION:	PLAN OF RESUBDIVISION
DATE PREPARED:	APRIL 14, 2015
SCALE:	1" = 100'
DRAWN BY:	CM



City of St. Charles, Illinois

Two East Main Street St. Charles, IL 60174-1984
Phone: 630-377-4400 Fax: 630-377-4440 - www.stcharlesil.gov

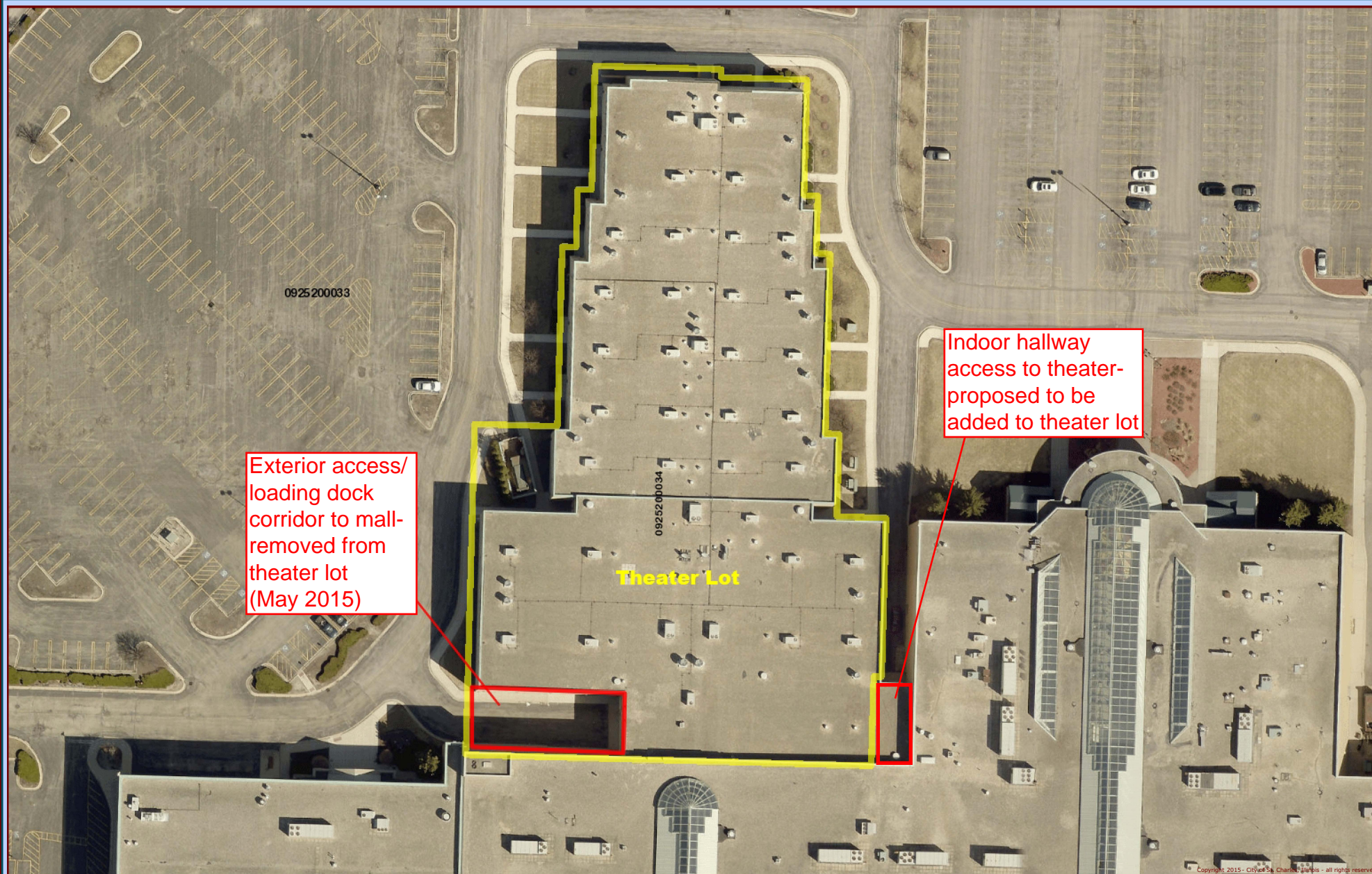
Theater Lot Subdivision

RAYMOND ROGINA

Mayor

MARK KOENEN

City Administrator



Data Source:
City of St. Charles, Illinois
Kane County, Illinois
DuPage County, Illinois
Projection: Transverse Mercator
Coordinate System: Illinois State Plane East
North American Datum 1983
Printed on: May 1, 2015 10:35 AM



0 41 83 Feet

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Powered by InRoads GIS

Refer to:	
Minutes	5-18-15
Page	

City of St. Charles, Illinois

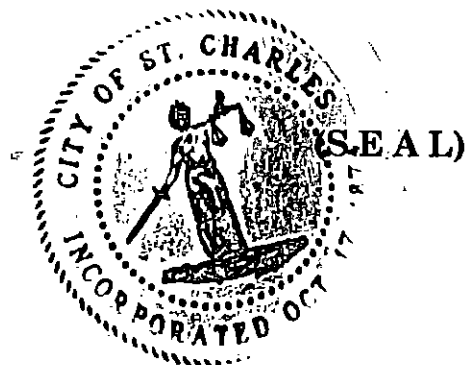
Ordinance No. 2015-Z-10

**Motion to approve an Ordinance Granting Approval of
a revised Final Plat of Subdivision for The Quad St.
Charles – Unit 1 Resubdivision (Charlestowne Mall PUD
– The Quad St. Charles).**

**Adopted by the
City Council
of the
City of St. Charles
May 18, 2015**

**Published in pamphlet form by
authority of the City Council
of the City of St. Charles,
Kane and Du Page Counties,
Illinois, May 23, 2015**


City Clerk



City of St. Charles, Illinois
Ordinance No. 2015-Z-10

**An Ordinance Granting Approval of a revised Final Plat of Subdivision for
The Quad St. Charles – Unit 1 Resubdivision
(Charlestowne Mall PUD – The Quad St. Charles)**

WHEREAS, an a Final Plat of Subdivision for The Quad Unit 1, said realty being legally described on Exhibit "A" attached hereto and incorporated herein (the "Subject Realty") was approved by Ordinance No. 2014-Z-9, "Ordinance Granting Approval of PUD Preliminary Site Plan, Engineering Plan and Final Plat of Subdivision (Charlestowne Mall PUD – The Quad St. Charles" on May 5, 2014; and

WHEREAS, the Final Plat of Subdivision for the The Quad Unit 1 was recorded in the Kane County Recorder's Office as Document #2014K052334; and,

WHEREAS, the owner of the Subject Realty, SC 3800 Main, LLC, has submitted a revised Final Plat of Subdivision requesting a minor revision to the plat to remove a portion of the lot created for the theater building that contains an open alley corridor providing loading dock access for the mall; and

WHEREAS, the Planning & Development Committee reviewed and recommended approval of the revised Final Plat of Subdivision on or about May 11, 2015; and

WHEREAS, the City Council of the City of St. Charles has received the recommendation of the Planning & 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:

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

2. That passage of this Ordinance shall constitute approval of a revised Final Plat of Subdivision, incorporated herein as Exhibit "B", such that the following documents and illustrations are hereby approved; reduced copies of which are attached hereto and, subject to compliance with such conditions, corrections, and modifications as may be required by the Director of Community & Economic Development and the Director of Public Works to comply with the requirements of the St. Charles Municipal Code:

- Final Plat of Subdivision for The Quad St. Charles – Unit 1 Resubdivision, prepared by Jacob & Heffner Associates Inc., dated 4/14/15

3. That the subject property may be developed and used only in accordance with all ordinances of the City now in effect or hereafter amended or enacted, and subject to the following:

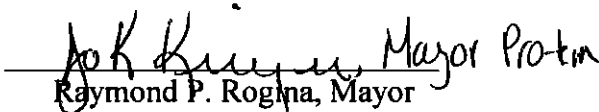
- The Final Plat of Subdivision shall be revised to include a restriction on Lot 2 stating that no building shall be constructed on Lot 2 unless constructed in connection with a building on one of the adjacent lots.

4. That after the adoption and approval hereof, the Ordinance shall (i) be printed or published in book or pamphlet form, published by the authority of the Council, or (ii) within thirty (30) days after the adoption and approval hereof, be published in a newspaper published in and with a general circulation within the City of St. Charles.

PRESENTED to the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 18th day of May, 2015.

PASSED by the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 18th day of May, 2015.

APPROVED by the Mayor of the City of St. Charles, Kane and DuPage Counties, Illinois this 18th day of May, 2015.


Raymond P. Rogina, Mayor

Attest:


Nancy Garrison, City Clerk

Vote:

Ayes: 9

Nays: 0

Absent: 0

Abstain: 0

Date: _____

APPROVED AS TO FORM:

City Attorney

DATE: _____



EXHIBIT "A"

LEGAL DESCRIPTION

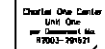
Lot 1 of the Quad St. Charles – Unit 1 Subdivision, recorded as Document 2014K052334, in the City of St. Charles, Kane County, Illinois.

EXHIBIT "B"

FINAL PLAT OF SUBDIVISION

OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST
OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

BASIC OF QUARTZ
 NAD 83, ELLIPSOID STATE PLANE, EAST ZONE (1207)



ingress and Egress
 (continued)
 per Document
 940150019
 Public utilities
 (continued)
 per Document
 940150020

Access (continued)
 Estimated by Document
 94022450 and
 Assessed by
 Document 94032709
 and Assessed by
 Document 94040950

Smith Road



SURVEY NO.	F001		
ORDERED BY	THE KRAUSZ COMPANIES		
DESCRIPTION	PLOT OF UNDEVELOPED		
DATE PREPARED	APRIL 14, 2016		
SCALE	1" = 100'	DRAWN BY	CM

OF PART OF THE NORTH HALF OF SECTION 25, TOWNSHIP 40 NORTH, RANGE 8 EAST
OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.

By _____
Date: _____

SURVEY NO.:		F021	
ORDERED BY		THE KRAUSE COMPANIES	
DESCRIPTION		PLAT OF SUBDIVISION	
DATE PREPARED		APRIL, 14, 1915	
SCALE	1" = 100'	DRAWN BY	CM



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

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 May 18, 2015, the Corporate Authorities of such municipality passed and approved Ordinance No. 2015-Z-10, entitled

"Motion to approve an Ordinance Granting Approval of
a revised Final Plat of Subdivision for The Quad St.
Charles – Unit 1 Resubdivision (Charlestowne Mall
PUD – The Quad St. Charles)."


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

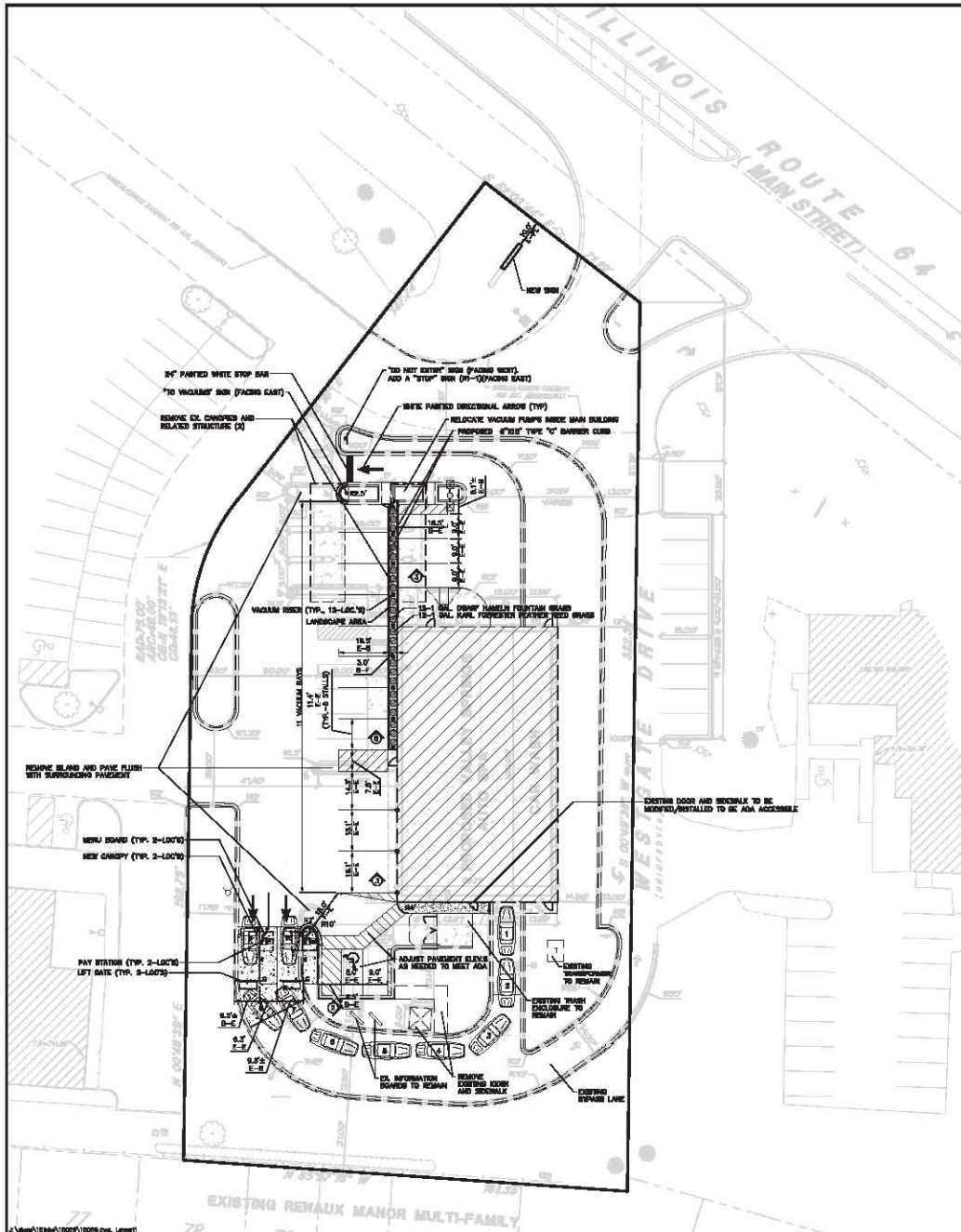
The pamphlet form of Ordinance No. 2015-Z-10, including the Ordinance and a cover sheet thereof was prepared, and a copy of such Ordinance was posted in the municipal building, commencing on May 23, 2015, and continuing for at least ten days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the municipal clerk.

DATED at St. Charles, Illinois, this 18th
day of May, 2015.



Nancy Garrison
Municipal Clerk

	AGENDA ITEM EXECUTIVE SUMMARY					
	Title:		Recommendation to approve a Minor Change to PUD Preliminary Plan for 3255 W. Main St. (Standard Wash)			
	Presenter:		Ellen Johnson			
Please check appropriate box:						
	Government Operations				Government Services	
X	Planning & Development – (9/14/15)				City Council	
Estimated Cost:		N/A		Budgeted:	YES	NO
If NO, please explain how item will be funded:						
Executive Summary:						
<p>One Companies LLC Bullet Wash 1, applicant, is proposing renovations to the Valley Springs Auto Spa at 3255 W. Main St. The property is located within the Westgate Commercial Center PUD. The PUD Preliminary Plan and Special Use for a Car Wash for the subject property were approved under Ordinance No. 2006-Z-15.</p> <p>The applicant is proposing modifications to the building and site. The business will be rebranded as Standard Wash. Details of the proposal are as follows:</p> <ul style="list-style-type: none"> • Removal of the two freestanding canopies at the north end of the site. • Addition of two new canopies at the entrance of the car wash stacking lane to cover two new electronic pay stations. • Addition of 12 vacuum risers along the west side of the building. The vacuum unit will be relocated from outside at the north end of the site to inside the building. (A condition of approval for the Special Use for a Car Wash was that the vacuum unit must be housed inside the building; however, the vacuum unit is currently outside.) • Addition of three employee parking spaces at the north side of the building. • Removal of awnings on the north and west elevations. • New freestanding monument sign which will include an LED display screen. • New wall signage. <p>A Minor Change to PUD Preliminary Plan is required to permit the proposed changes.</p> <p>Staff has reviewed the submitted materials and determined that the proposal meets the applicable requirements of the Zoning Ordinance and PUD ordinance (Ordinance No. 2001-Z-43), subject to the following conditions:</p> <ol style="list-style-type: none"> 1. That the LED display screen on the monument sign must remain static. Per the PUD ordinance, no flashing lights or moving parts are permitted. 2. Stone veneer to match the existing monument sign and building must be used on the base of the new monument sign. 						
Attachments: <i>(please list)</i>						
Application for Minor Change to PUD Preliminary Plan; Plan documents						
Recommendation / Suggested Action <i>(briefly explain):</i>						
Recommendation to approve a Minor Change to PUD Preliminary Plan for 3255 W. Main St. (Standard Wash).						
For office use only:		Agenda Item Number: 3 i				



THIS PLAN IS FOR SITE PLANNING PURPOSES ONLY AND NOT FOR CONSTRUCTION. ALL DIMENSIONS AND AREA CALCULATIONS ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. EXISTING CONDITIONS SHOWN ARE FOR THE SITE PLAN PREPARED BY W-T ENGINEERING, DATED 8/8/06.

FOR AN ACCURATE REPRESENTATION OF ACTUAL SITE CONDITIONS, AN ALTA/ACSM LAND TITLE SURVEY WITH TOPOGRAPHY SHOULD BE ORDERED.

ON SITE PARKING AND STACKING DATA

REGULAR EMPLOYEE SPACES	4
ADA ACCESSIBLE EMPLOYEE SPACES	1
TOTAL EMPLOYEE SPACES	5
TOTAL VACUUM SPACES	= 11
TOTAL STACKING SPACES	= 10

SITE DATA

LOT AREA	=	47,530 S.F. (1.09 AC.)
EXISTING IMPERVIOUS AREA	=	30,223 S.F. (648)
EXISTING PERVIOUS AREA	=	17,316 S.F. (389)
PROPOSED IMPERVIOUS AREA	=	30,284 S.F. (649)
PROPOSED PERVIOUS AREA	=	17,245 S.F. (388)
BUILDING AREA	=	5,817 S.F.
F.A.R.	=	0.12



SITE PLAN

COMMENTS

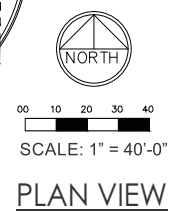
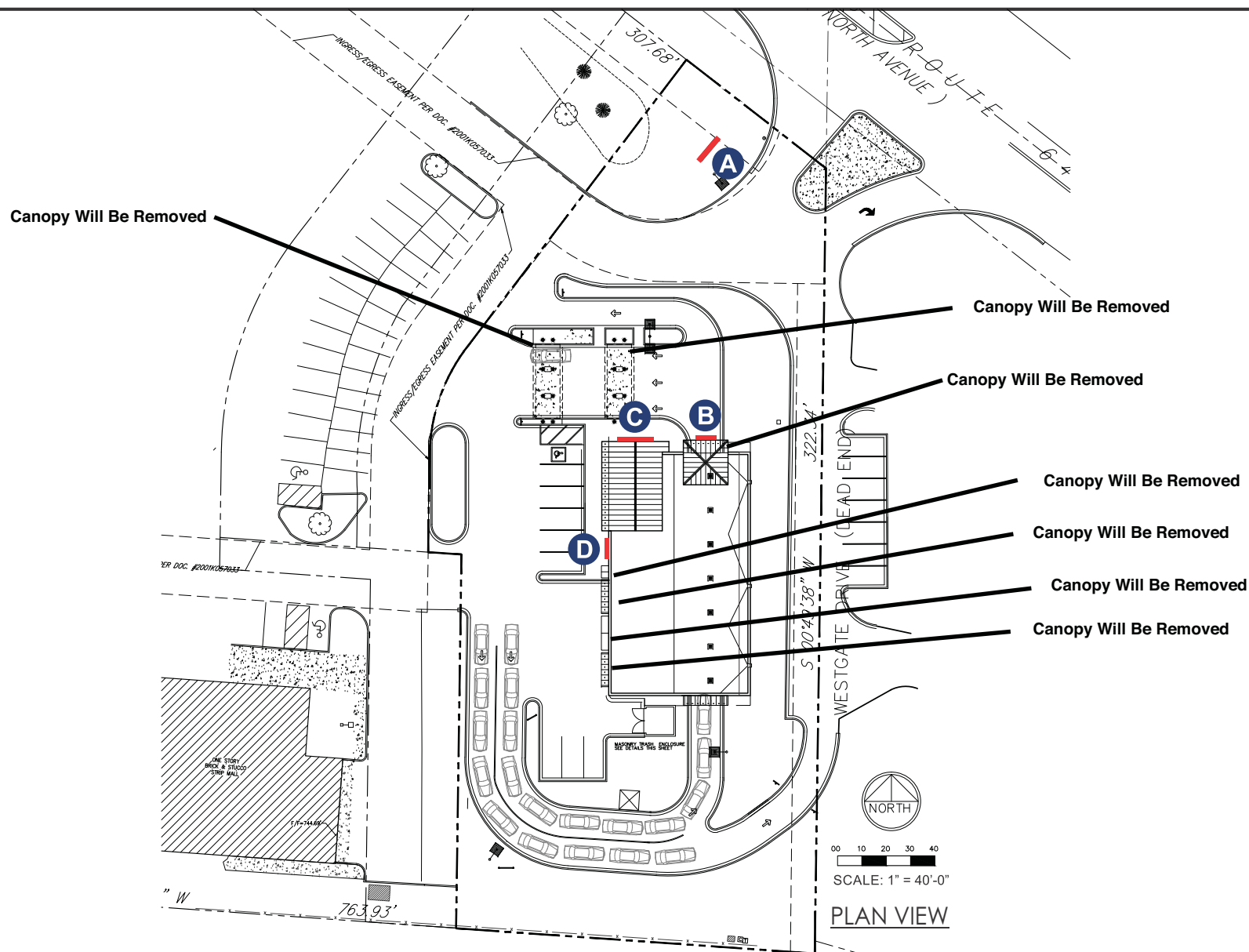
Prepared For:

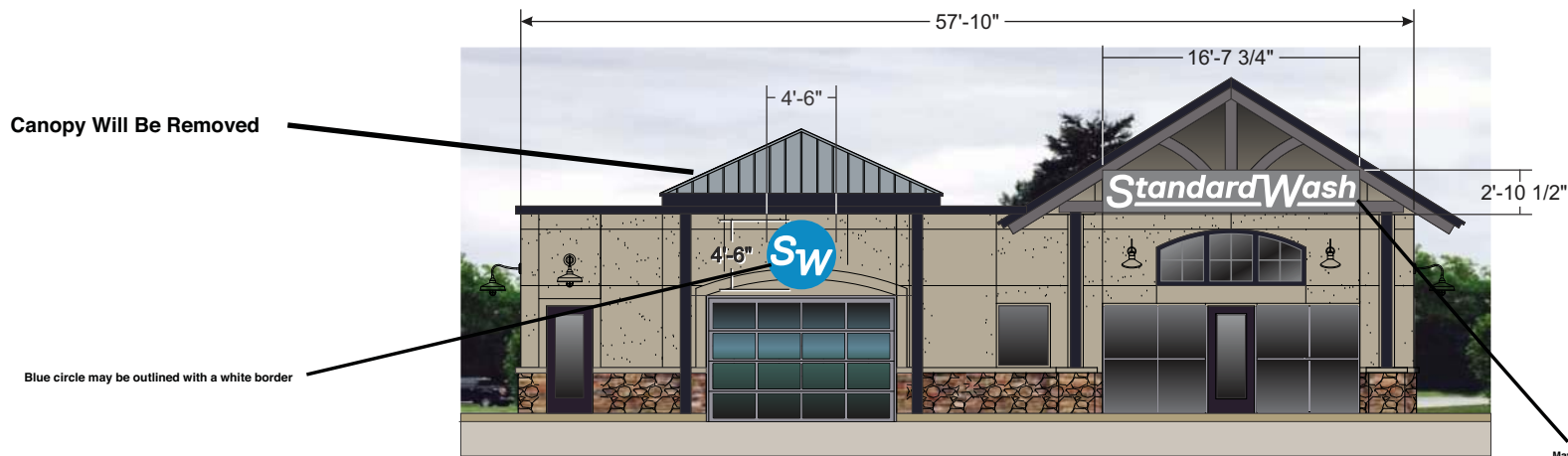
One Compertes LLC, Bullet Wash 1
1229 N. North Branch St, Suite 201
Chicago, IL 60642
STANDARD WASH - 8T CHARLES, IL
2425 W. 10th St.
St. Charles, Illinois

Prepared By:

Walcmark Engineering
2041 Glenview Road, Suite 110, Glenview, IL 60025
Phone: 822-279-0007, Fax: 822-279-0008, www.walcmark-engineering.com

CHECKED BY: LAMBLER
DESIGN BY: LAMBLER
DRAWN BY: DOLSON
DATE: SEPTEMBER 8, 2015
SCALE: 1" = 20'
PROJECT NO.: 15-069





NOTE: FIELD VERIFICATION SURVEY REQUIRED TO DETERMINE ACTUAL SIZES, CONDITIONS, MATERIALS, ETC. BEFORE PERMITTING, MANUFACTURE AND INSTALLATION OF NEW SIGNS.

This original drawing was specifically created for your project and is property of Quantum Sign Corporation. It is not intended for exhibition or distribution to anyone outside of your organization and should not be reproduced or copied in any fashion.

86.75 SQUARE FEET OF SIGNAGE ALLOWED

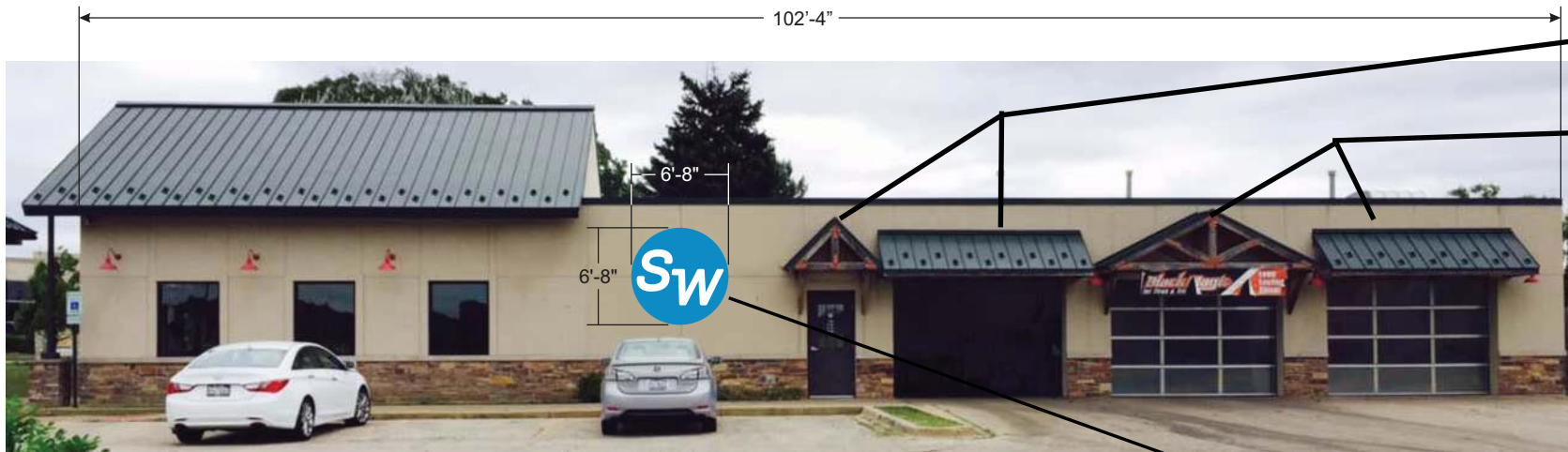
66.03 SQUARE FEET OF SIGNAGE SHOWN

May utilize a blue display board instead of grey. Letters will be white and will be illuminated. Letters may be outlined with blue or rear lit with a blue color.

B INTERNALLY ILLUMINATED "SW" LOGO - VERSION 1

C INTERNALLY ILLUMINATED "STANDARD WASH" LETTERS ON BACKGROUND PANEL - VERSION 1

WEST ELEVATION - SCALE: 1/8" = 1'-0"



Canopies Will Be Removed

Canopies Will Be Removed

153.5 SQUARE FEET OF SIGNAGE ALLOWED

44.44 SQUARE FEET OF SIGNAGE SHOWN

Blue circle may be outlined with a white border

D INTERNALLY ILLUMINATED "SW" LOGO - VERSION 1

NORTH ELEVATION - SCALE: 1/8" = 1'-0"



693 Heartland Drive - Sugar Grove, IL 60554
630.466.0372 P - 630.466.0564 F
www.quantumsigncorp.com

Customer: Standard Wash
Job Name: (Same)
Address: North Avenue & Peck Road
City: St. Charles State: IL 60175

Scale: As Noted
File Name: Standard Wash - St. Charles SCALE CONCEPT 2.cdr
Salesperson: Tom Campana

Rev. Date:
Rev. Date:
Rev. Date:
Orig. Date: 8-28-2015

Drawn By:
TV

Page 4 of 5

NOTE: FIELD VERIFICATION SURVEY REQUIRED TO DETERMINE ACTUAL SIZES, CONDITIONS, MATERIALS, ETC. BEFORE PERMITTING, MANUFACTURE AND INSTALLATION OF NEW SIGNS.

This original drawing was specifically created for your project and is property of Quantum Sign Corporation. It is not intended for archiving or distribution to anyone outside of your organization and should not be reproduced or copied in any fashion.



SOUTHEAST ELEVATION - AS IS
SCALE: 3/8" = 1'-0"

Note: Dimensions may change slightly as we have not decided on aspect ratio for the LED Display Board. Over all display square footage would still be less than 48.75 sq. ft. per side and the LED Display Board will not exceed 50% of display including the cabinet that houses the LED Display Board. For example we may go with a 5'x4' LED board instead of the proposed 3'5"x6'11.5". This would change the width of the overall sign as it would be smaller in width. The height would remain the same at 15'. If height changes at all it would only be less than 15'.



A SOUTHEAST ELEVATION - WITH INTERNALLY ILLUMINATED DOUBLE-FACED MONUMENT **VERSION 1** (NOTE: THIS SIGN IS IDENTICAL ON BOTH SIDES).
SCALE: 3/8" = 1'-0"

48.75 SQUARE FEET OF "DISPLAY" ALLOWED
48.71 SQUARE FEET OF "DISPLAY" SHOWN



693 Heartland Drive - Sugar Grove, IL 60554
630.466.0372 P - 630.466.0564 F
www.quantumsigncorp.com

Customer: Standard Wash
Job Name: (Same)
Address: 3255 W. Main Street
City: St. Charles

State: IL 60175

Scale: As Noted

File Name: Standard Wash - St. Charles SCALE CONCEPT 2.cdr

Salesperson: Tom Campana

Rev. Date:

Rev. Date: 9-8-2015

Rev. Date: 9-2-2015

Orig. Date: 8-28-2015

Drawn By:

TV

Page 2 of 6

Canopy height: 8 ft.



Vacuum height: 9 ft.





AGENDA ITEM EXECUTIVE SUMMARY

Title:	Plan Commission Recommendation to approve a General Amendment to Title 17 of the St. Charles Municipal Code (Zoning Ordinance) pertaining to design review standards and guidelines for one a two-family dwellings in the RT and CBD-2 zoning districts.
Presenter:	Ellen Johnson

Please check appropriate box:

	Government Operations		Government Services
X	Planning & Development – (9/14/15)		City Council
	Public Hearing		

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

If NO, please explain how item will be funded:

Executive Summary:

Staff is proposing to establish Design Standards and Guidelines for single and two-family homes in the RT Traditional Residential and CBD-2 Mixed Use Business zoning districts.

The Zoning Ordinance adopted in 2006 established the RT Traditional Residential zoning districts for the city's older residential neighborhoods in order to reflect the development pattern found in those areas. Incentives for traditional design elements such as front porches and detached garages were incorporated.

Also added to the Zoning Ordinance in 2006 was an advisory, staff level design review process called "Residential Architectural Consultation" (RAC). The intent of RAC is to encourage compatible infill development in the city's older neighborhoods. RAC is required for new homes, additions, and exterior alterations in the RT zoning districts. Staff comments made during the RAC process are advisory only. The Zoning Ordinance does not provide any guidelines for staff or applicants to refer to.

Staff is proposing to replace the advisory RAC process with a more formalized staff-level review process based on Design Standards and Guidelines. The Standards and Guidelines were drafted by Staff with input from the Plan Commission based upon a review of houses constructed in the RT districts since 2006. Standards are binding requirements, while guidelines are meant to be applied with flexibility. Few standards are proposed; most are guidelines.

The Design Standards and Guidelines will provide permit applicants with clear information regarding the City's design expectations and will help facilitate consistent review by City staff.

Plan Commission Review

The Plan Commission held a public hearing for the General Amendment on 9/8/15. The Commission voted 7-0 to recommend approval of the General Amendment, with the condition that three edits be made to the Design Review Standards and Guidelines. These changes have been incorporated.

Attachments: *(please list)*

Plan Commission Resolution, Staff Report, General Amendment Application

Recommendation / Suggested Action *(briefly explain):*

Plan Commission Recommendation to approve a General Amendment to Title 17 of the St. Charles Municipal Code (Zoning Ordinance) pertaining to design review standards and guidelines for one a two-family dwellings in the RT and CBD-2 zoning districts.

For office use only:	Agenda Item Number: 3 j
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City of St. Charles, Illinois
Plan Commission Resolution No. 14-2015

A Resolution Recommending Approval of a General Amendment to Chapter 17.04 “Administration”, Section 17.04.230 “Design Review” and Section 17.04.250 “Residential Architectural Consultation” and Ch. 17.06 “Design Review Standards and Guidelines” (Design Review Standards and Guidelines for One- and Two-family Dwellings in the RT and CBD-2 Zoning Districts)

Passed by Plan Commission on September 8, 2015

WHEREAS, it is the responsibility of the St. Charles Plan Commission to hold public hearings and review requests for amendments to Title 17, “Zoning”; and

WHEREAS, the Plan Commission held a public hearing and has reviewed the petition for a General Amendment to Ch. 17.04 “Administration”, Section 17.04.230 “Design Review” and Section 17.04.250 “Residential Architectural Consultation” and Ch. 17.06 “Design Review Standards and Guidelines” (Design review standards and guidelines for one- and two-family dwellings in the RT and CBD-2 zoning districts); and

WHEREAS, in accordance with Section 17.04.320.C, the Plan Commission has considered the following criteria for General Amendment:

1. The consistency of the proposed amendment with the City’s Comprehensive Plan

- Page 43 of the Comprehensive Plan, Residential Land Use Policies:
“Preserve the character of the City’s existing single family residential neighborhoods.”
The purpose of the proposed design standards and guidelines is to ensure that new dwellings in St. Charles’ older residential areas are compatible with the character of the neighborhood.
- Page 22, Residential Areas Goal 3:
“Develop new housing that is representative of the local character and take advantage of the local goods and services the City offers.”
- Page 22, Residential Areas Goal 3, Objective 3:
“Develop a Residential Design & Pattern Book and Manual to ensure that new and infill residential construction (including infill and teardown construction) and additions are of an appropriate scale and character to surrounding architecture.” The proposed design standards and guidelines will act as a manual of sorts and will include both design requirements that new buildings and additional must meet and guidelines that are intended to be applied with flexibility, in order to provide clear direction regarding the City’s expectations for residential design in St. Charles’ older neighborhoods.

2. The consistency of the proposed amendment with the intent and general regulations of this Title.

Under Ch. 17.04, Section 17.04.250, “Residential Architectural Consultation” (RAC) is required prior to issuance of a building permit for one and two family dwellings in the RT and CBD-2 Districts. The purpose of RAC is to “help preserve the character of older neighborhoods in St. Charles”. The review process stipulates that City staff provide permit applicants with recommendations for appropriate design. A list of topics the recommendations may address is provided. However, there are no specific guidelines or requirements listed. This has led to inconsistency in comments provided by staff to applicants and does not provide applicants with clear direction regarding the City’s expectations prior to designing the structure. Proposed is replacement of the RAC review process with Design Review. Design standards and guidelines for one and two-family dwellings in the RT and CBD-2 Districts are proposed to be added to the Design Review chapter of the Zoning Ordinance. The proposed design standards and guidelines will provide applicants with clear information regarding the City’s design expectations and will allow consistent review by City staff, thereby more effectively meeting the original intent of the RAC process.

3. Whether the proposed amendment corrects an error or omission, adds clarification to existing requirements, is more workable than the existing text, or reflects a change of policy.

As stated above, the Zoning Ordinance currently provides a means of reviewing the design of single and two-family structures in the RT and CBD-2 Districts through the Residential Architectural Consultation (RAC) review process. The proposed design standards and guidelines will clarify the City’s expectations for architectural design in St. Charles’ older neighborhoods. The review process will be an administrative, staff-level process, similar to the process currently required for RAC.

In addition, the proposed standards and guidelines make reference to, where applicable, existing Zoning Ordinance requirements that are unique to the RT and CBD-2 Districts. This will provide a centralized location in the Zoning Ordinance where special requirements for residential development in the RT and CBD-2 districts can be found.

4. The extent to which the proposed amendment would be in the public interest and would not serve solely the interest of the applicant.

The proposed design standards and guidelines will help to preserve the character of St. Charles’ older residential neighborhoods by ensuring that building placement, massing, proportion, roof form, architectural detailing, windows, doors, entrances, and garages are compatible with the surrounding neighborhood.

5. The extent to which the proposed amendment creates non-conformities.

The amendment will not create nonconformities. The proposed design standards and guidelines will apply only to new construction and exterior alterations of existing homes within the RT and the CBD-2 districts (one and two-family dwellings only). Existing structures will not be required to come into compliance with the design standards and guidelines.

6. The implications of the proposed amendment on all similarly zoned property in the City.

The proposed design standards and guidelines will apply to all property in the City zoned RT-1, RT-2, RT-3, RT-4, and CBD-2.

NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to City Council approval of a General Amendment to Ch. 17.04 “Administration”, Section 17.04.230 “Design Review” and Section 17.04.250 “Residential Architectural Consultation” and Ch. 17.06 “Design Review Standards and Guidelines” (Design review standards and guidelines for one- and two-family dwellings in the RT and CBD-2 zoning districts).

Roll Call Vote:

Ayes: Wallace, Kessler, Doyle, Holderfield, Pretz, Frio, Spruth

Nays:

Absent: Schuetz, Macklin-Purdy

Motion Carried: 7-0

PASSED, this 8th day of September 2015.

Chairman
St. Charles Plan Commission

Community & Economic Development
Planning Division

Phone: (630) 377-4443

Fax: (630) 377-4062



Staff Report

TO: Chairman Todd Bancroft
And Members of the Planning and Development Committee

FROM: Ellen Johnson, Planner

RE: Application for a General Amendment to Title 17 of the City Code (Zoning Ordinance) regarding Design Standards and Guidelines for single and two-family dwellings in the RT and CBD-2 Zoning Districts

DATE: September 9, 2015

I. GENERAL INFORMATION

Project Name: General Amendment – RT & CBD-2 Design Standards & Guidelines

Applicant: City of St. Charles

Purpose: Establish design review standards and guidelines for single and two-family homes in the RT Traditional Residential and CBD-2 Mixed Use Business zoning districts.

II. BACKGROUND

RT & CBD-2 Zoning Districts

The RT Traditional Residential Zoning Districts comprise the City's older residential neighborhoods, generally surrounding downtown. These neighborhoods were subdivided and built prior to the 1950s, although many contain individual houses constructed in later years. There are four RT districts:

- RT-1 Traditional Single-Family Residential; minimum lot size = 8,400 sf.
- RT-2 Traditional Single-Family Residential; minimum lot size = 6,600 sf.
- RT-3 Traditional Single-Family Residential; minimum lot size = 5,000 sf.
- RT-4 Traditional Single and Two-Family Residential; minimum lot size = 5,000s f.

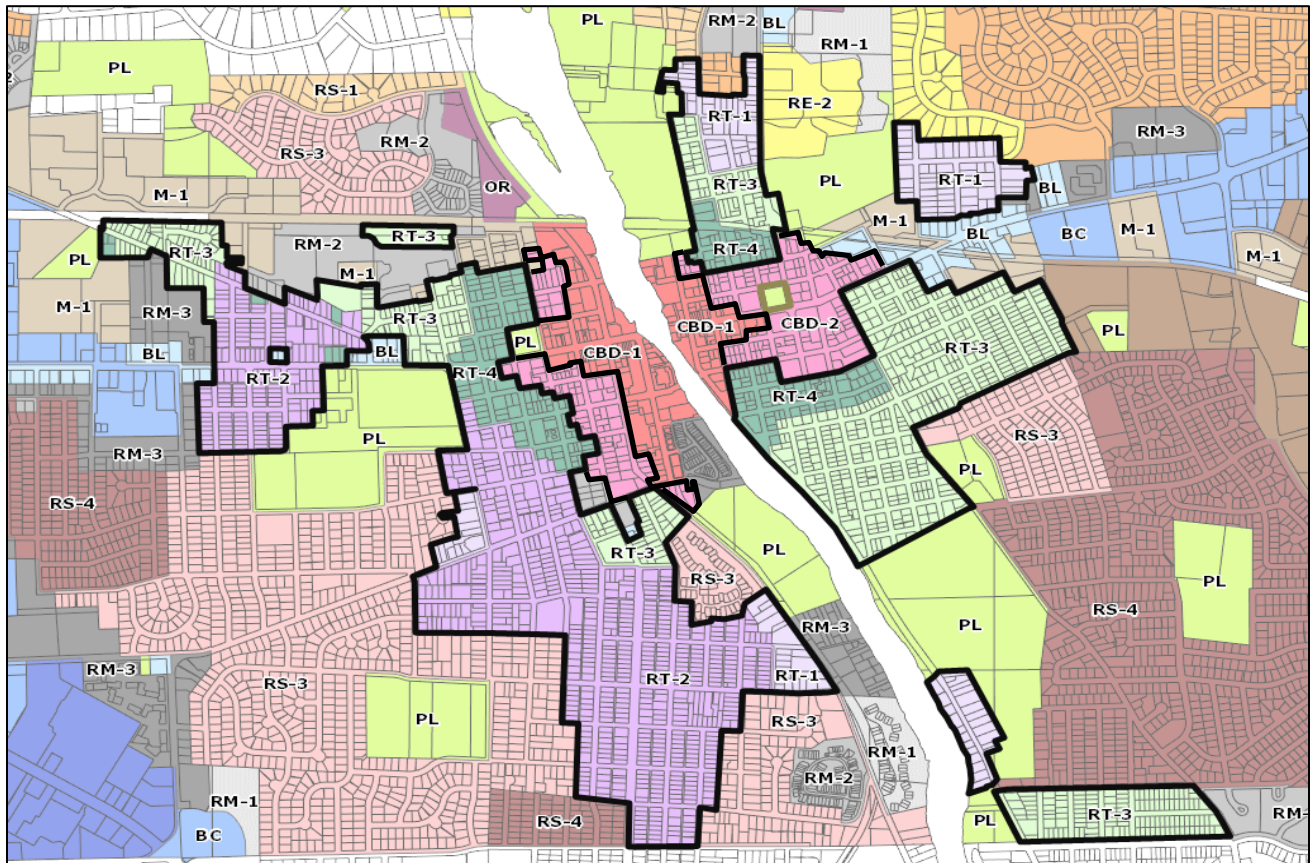
As stated in the Zoning Ordinance, the purpose of the RT Districts is as follows:

"To preserve [moderate, medium, higher density] residential development in older neighborhoods of the City, and to accommodate new residential development with a similar character."

The CBD-2 Mixed Use Business District serves as a transitional zoning district between the downtown central business district and residential neighborhoods. Both commercial and residential uses are permitted in the CBD-2 District. The required lot size for a single-family home is 5,000 sf, similar to the RT-3 and RT-4 districts. The purpose of the CBD-2 District is as follows:

“To provide for a properly scaled mixed-use transition between single-family residential neighborhoods and the retail core of the CBD-1 Central Business District. The CBD-2 District permits a mix of retail, service, office, and medium-density residential uses within buildings that are of a reduced height and scale than that permitted in the CBD-1 District.”

Location of RT and CBD-2 Districts:



Previous Zoning Ordinance

Prior to adoption of the current Zoning Ordinance in 2006, the zoning bulk requirements (i.e setbacks, building height, building coverage) for the city’s older residential neighborhoods did not reflect the historical development patterns found in these areas. The zoning regulations allowed for incompatible infill development that was out of scale with the existing neighborhood. No design or architectural review process was required for new development in these neighborhoods.

Current Zoning Ordinance

In order to encourage more compatible infill development in the older residential neighborhoods, the current Zoning Ordinance, adopted in 2006, established the RT Traditional Residential zoning districts, with bulk requirements that more closely matched the development pattern of these areas, including reduced building setbacks, coverage, and height. Additional provisions to incentivize traditional elements in the RT districts were also codified, including: a building coverage bonus for providing a detached garage or alley accessed garage; a requirement that attached garages must be set back 5 ft. from the house; and that unenclosed porches can encroach up to 8 feet into the front or rear setback and are not

included in the building coverage calculation. In addition, an advisory review process called Residential Architectural Consultation (RAC) was established (see below).

Residential Architectural Consultation

New construction, additions, and exterior alterations within the RT zoning districts are required to undergo Residential Architectural Consultation (Section 17.04.250). The Purpose of RAC is as follows:

“To help preserve the character of older neighborhoods in St. Charles by providing applicants advice and guidance on the appropriate design and location of residential structures to maximize their compatibility within older neighborhoods and to enhance their long-term viability.”

RAC is a staff-level design review process. As part of building permit review, Planning Division staff review the exterior appearance of new homes, additions, and exterior alterations and provides comments to the permit applicant on topics pertaining to: façade articulation; placement, size and framing of windows and doors; roof forms; design compatibility of building additions; and building materials. Staff comments are advisory only; applicants are not required to modify their plans in response to staff comments.

While the Zoning Ordinance provides a general list of topics around which RAC comments may be made, specific guidelines on what constitutes “appropriate design” are not provided. This lack of guidance has led to inconsistencies in the comments provided to applicants by staff depending on who is performing the RAC review. This lack of guidelines also means that permit applicants are not aware of the City’s design expectations prior to commissioning an architect to design the plans. Because comments are advisory only, applicants rarely adjust their plans after receiving RAC comments.

Design Review

Design Review is a required staff-level review process that already exists in the Zoning Ordinance for development within commercial and multi-family zoning districts. The purpose of Design Review is as follows:

“To ensure that development and redevelopment occur in a manner that promotes the general welfare of the City, is harmonious with surrounding properties, and is consistent with the City’s ordinances and Comprehensive Plan.”

Upon application for building permit, Planning Division staff review the proposed site layout and architectural design against specific standards and guidelines provided in the Zoning Ordinance (Ch. 17.06). Standards are specific requirements that must be met, while guidelines are meant to be applied with more flexibility. If a proposal does not meet a design standard, it must be altered to comply. If a proposal does not meet a design guideline, it may be acceptable, if the applicant can show that the intent for the specific category of standards and guidelines is still being met.

Comprehensive Plan

The Comprehensive Plan states support for preserving the character of St. Charles older residential neighborhood through encouraging compatible infill development and redevelopment.

Ch. 3 Goals and Objectives – Residential Areas (p.22)

Goal 3:

“Develop new housing that is representative of the local character and take advantage of the local goods and services the City offers.”

Objective 3:

“Develop a Residential Design and Pattern Book and Manual to ensure that new and infill residential construction (including infill and teardown construction) and additions are of an appropriate scale and character to surrounding architecture.”

Ch. 4 Land Use Plan – Residential Land Use Policies (p.43)

Reserve the character of the City’s existing single family residential neighborhoods...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.”

Ch. 9 Culture and Identity Plan – Development Character & Urban Design Recommendations (p.122)

“...Infill development should strive to reflect the context in terms of site design, massing and scale, and architectural design.”

III. PROPOSAL

Staff proposes to eliminate the advisory Residential Architectural Consultation (RAC) process from the Zoning Ordinance and instead require Design Review for single and two-family dwellings in the RT and CBD-2 zoning districts. Staff proposes Design Review Standards and Guidelines against which new dwellings, additions, and exterior alterations will be reviewed. This will provide applicants with clear information regarding the City’s design expectations and will allow consistent review by City staff, ultimately helping to ensure that new development in the city’s older residential neighborhoods is compatible.

1. Add the following section to **Ch. 17.06 Design Review Standards and Guidelines**:

Section 17.06.060 Standards and Guidelines – RT-1, RT-2, RT-3, RT-4, and CBD-2 Districts (one and two-family dwellings only) – see full text attached.

- Similar format as existing design standards and guidelines for commercial and multi-family zoning districts.
- Seven categories: site layout and context; garages; massing and proportion; roofs; architectural details; windows, doors and entrances; additions and exterior alterations.
- For each category, the intent of the provisions under the category is provided, followed by design standards and guidelines.
- Standards must be met; guidelines are meant to be applied with flexibility.
- Most provisions are guidelines (non-binding).
- Existing zoning requirements are referenced under “standards”, where applicable. This will provide a centralized location within the Zoning Ordinance for applicants to reference when looking for requirements for new homes in the subject zoning districts.

2. Modify Section **17.04.230 Design Review** as follows:

B. 1. Design Review is not required for one and two family dwellings on individual lots in any RS Suburban Residential or RE Estate Residential zoning district.”

- Design Review will be required for one and two family dwellings within the zoning districts not listed (i.e. the RT Traditional Residential and CBD-2 zoning districts).

3. Modify **Section 17.04.230 Design Review** as follows:

B. When Required

Administrative Design Review approval shall be required prior to issuance of Building Permits and Site Development Permits for new buildings, building additions, exterior alterations, signs and site improvements such as paving, parking lots, lighting and grading...”

- Design Review will be required for exterior alterations, in addition to new buildings and additions.

4. Remove **Section 17.04.250 Residential Architectural Consultation**.

- The advisory RAC process will be replaced with a Design Review process based on defined standards and guidelines. Design Review will be required for one and two family dwellings in the RT and CBD-2 districts, instead of RAC.

IV. PLAN COMMISSION RECOMMENDATION

The Plan Commission held a public hearing for the General Amendment on 9/8/15. The Commission voted 7-0 to recommend approval of the General Amendment, with the condition that three edits be made to the design standards and guidelines. These changes have been incorporated.

CITY OF ST. CHARLES
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COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

GENERAL AMENDMENT APPLICATION

CITYVIEW

Project Name: GA - RT + CBD-2 Design Stds. + Guidelines
Project Number: 2015 -PR- 018
Application Number: 2015 -AP- 030

Received Date
RECEIVED
St. Charles, IL

AUG 20 2015

CDD
Planning Division

Instructions:

To request an amendment to the text of the St. Charles Zoning Ordinance (City Code Title 17), complete this application and submit it with all required attachments to the Planning Division.

City staff will review submittals for completeness and for compliance with applicable requirements prior to establishing a meeting or public hearing date for an application.

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

Applicant:	Name	City of St. Charles	Phone	630-377-4443
	Address	2 E. Main St. St. Charles, IL 60174	Fax	630-377-4062
			Email	ejohnson@stcharlesil.gov

Attachment Checklist

If multiple zoning or subdivision applications are being submitted concurrently, do not submit duplicate checklist items or plans. Fee must be paid for each application.

- ☐ **APPLICATION FEE:** Application fee in accordance with Appendix B of the Zoning Ordinance (\$500)
- ☐ **REIMBURSEMENT OF FEES AGREEMENT:**
An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Appendix B of the Zoning Ordinance.
- ☐ **REIMBURSEMENT OF FEES INITIAL DEPOSIT:**
Deposit of funds in escrow with the City. (For a General Amendment application only: \$1,000 deposit.)
- ☐ **FINDINGS:** Fill out the attached form or submit responses on a separate sheet.

❑ **WORDING OF THE REQUESTED TEXT AMENDMENT**

What is the amendment regarding?

Remove the Residential Architectural Consultation requirement and add Design Review Standards and Guidelines for single-family and two-family dwellings in the Traditional Residential Districts (RT-1, RT-2, RT-3, RT-4) and CDB-2 Mixed Use Business District.

What sections are proposed for amendment?

Chapters(s): 17.04; 17.06

Section(s): 17.04.230.B ; 17.04.250; 17.060.060 (add)

The wording of the proposed amendment: Insert below or attached wording on a separate page.

See attached.

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

Ellen Johnson
Applicant

8/20/15
Date

Remove Section: **17.04.250 Residential Architectural Consultation**

Change Section: **17.04.230.B** Administrative Design Review approval shall be required prior to issuance of Building Permits and Site Development Permits for new buildings, building additions, exterior alterations, signs and site improvements such as paving, parking lots, lighting and grading...

17.04.230.B.1 Design Review is not required for one and two family dwellings on individual lots in any RS Suburban Residential or RE Estate Residential zoning district.

Add the following:

17.06.060 Standards and Guidelines – RT-1, RT-2, RT-3, RT-4, and CBD-2 Districts (one and two-family dwellings only)

A. Site Layout and Context

Intent: To ensure building placement is compatible with neighboring properties and reflects the development pattern of the surrounding neighborhood.

Standards:

1. Buildings facades shall be oriented to the street. Front facades should squarely face the street and should not be set at an angle. However if adjacent homes are set at an angle the new home may be similarly sited.
2. Site grading shall be consistent with that of adjacent properties. The slope and elevation of the property shall not be altered in such a manner that results in an artificial change of grade.
3. The amount of front or exterior side yard covered by driveways shall be limited per Section 17.24.070.Z

Guidelines:

1. Setbacks (front, side, rear) should generally follow the averages for the block on which the new house is located. Front and exterior side yard setbacks may be reduced based on averaging of existing principal building setbacks along the street frontage of a block- See Table 17.12-2 for setback requirements.
2. Building and site layout should be compatible with existing topography and vegetation. Preservation of existing trees, particularly older growth trees, is recommended.
3. The coverage of driveways and parking areas in the front and exterior side yards should be minimized to the greatest extent possible.

B. Garages

Intent: To reduce the appearance and prominence of garages in order to maintain a pedestrian friendly streetscape.

Standards:

1. Garages shall meet the provisions of Section 17.22.020 Accessory Buildings and Structures, including but not limited to: requirement to provide access from a public alley; limitations on garage door width; and requirements to set back street-facing attached garages from the remainder of the building.
2. Detached garages shall be consistent with the architectural style of the house. Use of similar window styles, exterior materials, and trim detailing is required.

Guidelines:

1. Detached or rear-loaded garages are recommended. A Building Coverage bonus shall be provided where a detached garage or an attached garage accessed via an alley is provided. See Table 17.12-2.
2. Street-facing doors on attached garages should incorporate glass panel windows.
3. The use of individual bay doors (single stall) is preferred over double-wide doors, particularly for street-facing attached garages. Stepped back, separate garage doors should also be considered to further soften the impact of a street-facing attached garage.

C. Massing and Proportion

Intent: To reduce the appearance of mass and to encourage new houses to match the scale of the existing neighborhood.

Standards:

1. Buildings shall comply with the Bulk Requirements provided in Table 17.12-2 (including setbacks, building coverage, and building height).

Guidelines:

1. Scale, proportions, and height, should be compatible with adjacent homes and with the general characteristics of homes in the surrounding neighborhood. For example, effort should be made to limit the height, or reduce the appearance of height, of a two-story house constructed among single-story houses.
2. Simple building forms and shapes are encouraged.
3. The following methods may be incorporated to reduce the apparent mass of a home:
 - a. Step back portions of the home. For example, set the second story back a number of feet from the first story or add an unenclosed porch on the first story.
 - b. Use dormers to break up roof mass, if consistent with the architectural style of the home.
 - c. Incorporate horizontal design detailing to visually break up flat walls. Examples include wide skirt boards, mid-section trim between stories, frieze boards along roof eaves, partial or complete gable returns, or a change in siding or masonry patterns or materials.

D. Roofs

Intent: To encourage roofs and rooflines that add character and interest to a home, while blending with the roof forms found throughout the existing neighborhood.

Guidelines:

1. The form, pitch, and scale of roofs should be compatible with the surrounding neighborhood.
2. Roof form, pitch, and scale should match the architectural style of the house.
3. Simple gabled and hipped roof forms are preferred.
4. Eaves that extend a sufficient distance to create shadow lines are encouraged if appropriate for the architecture of the structure.
5. The roof of the garage and other accessory structures should mimic the roof of the house in both form and pitch.
6. Mansard and flat roofs should be used only if appropriate for the architectural style of the house.

E. Architectural Details

Intent: To promote architectural interest and design that complements the traditional building styles found in older neighborhoods.

Standards:

1. "360 degree architecture" is required, meaning that facades must be designed to be viewed from all directions. At a minimum, the same window types and similar trim detailing to the front elevation must be used on the side and rear elevations.

Guidelines:

1. Use of masonry should be consistent on all façades. Use of masonry on the front façade only is discouraged.
2. The use of exterior trim detailing is recommended. In addition to window casing, such detailing includes: wide vertical corner boards, skirt boards, frieze boards, and mid-section trim.
3. The limited use of decorative elements such as gable trusses, exposed rafters, arched doors and windows, quoins, pediments, etc. is encouraged, provided such elements do not overwhelm or clutter the home's appearance and are appropriate for the architectural style of the home.
4. All window openings should be articulated by window casing of at least four (4) inches if the primary wall material is siding.
5. Shutters should only be utilized where appropriate for the architectural style of the building. If shutters are used, they should exactly match the window size.
6. Chimneys should be masonry when located on a street-facing elevation.

F. Windows, Doors, and Entrances

Intent: To promote an inviting presence that contributes to the pedestrian friendly character of the neighborhood.

Guidelines:

1. The home's primary entrance should be located at the front of the house, facing the street.
2. The front entry should be the predominate feature on the front elevation. Multi-story entry features should be used only when architecturally appropriate.
3. Open, full-width front or wrap-around porches are recommended to emphasize the front entrance. Porches should be at least six (6) to eight (8) feet in depth and constructed in a manner so as to be fully functional. Porch detailing should be consistent with the architecture of the house.
4. Unenclosed Porches are permitted to encroach up to eight (8) feet into the front, exterior side or rear yards. Unenclosed porches are not included in the calculation of Building Coverage. For the definition of an Unenclosed Porch vs. Enclosed Porch and Building Coverage, see Ch. 17.30. For information on permitted yard encroachments, see Section 17.22.030.
5. Windows should be incorporated on all elevations.
6. Window openings and panes should be similarly proportioned throughout.
7. Windows should be placed in a manner that creates a balanced elevation on all sides of the house.
8. Double-hung or casement windows are preferred. The use of fixed and large, undivided pane windows should be limited.
9. The use of window muntins (divides) should be consistent for all windows.
10. The style of windows and doors (particularly the front door) should complement the architectural style of the house.
11. In addition to window casing, design elements such as window muntins (divides), window sills, and head trim, should be incorporated if such details are appropriate for the architectural style of the house.

G. Additions and Exterior Alterations

Intent: To ensure additions and exterior alterations are complementary to the existing home and blend with the neighborhood.

Standards:

1. Additions and exterior alterations shall abide by the applicable standards and guidelines in Section 17.06.060 A-F.

Guidelines:

1. Additions should match the scale and mass of the original structure.
2. Additions and exterior alterations should match the existing house in exterior materials, color, architectural style and detailing, window proportion and type, and roof form, pitch, and color.

Findings of Fact – General Amendment

1. The consistency of the proposed amendment with the City’s Comprehensive Plan.

- Page 43 of the Comprehensive Plan, Residential Land Use Policies:
“Preserve the character of the City’s existing single family residential neighborhoods.” The purpose of the proposed design standards and guidelines is to ensure that new dwellings in St. Charles’ older residential areas are compatible with the character of the neighborhood.
- Page 22, Residential Areas Goal 3:
“Develop new housing that is representative of the local character and take advantage of the local goods and services the City offers.”
- Page 22, Residential Areas Goal 3, Objective 3:
“Develop a Residential Design & Pattern Book and Manual to ensure that new and infill residential construction (including infill and teardown construction) and additions are of an appropriate scale and character to surrounding architecture.” The proposed design standards and guidelines will act as a manual of sorts and will include both design requirements that new buildings and additions must meet and guidelines that are intended to be applied with flexibility, in order to provide clear direction regarding the City’s expectations for residential design in St. Charles’ older neighborhoods.

2. The consistency of the proposed amendment with the intent and general regulations of this title.

Under Ch. 17.04, Section 17.04.250, “Residential Architectural Consultation” (RAC) is required prior to issuance of a building permit for one and two family dwellings in the RT and CBD-2 Districts. The purpose of RAC is to “help preserve the character of older neighborhoods in St. Charles”. The review process stipulates that City staff provide permit applicants with recommendations for appropriate design. A list of topics the recommendations may address is provided. However, there are no specific guidelines or requirements listed. This has led to inconsistency in comments provided by staff to applicants and does not provide applicants with clear direction regarding the City’s expectations prior to designing the structure. Proposed is replacement of the RAC review process with Design Review. Design standards and guidelines for one and two-family dwellings in the RT and CBD-2 Districts are proposed to be added to the Design Review chapter of the Zoning Ordinance. The proposed design standards and guidelines will provide applicants with clear information regarding the City’s design expectations and will allow consistent review by City staff, thereby more effectively meeting the original intent of the RAC process.

3. Whether the proposed amendment corrects an error or omission, adds clarification to existing requirements, is more workable than the existing text, or reflects a change in policy.

As stated above, the Zoning Ordinance currently provides a means of reviewing the design of single and two-family structures in the RT and CBD-2 Districts through the Residential Architectural Consultation (RAC) review process. The proposed design standards and guidelines will clarify the City’s expectations for architectural design in St. Charles’ older neighborhoods. The review process will be an administrative, staff-level process, similar to the process currently required for RAC.

In addition, the proposed standards and guidelines make reference to, where applicable, existing Zoning Ordinance requirements that are unique to the RT and CBD-2 Districts. This will provide a centralized location in the Zoning Ordinance where special requirements for residential development in the RT and CBD-2 districts can be found.

4. The extent to which the proposed amendment would be in the public interest and would not serve the interest of the applicant.

The proposed design standards and guidelines will help to preserve the character of St. Charles' older residential neighborhoods by ensuring that building placement, massing, proportion, roof form, architectural detailing, windows, doors, entrances, and garages are compatible with the surrounding neighborhood.

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

The amendment will not create nonconformities. The proposed design standards and guidelines will apply only to new construction and exterior alterations of existing homes within the RT and the CBD-2 districts (one and two-family dwellings only). Existing structures will not be required to come into compliance with the design standards and guidelines.

6. The implications of the proposed amendment on all similarly zoned property in the City.

The proposed design standards and guidelines will apply to all property in the City zoned RT-1, RT-2, RT-3, RT-4, and CBD-2.