		AGENDA ITEM EXECUTIVE SUMMARY						
		Title:	Presentation of a Concept Plan for Prairie Center					
		Presenter:	Russell Colby					
Please check appropriate box:								
	Government Operations				Government Services			
X	Planning & Development – (1/11/16)				City Council			
	Public Hearing							
Estimated Cost:		N/A		Budgeted:	YES		NO	
If NO, please explain how item will be funded:								
Executive Summary:								
<p>Shodeen Group, LLC has filed a Concept Plan application for Prairie Center, a proposed redevelopment of the 28-acre former St. Charles Mall property located north of IL Rt. 38/Lincoln Highway, south of Prairie Street, and east of Randall Road. The property is located within the West Gateway Sub Area as designated in the City's 2013 Comprehensive Plan. The property is identified as a Catalyst site and three different redevelopment land use alternatives for the site and adjacent property are shown in the Comprehensive Plan.</p> <p>The property is currently zoned BR Regional Business District, which does not permit residential land uses. The Concept Plan application includes 3 site plans and each includes a residential component, which would necessitate a rezoning of at least a portion of the property.</p> <ul style="list-style-type: none"> • Concept Site Plan #1 (PUD Plan) includes mixed-use buildings and multi-family residential buildings, and would necessitate a PUD approval due to the number of residential units. • Concept Site Plan #2 (Alternate “A”) includes mixed-use buildings and multi-family residential buildings, but would <u>not</u> require a PUD. • Concept Site Plan #3 (Alternate “B”) does <u>not</u> include mixed-use buildings, but includes a larger area of multi-family residential buildings, and would <u>not</u> require a PUD. <p>The Concept Plan was reviewed by the Plan Commission on 1/5/16. A summary of the Plan Commission comments is attached. The transcript of the Plan Commission meeting is also attached. (Note the transcript is considered a draft version of the meeting minutes until reviewed and approved by the Plan Commission at a future meeting.)</p>								
Attachments: <i>(please list)</i>								
Plan Commission comments; Staff Analysis Memo; Neighborhood Meeting summary; Concept Plan Applications; Concept Plan documents; Plan Commission meeting transcript (1/5/16)								
Recommendation / Suggested Action <i>(briefly explain):</i>								
<p>Provide feedback on the Concept Plan. Staff has provided questions the Committee may wish to consider to guide their feedback to the applicant.</p> <p>Given the considerable scope of the project and the spectrum of development options suggested in Comprehensive Plan, it is recommended that the Committee focus their comments on the land use and the development plan. Detailed information on the traffic/utilities/stormwater will be analyzed and reviewed later at the Preliminary Plan stage.</p>								
For office use only:		Agenda Item Number: 4a						

Community & Economic Development
Planning Division

Phone: (630) 377-4443

Fax: (630) 377-4062



STAFF MEMO

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

CC: Rita Tungare, Director of Community & Economic Development
Todd Wallace, Plan Commission Chairman
John McGuirk, City Attorney

FROM: Russell Colby, Planning Division Manager

RE: Plan Commission comments on Prairie Center Concept Plan

DATE: January 6, 2016

The Plan Commission reviewed the Concept Plan for Prairie Center on January 5, 2016.

Provided below is a summary of comments that were stated by the majority of the Commission members:

General

- Commissioners were pleased that a Concept Plan is being presented for the site.
- The PUD plan (#1) is preferred (*all subsequent comments relate to the PUD Plan*)
 - New studies (traffic, utilities, market, economic impact) will be required when formal applications are filed.
 - Commissioners expressed that consensus could be reached to satisfy the community and the developer.

Comprehensive Plan

- The Concept Plan as proposed does not adequately meet the objectives of the Comprehensive Plan. The Comprehensive Plan should not be amended to change the recommendations for the property.
- The Concept Plan most closely follows the “West Neighborhood Center” redevelopment alternative (Comp. Plan pg. 98), and the Concept Plan can be modified to more closely follow the West Neighborhood Center alternative.

Land Use / Site Design

- The land use balance is too heavy in residential uses as opposed to commercial uses.

- The primary street through the development should be oriented north-south through the entire site (from the main Lincoln Hwy./Rt. 38 entrance north to Prairie Street). The mixed use area should be oriented north-south along this street. In general, more mixed use buildings and retail uses are desired, particularly adjacent to existing commercial uses and along Prairie Street.
- The project needs to be a catalyst for the area and create a strong sense of place/identity. The development should have a defined neighborhood character and distinctive building architecture.
- The site should include a more defined street grid that is interconnected with surrounding property.
- The site should be walkable/pedestrian friendly, with connections to adjacent properties.
- Include community/public open spaces with a purpose for use (not leftover green spaces).
- Regarding residential unit count and density- do not focus on the number; rather focus on the land use balance and quality of the development.

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Fax: (630) 377-4062



STAFF ANALYSIS MEMO

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

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

CC: Rita Tungare, Director of Community & Economic Development
John McGuirk, City Attorney

FROM: Russell Colby, Planning Division Manager

RE: Concept Plan – Prairie Center

DATE: December 31, 2015

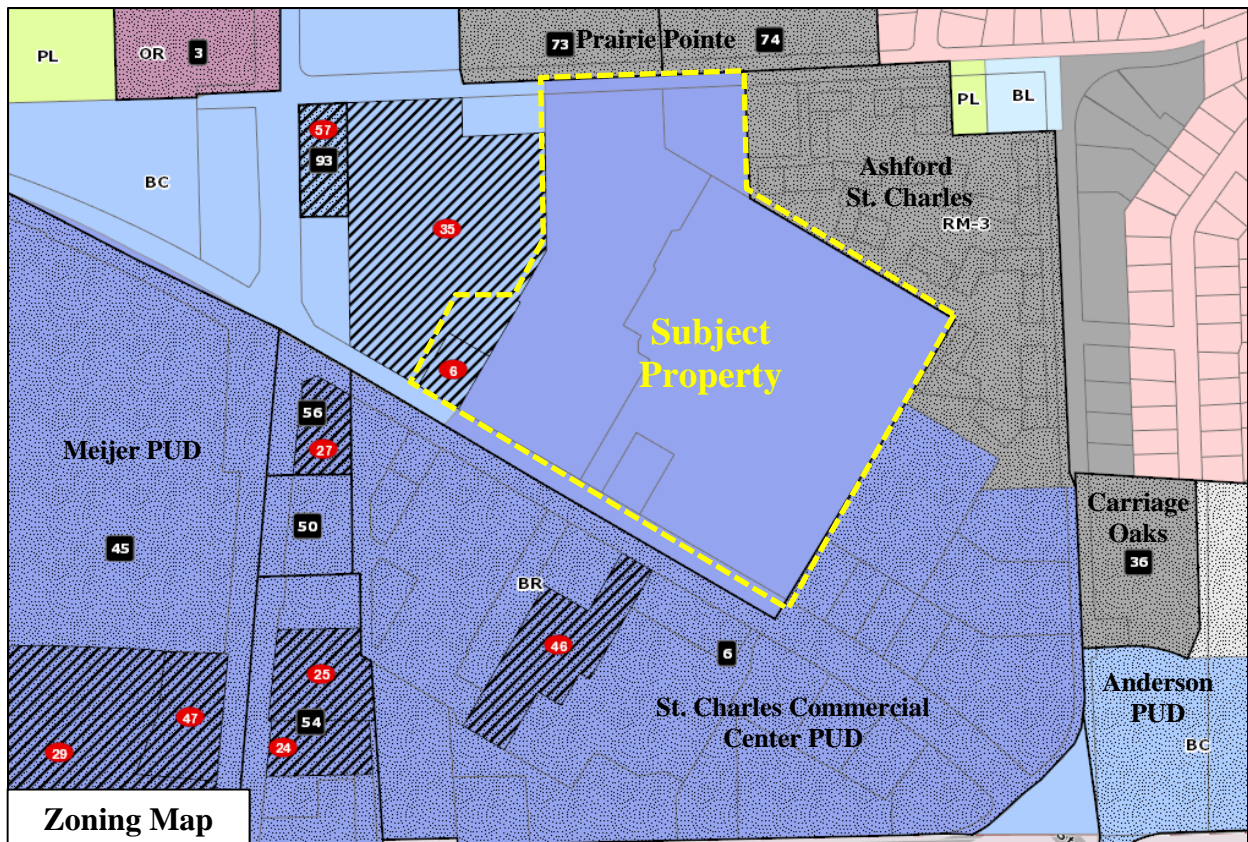
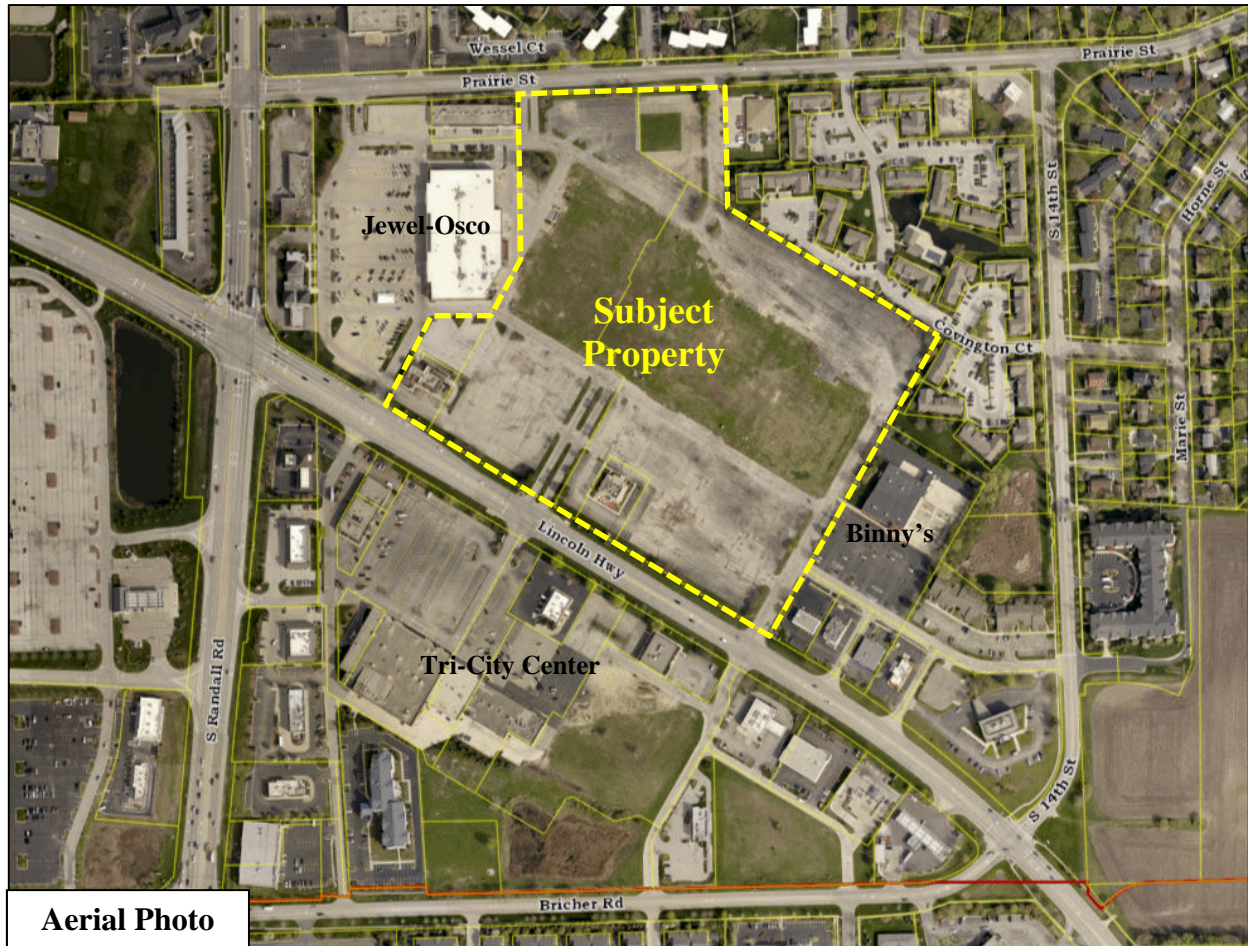
I. APPLICATION INFORMATION:

Project Name: Prairie Center

Applicant: Shodeen Group, LLC

Purpose: Concept Plan review for redevelopment of former St. Charles Mall property

General Information:		
Site Information		
Location	North of IL Rt. 38/ Lincoln Hwy., south of Prairie St., east of Randall Rd.	
Acres	27.65 acres	
Applications	Concept Plan	
Applicable Code	17.04 Administration	
Sections	17.12 Residential Districts, 17.14 Business and Mixed Use Districts	
Existing Conditions		
Land Use	Vacant	
Zoning	BR Regional Business District BC Community Business District - SU (former Burger King property)	
Zoning Summary		
North	RM-3 General Residential Dist. - PUD	Prairie Pointe Apartments (formerly Wessel Ct) Ashford St. Charles Apts. (formerly Covington)
East	BR Regional Business Dist. – PUD RM-3 General Residential Dist. - PUD	St. Charles Commercial Ctr.-Binny's, Jiffy Lube Ashford St. Charles Apts. (formerly Covington)
South	BR Regional Business Dist. – PUD	Tri-City Shopping Center
West	BC Community Business Dist. - SU	Jewel-Osco store with Drive-Through Retail strip on Prairie St.
Comprehensive Plan Designation		
Corridor/Regional Commercial and Potential Mixed Use (located in West Gateway Sub Area)		



II. BACKGROUND

The subject property is a 27.65-acre site comprised of:

- The former St. Charles Mall property
- Outlot parcels around the former St. Charles Mall property (former Burger King and former Colonial Café fronting Lincoln Hwy.; undeveloped outlot parcel fronting on Prairie Street)

Development History of the Site

St. Charles Mall

- 1980 – St. Charles Mall opens at the site. The mall consisted of a 290,000 square foot shopping center that included Spiess and K-Mart stores as main anchors.
- 1993 – Mall tenants began vacating the property.
- 1996 – Last tenant leaves and the St. Charles Mall closed.

Auto Mall proposal & TIF District

- 2000 – TIF District established. (The TIF district will expire in 2023.)
- 2002 – City entered a Redevelopment Agreement to facilitate the construction of an Auto Mall at the site. Zoning approval for an auto mall was granted.
- 2003 – Mall building was demolished.
- The Auto Mall project did not move forward.

Towne Centre Proposal

- 2007 – Shodeen submitted a Concept Plan for review of a mixed-use development with approximately 1,000 residential units and 250,000 square feet of commercial space. The proposal included 3 parking decks with approximately 2,000 parking spaces and multi-story buildings of up to 8 stories tall.
- 2008 – Shodeen filed formal zoning applications for the approval of the Towne Centre project. Applications included creation of a new mixed-use zoning district, rezoning of the entire property to the mixed use district, and PUD approval. The residential unit count was 777 units.
- Project was reviewed over 9 Plan Commission public hearings from Dec. 2008 to April 2010. The residential unit count was reduced to 675 units prior to the conclusion of the hearings.
- April-May 2010:
 - Plan Commission recommended approval of the project.
 - Planning & Development Committee recommended denial of the project.
 - City Council voted to deny the application to create the new mixed use zoning district, and therefore the rest of the zoning applications were dismissed.

Prairie Center Proposal

- May 2015 – Shodeen held a neighborhood meeting regarding the Prairie Center proposal. Shodeen presented a plan similar to the proposed PUD Concept Plan.
- October 2015 – Shodeen submits a Concept Plan Application for Prairie Center. The Concept Plan includes both the PUD Concept Plan and an Alternative Site Plan. The Alternate Site Plan would require only a rezoning request, with no PUD needed.
- November 2015 – Shodeen Group, LLC hosted a second neighborhood meeting that was facilitated by the City's Special Legal Counsel, Ancel Glink.

III. CONCEPT PLAN

The developer's Concept Plan submittal includes three site plans, referred to as Site Plan #1 (PUD plan), Site Plan #2 (rezoning plan with mixed use), and Site Plan #3 (rezoning plan without mixed use). A comparison of the development data for each version of the Concept Plan is provided in the table below.

The "Summary of Development" document submitted with the application describes each plan alternate in greater detail.

Development Data Summary			
	Concept Site Plan #1- PUD Plan	Concept Site Plan #2- Rezoning Plan, with mixed use area (a/k/a Alternate “A”)	Concept Site Plan #3- Rezoning Plan, no mixed use area (a/k/a Alternate “B”)
Land Uses:			
• Commercial- BR zoning	5.97 acres	5.97 acres	5.97 acres
• Mixed Use- CBD-1 zoning	21.68 acres (combined)	5.1 acres	None
• Residential- RM-3 zoning		16.47 acres	21.68 acres
Building data:			
Retail (in mixed use bldgs.)	54,600 sf	46,800 sf	None
Restaurant (in outlot buildings)	21,300 sf	21,300 sf	21,300
Residential units	609 units total	454 units total	433 units total
• In 3-story residential bldgs.	474 units	316 units	433 units
• In 4-story mixed use blgs.	135 units	138 units	-
Residential Density:			
• Density over total site area	22 du/acre	16.4 du/acre	15.6 du/acre
• Density over net area (mixed use and residential area)	28 du/acre	21 du/acre	20.0 du/acre
Parking Count (for purposes of comparing surface vs. covered parking)			
• Total	1,279	1,194	903
• Surface	670	994	806
• Garage	0	62	97
• Underground	609	138	0
Open Space:	10.55 acres	10.55 acres	Data not provided

PROPOSED ZONING DISTRICTS

The Concept Plans are divided into two or three land use areas that correspond with proposed zoning district designations:

BR Regional Business District: For the proposed commercial outlot buildings along Rt. 38.

BR is the existing zoning classification of the entire site (except for the former Burger King parcel, zoned BC Community Business).

BR District Purpose Statement, Section 17.14.010 C.

The purpose of the BR Regional Business District is to provide locations along Strategic Regional Arterial corridors for shopping centers and business uses that draw patrons from St. Charles, surrounding communities and the broader region. The BR District consists primarily of large-scale development that has the potential to generate significant automobile traffic. It should be designed in a coordinated manner with an interconnected street network that is consistent with the City's Comprehensive Plan. Uncoordinated, piecemeal development of small parcels that do not fit into a larger context are discouraged in the BR District. Compatible land uses, access, traffic circulation, stormwater management and natural features, all should be integrated into an overall development plan. Because this district is primarily at high visibility locations, quality building architecture, landscaping and other site improvements are required to ensure superior aesthetic and functional quality.

Development Potential Under existing BR Regional Business Zoning

The BR district permits a wide range of physical development forms and commercial land uses, including intensive retail uses (restaurants, stores, home improvement centers, shopping malls), automobile-oriented uses (gas stations, auto service and sales establishments), and miscellaneous specialized facilities (hospital, university, indoor recreation facilities). Building height is limited to 40 feet.

Currently, development of the site under the BR district can occur with only a Building Permit and without any Special Use or PUD approval (and therefore no Plan Commission or City Council review).

CBD-1 Central Business District: For the proposed mixed-use buildings.

CBD-1 District Purpose Statement, Section 17.14.010.D.

The purpose of the CBD-1 Central Business District is to provide for the maintenance and orderly growth of a mixed use, pedestrian friendly, compact district of retail, service, office, and higher density residential uses in the central area of the City. Development within the CBD-1 District is intended to promote the upgrade and full utilization of existing older structures as well as appropriate redevelopment.

Note: The CBD-1 purpose statement does not address the applicability of the CBD-1 district to locations outside of the “central area of the City”. While the “central area” is not defined, the district was created for the downtown area and is only mapped in the downtown area currently.

Development Potential Under CBD-1 Zoning

CBD-1 zoning allows for intensive mixed-use development intended for a walkable urban environment. The district permits zero-lot line development (minimal setbacks) with no limitation on building coverage. In terms of land uses, the district permits a range of commercial uses that

are compatible with a downtown environment, including retail, restaurants, and taverns. Office and services uses are permitted. The district also permits multiple family residential units at 1 unit for every 1,000 square feet of lot area (for a density of 43 dwelling units per acre). Building height is limited to 50 feet.

RM-3 General Residential District: For the proposed standalone multi-family buildings.

RM-3 zoning is adjacent to the site to the north and east (Prairie Pointe Apartments/formerly Wessel Court and Ashford St. Charles Apartments/formerly Covington Court). Both Prairie Pointe and Ashford St. Charles are PUDs, with respective densities of 19.18 and 16.09 dwelling units per acre.

RM-3 District Purpose Statement, Section 17.12.010.M

The purpose of the RM-3 General Residential District is to accommodate a range of housing densities, including higher density residential up to approximately twenty (20) units per acre, at locations that will provide efficient use of land and infrastructure. The RM-3 District also provides for limited institutional uses that are compatible with surrounding residential neighborhoods.

Development Potential Under RM-3 Zoning

RM-3 is the City's highest density residential district outside of downtown and permits a range of residential development types, including multi-family. Building height is limited to 45 feet.

PUD DEVIATIONS

The PUD plan would require certain zoning deviations be granted. A preliminary list of zoning deviations has been identified based on the Concept Plan submittal:

Identified Zoning Deviations for PUD Plan		
	Requirement	Proposed
BR:		
Minimum Lot Area	1 acre	0.75 acre
CBD-1:		
Maximum Building height	50 ft.	60 ft.
RM-3:		
Minimum lot area	2,200 sf per du	1,100 sf per du
Interior side yard	25 ft. each side	15 ft. each side
Exterior side yard	30 ft.	15 ft.
Rear yard	30 ft.	15 ft.
Landscape buffer yard	30 ft.	20 ft.
Parking requirement	1 bedroom: 1.2 spaces per du 2 bedroom: 1.7 spaces per du 3 bedroom: 2.0 spaces per du	1.3 spaces per du for all bedroom counts

IV. REVIEW AND APPROVAL PROCESS

The future review and approval process for the project will differ if the project is submitted as a Planned Unit Development (PUD) vs. only rezoning portions of the property, with no PUD. In either scenario, portions of the property will need to be rezoned in order to construct any residential uses on the site. The current BR zoning does not permit residential uses.

With a PUD, the scope of the City's review is greater and more information is required at the time of the initial application. PUDs also provide the City more discretion to negotiate a greater level of amenities or other public benefits than would otherwise be required by the strict City Code zoning and subdivision standards.

Concept Site Plan #1 (PUD Plan)

- Future Applications required:
 - **Map Amendment:** To rezone portions of the property to the RM-3 and CBD-1 districts
 - **Special Use for Planned Unit Development (PUD):** To grant approval of deviations from the underlying zoning district requirements. Identified zoning deviations are listed in a table above.
 - **PUD Preliminary Plan:** As supporting documentation for the Special Use for PUD, concurrent submittal of a complete PUD Preliminary Plan for at least one-third of the site. (Additional Preliminary Plans could be submitted later for the rest of the site.)
- Review Process:
 - A Plan Commission public hearing would be required for both the Map Amendment and Special Use for PUD request.
 - PUD Preliminary Plan submittal would include a Subdivision Plat to create buildings lots, Preliminary Engineering Plans, Preliminary Landscape Plans, and Building Architectural Elevations. PUD Preliminary Plans require a review and recommendation from Plan Commission and approval by City Council.

Concept Site Plan #2 & #3 (Rezoning Plans)

- Future Applications required:
 - **Map Amendment:** to rezone portions of the property:
 - Site Plan #2/Plan "A": To the RM-3, CBD-1 districts (remainder to remain BR)
 - Site Plan #3/Plan "B": To the RM-3 district (remainder to remain BR)
 - **Preliminary Subdivision Plat Application:** Request to divide the property into building lots. At a minimum, building lots would need to be created to divide the property based on the boundaries of each zoning district. The subdivision could also create lots for each proposed building. Plans would include overall Site Engineering and a Landscape Plan for any common lots, such as the detention basin. No Building Architecture or detailed Landscape Plans for the rest of the project would be required. The request to subdivide the property could be made concurrently with the Map Amendment, or at a later date, and could be completed in phases.
- Review Process:
 - A Plan Commission public hearing would be required for the Map Amendment only.
 - Preliminary Subdivision Plat approval requires a review and recommendation from Plan Commission and approval by City Council (No public hearing required.)
 - All other information for the development would be reviewed administratively by City staff at the time of building permit for each structure. The review would be based upon the City's code requirements, including the Design Review Standards and Guidelines that apply to each zoning district (Chapter 17.06 of the Zoning Ordinance).

V. COMPREHENSIVE PLAN

The City adopted a new Comprehensive Plan in 2013. The City undertook an extensive planning and public engagement process to develop the Comprehensive Plan. Over a two-year period, the City hosted numerous public meeting, workshops and open houses.

During the planning process, a significant amount of discussion was devoted to three key focus areas. These focus areas are included as Sub Area plans within the plan document. The subject property and adjacent Randall Road corridor are part of the West Gateway Sub Area.

Two chapters of the Comprehensive Plan include multiple references to the future development of the subject property:

- [Chapter 4- Land Use Plan](#)
- [Chapter 8- West Gateway Sub Area Plan](#)

The sections below references policies and recommendations which are directly applicable to the development of the subject property. These sections are provided below for reference and it is recommended to review the entire chapters of the plan for additional context.

Chapter 4- Land Use Plan

Future Land Use Map (p.40) designates the site as “Corridor/Regional Commercial.”

Areas designated as Corridor/Regional Commercial are intended to accommodate larger shopping centers and developments that serve a more regional function, capitalizing on traffic volumes along the City’s busy streets and drawing on a customer base that extends beyond the City limits. These areas are appropriate for “big box” stores, national retailers, and regional malls or a “critical mass” of multiple stores and large shared parking areas. Commercial service uses can also have an appropriate place in corridor/regional commercial areas, but must be compatible with adjacent and nearby retail and commercial shopping areas and be located as to not occupy prime retail locations.

Residential Areas Framework Plan (p.45):

Area “G”: These two redevelopment sites [Charlestowne Mall and former St. Charles Mall site] have potential to develop with a mix of uses. The City should work with the property owners to explore mixed use development on these sites provided the development can assist in meeting other community objectives.

Mixed Use Outside of Downtown (p.47)

The Land Use Plan identifies both the Charlestowne Mall site in the City’s East Gateway and the Old St. Charles Mall site in the West Gateway as Corridor/Regional Commercial areas. However, both of these sites have potential for Mixed Use development, and similar to Downtown, each could foster a pedestrian-oriented mixed use node, with a mix of retail, restaurant, entertainment, recreation, and residential uses. This dynamic mix of uses in close proximity to major arterial streets has the potential not only to create a vibrant and inviting destination but also serve as a catalyst for needed investment in

these important areas of the City. Building orientation in the area should have a strong orientation to major streets and careful consideration should be given to its impact on adjacent residential areas. Additionally, residential uses/ development within these mixed use areas should refer to the Residential Areas Framework Plan for additional considerations and recommendations. In these areas, it is important to maintain a healthy balance of users.

Commercial Area Policies (p. 48)

Continue to work with property owners and community members to finalize an acceptable development for the former St. Charles Mall Site.

This 30-acre site may represent the most significant redevelopment opportunity within the Randall Road corridor. Despite great potential, the opposition voiced by some members of the St. Charles community to past development proposals has highlighted the need for a clear vision for this site. Throughout the outreach exercises conducted as part of the Comprehensive Plan, the citizenry remained split on appropriate uses for the site. Chapter 8 – Subarea Plans provides three development alternatives for the site, however the ultimate solution may be an even different concept altogether. Currently the vacant site is impacting the commercial vitality of the area and negatively impacting nearby sites. What is desired by many residents may not be economically feasible, which is likely the primary reason the site remains vacant.

Chapter 8- Sub Area Plans

The Subject Property is located within the West Gateway Subarea. Goals and Objectives (p. 94) are listed below:

Subarea Goals

The West Gateway subarea provides unique opportunities within a specific context of a corridor capable of competing with other commercial areas of the City, including Downtown. These opportunities and goals are not meant to create competition with Downtown; rather, they strive to complement each other. The overall vision for the subarea includes the following elements:

- *An economically competitive corridor that capitalizes on its unique advantages and regional position and complements downtown.*
- *Redevelopment and repositioning to include the next generation of regional development and services.*
- *An attractive environment that is distinguishable from adjacent communities and respectful of surrounding neighborhoods.*
- *A multi-use area that provides a balance in and ease of access between residential, commercial, and retail activities.*

Subarea Objectives

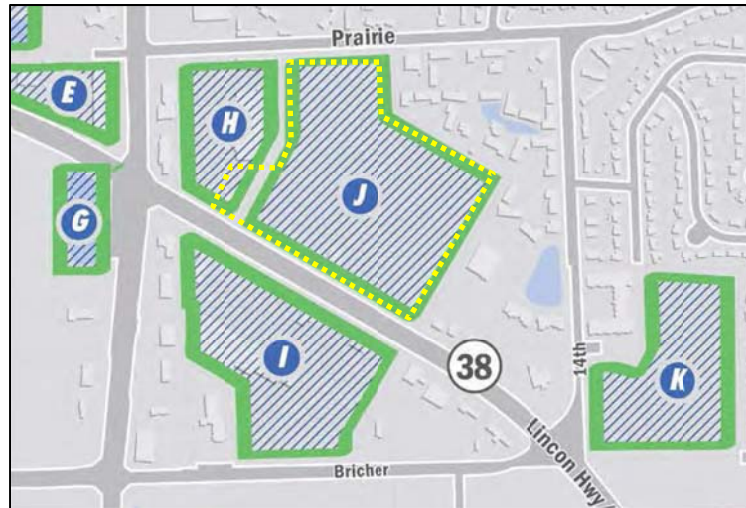
- *Improvement of the appearance of the Randall Road Corridor and the identity of the St. Charles community through installation of streetscaping, wayfinding, and gateway elements.*
- *Enhancement of the character of both existing and new development through on-site landscaping, attractive building design and materials, and more consistent signage regulation.*
- *Improved mobility and access throughout the corridor, including between adjacent development sites or blocks.*
- *Comprehensive bicycle, pedestrian, and transit access through infrastructure and technology improvements.*
- *Preservation of surrounding neighborhoods through the use of screening and buffering from commercial development.*
- ***Redevelopment of the St. Charles Mall site with activities and a character that complement Randall Road and maintain an appropriate relationship with adjacent neighborhoods.***
- *Creation of market-responsive development parcels that can accommodate projects of an appropriate scale and phasing over time.*
- *A transitioning land use pattern that is supportive of Bus Rapid Transit (BRT) along Randall Road.*
- *Achieve balance by promoting connections between the Downtown and the West Gateway area without competing with the Downtown.*

West Gateway Sub Area Plan Catalyst Sites (p.97)

The Subject Property is identified as Catalyst Site “J” and includes a small portion of Site H.

The Prairie Center Concept Plan site area is shown in the yellow dashed box.

Three different redevelopment alternatives for Sites H, I, and J are shown on p. 98.



- **Site J:** This 30-acre site may represent the most significant redevelopment opportunity within the Randall Road corridor. Despite great potential, the opposition voiced by some members of the St. Charles community to the St. Charles Towne Centre proposal highlights the complexity and sensitivity of the site’s future development. Throughout the outreach process, residents voiced different ideas for the site, underscoring the fact that the community remains split on the best use of the site. On the following page, this Plan presents 3 different alternatives for the site’s redevelopment. It is important to note that the final development option should be market viable. Due to the significance and complexity of this site, any redevelopment proposal should be subject to the Planned Unit Development approval process.
- **Site H:** The Jewel-Osco is an active grocery store providing nearby residents with access to daily necessities. Situated between the old St. Charles Mall site and Randall Road, the store is a neighborhood commercial use located on a regional commercial corridor. Through either a land-swap or incorporating the site into the larger redevelopment of the St. Charles Mall, the grocery use could be located further east with strong orientation to Lincoln Highway/IL 38, allowing the Randall Road frontage to develop more intensely, maximizing its location along the regional corridor.
- **Site I:** The Tri-City Center is a neighborhood scaled shopping center with strong orientation to Lincoln Highway and limited visibility from Randall Road. The mall has struggled to stay competitive and is characterized by excessive vacancies. Redevelopment of the site should explore repositioning the site towards Randall Road, which averages 39,000 cars per day (Lincoln Highway averages only 17,000). Redevelopment of the site should also explore improving the site’s visibility and access to Randall Road by acquiring and eliminating some of the existing outlot buildings.

St. Charles Mall (Site H, I and J) Redevelopment Alternatives (p.98)

Three different redevelopment land use plan alternatives are depicted on this page, along with a list of considerations applying to each alternative.

Page 98 of the Comprehensive Plan is included on the next page, with the boundaries of the Prairie Center Concept Plan site area identified.

St. Charles Mall (Site H, I and J) Redevelopment Alternatives



Regional Repositioning

This concept illustrates how the redevelopment area can be repositioned to better capitalize on Randall Road as a regional commercial corridor. By relocating both the Jewel-Osco, along with portions of the Tri-City Center to front Lincoln Highway, deeper development parcels can be created that front on Randall Road. These new lots would utilize existing Randall Road development as out lots, and could accommodate regional big-box development, however consideration should be given to taking some of this development offline to improve exposure and access to Randall Road. Other small-format development could be developed along the Lincoln Highway frontage to serve nearby residents and patrons from throughout the region traveling along or shopping within the Randall Road corridor.

Considerations

- » Can accommodate regional commercial development and big-box, as well as other regional uses such as entertainment, educational facilities, etc.
- » Preserves much of the existing out-lot development fronting on Randall Road
- » Represents no significant deviation from current Randall Road development pattern or function
- » Relocates local retail and services
- » Adds no unique character elements to Randall Road corridor
- » Competing with established retail areas on Randall Road
- » Will require additional assembly and/or cooperation with other property owners
- » Provides adequate parking, appropriately screened and landscaped to appear subtle and discreet from surrounding neighborhoods



West Neighborhood Center

This alternative concept preserves much of the existing development along Randall Road and recognizes the limited commercial potential of the mall site should this occur. The Tri-City Center remains, hopeful that the Mall site's redevelopment will foster more synergy along the corridor. The eastern portions of both the mall site and the Tri-City Center site would be redeveloped as a series of mixed use or multi-family/townhouse nodes that provide local retail and services along Lincoln Highway. Densities and housing types should be mindful of market viability, reflecting the need for more aging and affluent households. Both residential and commercial areas should feature attractive pedestrian environments as well as appropriate transitions to surrounding neighborhoods. Redevelopment should be sensitive to differences in building height to avoid harsh transitions.

Considerations

- » Preserves existing development commercial development
- » Creates the small opportunity for a unique "Main Street" environment
- » Provides the opportunity for new residential units creating a potential customer base for businesses
- » Does not take full advantage of the prominence of Randall Road as a regional commercial corridor
- » Tri-City revitalization may be dependent on the success of the Mall redevelopment
- » Does not require site assembly or participation of other property owners



Comprehensive Mixed Use Center

This alternative concept illustrates a redevelopment effort coordinated between both the old mall site and the Tri-City Center site. Randall Road remains fronted with existing shallow-lot retail, while Lincoln Highway/IL Route 38 consists of mixed use development. Interior portions of each block could accommodate a number of uses, while peripheral edges of the redevelopment area accommodate multi-family/townhouse development that transitions to surrounding neighborhoods. Redevelopment should be sensitive to differences in building height as to avoid inappropriate transitions. Open space establishes a framework throughout the site and provides a unique amenity.

Considerations

- » Offers the greatest potential to alter the character of the Randall Road and Lincoln Highway corridors
- » Integrates a variety of uses that may be more responsive to changing market trends
- » Provides the opportunity to fully integrate infrastructure and open space systems into development
- » Represents a comprehensive master planned development concept that can be difficult to effectively implement
- » Replaces a majority of the existing investment in the development area
- » Requires policy and regulatory changes to foster implementation
- » Will require additional assembly and/or cooperation with other property owners
- » Allows residential uses above commercial uses, but not stand-alone multi-family buildings
- » Promotes multi-family products and amenities that foster owner occupied units, such as covered parking, high quality finishes, integrated recreation, etc.

Concept Legend

- Regionally-Oriented Retail
- Locally-Oriented Retail
- Mixed Use
- Office/Secondary Commercial
- Single Family Attached/Multi-Family
- Integrated Open Space

Potential Redevelopment Models

Single Family Attached/Multi-Family



Local Retail



Mixed Use



Integrated Open Space



ASSESSMENT OF CONCEPT PLAN VS. REDEVELOPMENT ALTERNATIVES

The Concept Plan has similarities to the A) “West Neighborhood Center” and B) “Comprehensive Mixed Use Center” alternatives. Provided below is an assessment of how the Concept Plan compares with these two redevelopment alternatives. This information does not constitute a detailed development or zoning review of the proposal, but rather considers the extent to which each Concept Plan alternative does or does not follow the land use diagram, description and considerations listed under each Redevelopment Alternative on p. 98.

A.)	West Neighborhood Center Plan	Concept Site Plan #1- PUD Plan	Concept Site Plan #2- Rezoning Plan, with mixed use area (a/k/a Alternate “A”)	Concept Site Plan #3- Rezoning Plan, no mixed use area (a/k/a Alternate “B”)
	<i>Preserves existing commercial development</i>	All 3 options preserve the existing commercial development around the former St. Charles Mall site.		
	<i>Mixed use area is organized around a “Main Street” environment oriented north-south through the site, with mixed-use on both sides of the street</i>	In the options with a mixed-use component, the mixed use area is oriented east-west, on the north side of the existing shopping center drive, separating the outlot commercial buildings from the standalone residential buildings.		No mixed use area provided.
	<i>Prairie St. frontage and area adjacent to Ashford Apartments is shown as Office/Service</i>	In all 3 options, the Prairie Street frontage and interior area adjacent to Ashford Apartments is shown as multi-family residential.		
	<i>Density and housing types mindful of market viability, reflecting need for more aging and affluent households.</i>	All housing units have covered parking and elevators, which are amenities that appeal to aging and affluent households.	70% of the housing units have uncovered parking, exterior entrances, no elevators – less likely to attract aging households.	All housing units have uncovered parking, exterior entrances, no elevators – less likely to attract aging households.
	<i>Both residential and commercial areas should feature attractive pedestrian environments</i>	More information is needed; however, a gridded street system provides opportunities to create an attractive pedestrian environment.	The layout of buildings and parking lots is less conducive to creating an attractive pedestrian environment due to large separations between buildings, large parking fields, and the lack of definition of open spaces.	
	<i>Appropriate transition to surrounding neighborhoods</i>	The plans with mixed-use provide compatible land uses to adjacent development.		Residential buildings directly adjacent to existing retail buildings.
		The primary connection to the surrounding residential neighborhood is at Prairie St. Each plan has connections at existing driveways to Prairie St. The Prairie St. frontage is not utilized as a site-organizing feature or a main entrance point.		
	<i>Be sensitive to differences in building height to avoid harsh transitions</i>	<ul style="list-style-type: none">• 4 story mixed use buildings are located adjacent to one-story outlot commercial and big box buildings (Jewel and Binny’s)• 3 story multi-family buildings are located next to 2 and 3 story residential developments (Ashford and Prairie Pointe)		3 story multi-family blgs. next to one-story outlot commercial & big box buildings (Jewel, Binny’s), and 2-3 story residential (Ashford and Prairie Pt)

B.)

<i>Comprehensive Mixed Use Center</i>	Concept Site Plan #1- PUD Plan	Concept Site Plan #2- Rezoning Plan, with mixed use area (a/k/a Alternate “A”)	Concept Site Plan #3- Rezoning Plan, no mixed use area (a/k/a Alternate “B”)
<i>Coordinated development with adjacent parcels (Jewel and Tri-City Center property included)</i>	The development does connect to the adjacent parcels in the same manner as exists today, however the adjacent parcels are not included in the development plan in the manner shown in the Comprehensive Plan diagram.		
<i>Mixed-use land use over the entire subject site</i>	The plans with a mixed use component include multiple uses across the site, but only a section of actual mixed use buildings. The land use area is 59.5% residential.		No mixed land uses are shown.
<i>Allow residential uses above commercial uses, but not standalone multi-family buildings</i>	The mixed use buildings include residential uses above commercial uses; however most of the residential units (78% and 70%) are located in standalone multi-family buildings.		Includes only stand-alone multi-family buildings.
<i>Promotes multi-family products and amenities that foster owner-occupied units, such as covered parking, high quality finishes, integrated recreation etc.</i>	Building have features that are more typical of owner-occupied units (covered parking, elevators, integrated recreation)	Mixed-use buildings have covered parking. Standalone multi-family building types are less likely to be owner-occupied based on building form.	Multi-family building types are less likely to be owner-occupied based on building form.
<i>Open space establishes a framework through the site and provides a unique amenity</i>	<ul style="list-style-type: none"> • Defined open spaces are integrated into the site, but are internal to the residential area. • Detention areas do not serve as open space amenities. 	Open spaces are not well defined and constitute “leftover” spaces between buildings and parking lots	
<i>Be sensitive to differences in building height to avoid inappropriate transitions.</i>	<ul style="list-style-type: none"> • 4 story mixed use buildings are located adjacent to one-story outlot commercial and big box buildings (Jewel and Binny’s) • 3 story multi-family buildings are located next to 2 and 3 story residential developments (Ashford and Prairie Pointe) 		3 story multi-family buildings are located next to one-story outlot commercial and big box buildings (Jewel and Binny’s), and 2 and 3 story residential developments (Ashford and Prairie Pointe)

VI. UTILITIES AND INFRASTRUCTURE

Utility and infrastructure capacity will be studied if the developer files formal zoning applications.

The following items will be provided:

- **Traffic Study** assessing the adequacy of the surrounding roadway network to accommodate the development and providing recommendations for systems improvements.
- **Water Modeling** and study of the adequacy of the City's water system to service the development and provide adequate fire flow based on the building types and sizes.
- **Sanitary Sewer Study**, quantifying the anticipated sanitary sewer flows from the project and assessing the capacity of the City's sanitary sewers that will service the property.
- **Stormwater Management Report**, based on the developer's engineering design for the stormwater management system designed to comply with the City's Stormwater Ordinance.
- **Electrical Service Design** assessing the capacity of the City's electrical system to service the property and identifying any needed system improvements.

VII. SCHOOL AND PARK DISTRICT

The project will be required to comply with Dedications Chapter of the City's Subdivision Code (Chapter 16.10). This chapter requires either a land donation or an equivalent cash contribution to the School and Park districts based on population generation formulas in the City Code.

The Concept Plan has been forwarded to the School and Park Districts for comment. No feedback has been received to date.

The developer has submitted a Land-Cash Worksheet with these calculations based upon the PUD Plan. The worksheet shows the following information:

- Residential Unit breakdown:
 - 53% 2-bedroom units (322 units)
 - 47% 1-bedroom units (287 units)
- Estimate of Total Population: 1,211
- Estimate of Total Student Population: 57 students
 - Elementary level: 28
 - Middle School level: 14
 - High School level: 15
- Park Dedication requirement:
 - 11.2 acres of land, or \$2,695,634 cash-in-lieu of land
- School Dedication requirement:
 - 2.33 acres of land, or \$560,612 cash-in-lieu of land

VIII. INCLUSIONARY HOUSING

The City's Inclusionary Housing Ordinance, Chapter 17.18 of the Zoning Ordinance, requires either the provision of affordable units within a new residential project, or payment of a fee-in-lieu for units. However, the Ordinance is currently suspended, meaning the requirement to provide affordable units or fee in-lieu thereof is set at zero. A proposal to amend the Inclusionary Housing Ordinance has been discussed by the Planning and Development Committee, but no recommendation has been forwarded to City Council for consideration.

IX. TAX INCREMENT FINANCING (TIF) DISTRICT

The property is located in a Tax Increment Financing (TIF) District that was created in 2000 and will expire in 2023.

According to the City's Finance Department, as of January 2016, the TIF district has a bond balance of \$1,305,000. For the City's current fiscal year (FY 2015-2016), the debt service on the bond is approximately \$218,250. Of this amount, the TIF District will pay approximately \$123,600 and the City's General Fund will subsidize the remaining \$94,650. Additional details can be obtained from the Finance Department.

The City Council entered into a Redevelopment Agreement in 2002 for the purpose of constructing an auto mall on the property.

At this time, the developer has not submitted any request for use of TIF funding for the project now under consideration.

X. QUESTIONS TO CONSIDER

Given the considerable scope of the project and the spectrum of development options suggested in Comprehensive Plan, it is recommended that the Plan Commission and Planning and Development Committee focus their comments on the land use and the development plan. Detailed information on the traffic/utilities/stormwater will be analyzed and reviewed later at the Preliminary Plan stage. Staff suggests providing comments in response to the following questions:

Concept Plan Options:

- Which of the three options is the most preferred plan? (Plan #1- PUD Plan, Plan #2- Rezoning plan with mixed use, or Plan #3- Rezoning plan without mixed use)

Comprehensive Plan:

- Does the Concept Plan adequately meet the objectives for development of the site identified in the Comprehensive Plan?
- The Concept Plan has similarities to the options shown in the Comprehensive Plan, however there are certain differences identified. Should the City consider a Comprehensive Plan amendment as a part of the any future formal application process?

Land Use:

- Is the proposed land use break down acceptable? If not, what is the preferred land use breakdown? Are there other land uses that should be considered?
- Is the residential unit count and density acceptable? If not, what unit count would be acceptable?

Site Design/Layout:

Can the site design be improved, if so how? What specific elements shown on the plan should be modified? Comment on:

- Site/street layout/building orientation
- Distribution of land use areas within the site
- Building forms (outlot commercial buildings, mixed use buildings, multi-story residential buildings – PUD plan vs. Rezoning plan)
- Locations/arrangement of open spaces

Mixed Use Zoning:

- Should CBD-1 zoning be considered for this site? Or should the City consider creating a new mixed-use zoning district similar to CBD-1 that could be applicable to this site and others identified as mixed-use in the Comprehensive Plan?

Other than the items already identified in the Staff Memo, what additional information would be necessary to review a future application for this project?

MEMORANDUM

To: City of St. Charles Mayor and City Council

CC: Mark Koenen, Rita Tunagre, Russell Colby, John McGuirk

From: David S. Silverman; Gregory W. Jones

Subject: Executive Summary of Prairie Centre Neighborhood Meeting

Date: December 8, 2015

Shodeen Group, LLC hosted a neighborhood meeting on November 30, 2015 to present two concept plans for its Prairie Centre proposal. Shodeen's two concept plans are the PUD Concept Plan and the Alternate Concept Plan. The meeting was attended by approximately 100 members of the public.¹ The City's special counsel, Ancel Glink, facilitated the meeting and the public input process.

Below is an overview of the comments most frequently heard on November 30 and a summary of Shodeen's responses. The public's comments are organized according to Shodeen's two concept plans. A summary of public comments provided on November 30 is attached as Exhibit A. A summary of Shodeen's responses to public feedback is attached as Exhibit B.

I. Public Comments Concerning Shodeen's Concept Plans

The public made the following comments most frequently. The comments are arranged in no particular order; rather, they are intended to provide a synopsis of the primary themes raised by the public on November 30.

Table 1: Frequent Comments Concerning Concept Plans

Prairie Center PUD Concept Plan	Prairie Center Alternate Concept Plan
a. PUD Plan is too dense	a. Alternate Plan is too dense
b. Senior housing is preferred	b. Senior housing is preferred

¹ Sign in sheets provided at the meeting indicated 59 attendees, but seating capacity at the Baker Community Center (~125) and attendance indicate that not all attendees signed in.

December 8, 2015

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c. What impact will PUD Plan have on infrastructure (e.g., sewers, streets) and who pays for upgrades (Shodeen or city)?	c. Alternate Plan's site and building design is inferior and monotonous
d. PUD Plan lacks a "sense of place" or sense of community	d. Why is Shodeen presenting a plan that lacks the amenities of the PUD Plan
e. How will PUD Plan's impact on schools be addressed?	e. Alternate Plan lacks a "sense of place" or sense of community
f. Owner-occupied housing is preferred – not rental	f. What impact will PUD Plan have on infrastructure (e.g., sewers, streets) and who pays for upgrades (Shodeen or city)?

II. Shodeen's Responses to Public Comments

On November 30, Shodeen responded to a number of the public comments. It is important to note that the meeting was not a question and answer session. Accordingly, Shodeen responded to only some public comments. Below is a summary of Shodeen's responses to public comments.

Table 2: Shodeen's Responses to Public Comments

Topic	Shodeen Response
Senior housing	There currently is no market demand for senior housing in the Randall Road corridor, but Shodeen is willing to reserve some units in the PUD Plan for seniors.
Schools	Shodeen shared the PUD Plan with the Superintendent, who had no comment concerning the PUD Plan. Shodeen plans to share the Alternate Plan with the Superintendent shortly. Shodeen anticipates the Alternate Plan will generate more students than the PUD Plan.
Traffic	The PUD Plan will generate less traffic than Shodeen's 2010 proposal for the site and less traffic than the St. Charles Mall generated in the 1980s.
Storm and sanitary sewer	Shodeen studied the sanitary sewer in 2010 and found sufficient capacity. The study will be updated prior to final plans being approved. Shodeen will comply with all applicable storm water ordinances.
Owner-occupied vs. renter	PUD Plan is more conducive to owner-occupied units than Alternate Plan. Shodeen wants flexibility to meet market demand.
PUD Plan vs. Alternate Plan	Shodeen prefers to construct the PUD Plan, but will construct the Alternate Plan if that is what the city approves.

EXHIBIT A

Summary of Comments from Special Neighborhood Meeting

November 30, 2015

I. PUD Plan Comments

- 1) If Shodeen targets seniors, the residential buildings should provide trash chutes
- 2) Area surrounding subject property is rundown and has bad aesthetics; is this site marketable?
- 3) Important to have some apartments in the community, but how much is enough?
- 4) Create a transitional neighborhood for seniors
- 5) Consider creating a gated residential community to reduce crime and risk for children
- 6) What impact will PUD Plan have on storm sewer? Who pays to upgrade?
- 7) What impact will PUD Plan have on sanitary sewer? Who pays to upgrade?
- 8) PUD Plan lacks sense of place
 - a. Lacks sense of community / gathering areas
 - b. How does PUD Plan attract young people?
- 9) Consider constructing 1 story homes
- 10) PUD Plan is more acceptable than Alternate Plan
- 11) How will phasing work?
 - a. What will be built first?
 - b. How long will the site be vacant and/or under construction?
- 12) Flooding in Davis School Area is a concern; will PUD Plan make things worse?
- 13) Not similar to Mill Creek or River North Developments
 - a. This area is more dense / residential
- 14) Senior living is preferable
 - a. Less transient population; invest more in the community
- 15) Who is PUD Plan marketed to? Baby boomers?
- 16) Why are only 3 buildings marketed as “luxury?” Why not make all buildings luxury?
- 17) PUD Plan imposes too great of an impact on schools
- 18) Will students have to be bussed?
- 19) How will school districts physically and fiscally accommodate student influx?
- 20) Density too high
- 21) PUD Plan will create too much traffic
 - a. Prairie Avenue already congested with commuter traffic
 - b. How will school buses navigate the area?
 - c. Who will pay for new traffic signals?
- 22) PUD Plan needs more open space; remove a few building to open up the site and provide leisure / recreation opportunities

- 23) PUD Plan is too similar to Alternate Plan
- 24) Where's the single family plan?
- 25) PUD Plan may have adverse impact on crime in the area
- 26) What's the basis for the Alternate Plan; where did it come from?
- 27) It's possible to construct attractive apartment projects (see: Naperville, Wheaton)
- 28) Where are the community assets in the PUD Plan (swimming pool, media room)?
- 29) Exterior of PUD Plan structures should be more luxurious (e.g., limestone)
- 30) Why isn't the PUD Plan (or at least the residential component) gated for safety?
- 31) How will refuse be handled in the PUD Plan, and is the proposed refuse plan consistent with a reasonable definition of "luxury?"
- 32) Height differential is out of scale (i.e., 4 stories along Rt. 38, 3 stories behind)
- 33) How will PUD Plan impact the value of my home?
- 34) Has Shodeen considered senior housing?
 - a. Provide senior lifecycle product (e.g., independent, assisted, full care)
 - b. Senior facility would reduce impacts on neighborhood
- 35) More amenities are needed (e.g., walking paths)
- 36) Who will pay to upgrade utilities?
- 37) What financial incentives (including TIF) is Shodeen seeking?
 - a. When does TIF expire?
- 38) Prefer condominiums (i.e., owner occupied) instead of rentals
- 39) Could the PUD Plan be 100% rental?
- 40) Why can't PUD Plan's amenities be applied to Alternate Plan?
- 41) PUD Plan needs to be made better

II. Alternate Plan Comments

- 1) Alternate Plan lacks walkability and meeting space¹
- 2) Where will children play outdoors?
- 3) Alternate Plan is too dense
- 4) Site plan and exterior design is too monotonous
- 5) How will phasing work?
 - a. What will be built first?
 - b. How long will the site be vacant and/or under construction
- 6) What financial incentives (including TIF) is Shodeen seeking?
- 7) Does Shodeen like the Alternate Plan?
 - a. Shodeen does better work elsewhere; they can do better with this site
 - b. Inferior design, inside and out
- 8) Lacks sense of place
 - a. Lacks sense of community / gathering

¹ Comment made on behalf of Concerned Coalition for Sensible Spending of St. Charles, Illinois

- b. Does not embody new urbanist principles
 - c. Alternate Plan should represent an attraction, a “place to be”
- 9) Alternate Plan Will create too much traffic
- 10) Alternate plan is a watered down version of PUD Plan
- 11) Interior finishes for residential units are dated
- 12) Too similar to Wessel Court development
- 13) Combination of PUD Plan and Alternate Plan
 - a. Higher end, lower density
- 14) What are the price points for rental units?
- 15) How will management of the residential portion of the property be handled?
 - a. On site management company?
- 16) Too great of an impact on schools, libraries, and parks
- 17) Will students have to be bussed?
- 18) How will school districts physically and fiscally accommodate student influx?
- 19) Who is Alternate Plan being marketed to?
 - a. Proximity to schools doesn’t matter to seniors or millennials; if they’re the target market, why tout school proximity?
- 20) Alternate Plan shouldn’t target fast food restaurants; why not healthier, upscale options?
- 21) If Shodeen targets seniors, the residential buildings should provide trash chutes
- 22) Area surrounding subject property is rundown and has bad aesthetics; is this site marketable?
- 23) Important to have some apartments in the community, but how much is enough?
- 24) Alternate Plan has too many apartments and the ones proposed aren’t luxurious enough
- 25) The Davis-Richmond area is home to many seniors; provide transitional housing product so they can age in place
 - a. This will also make single family homes available for new families
- 26) Already meet Illinois Housing Development Authority criteria for affordable housing; why provide more with Alternate plan?
- 27) What impact will Alternate Plan have on storm sewer? Who pays to upgrade?
- 28) What impact will Alternate Plan have on sanitary sewer? Who pays to upgrade?
- 29) Create a transitional neighborhood for seniors
- 30) Consider creating a gated residential community to reduce crime and risk for children

III. Comments about both Plans

- 1) Market won’t allow for all residential units to be filled with seniors; not enough seniors looking for housing to fill the development
- 2) Neither proposal embraces new urbanist design principles
 - a. Is new urbanism feasible on this property?
 - b. What are other design options?

- c. How does density, building height, and mixed use influence new urbanism?
- 3) Both PUD Plan and Alternate Plan are too dense
- 4) Both PUD Plan and Alternate Plan generate too much traffic
 - a. Prior traffic studies are flawed
 - b. Traffic concerns regarding Prairie Avenue
 - c. Concerns regarding neighborhood cut through traffic
- 5) Provide a side-by-side comparison of 2010 plan and 2 plans now proposed
- 6) Comprehensive plan only includes residential in 1 of 3 designs for the property and states that no standalone residential will be allowed
 - a. Both plans deviate from Comprehensive Plan recommendations

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EXHIBIT B

Responses by Shodeen Group, LLC November 30, 2015 Neighborhood Meeting

I. PUD Plan Comments and Responses by Shodeen

- 1) Consider creating a gated residential community to reduce crime and risk for children

SHODEEN RESPONSE: Garages in PUD Plan are secure. Need key to access garage and key to access building from garage.

- 2) What impact will PUD Plan have on storm sewer? Who pays to upgrade?

SHODEEN RESPONSE: Detention basins from St. Charles Mall are still in place. Shodeen will comply with all stormwater ordinances and regulations.

- 3) What impact will PUD Plan have on sanitary sewer? Who pays to upgrade?

SHODEEN RESPONSE: Previously studied sanitary sewer as part of 2010 effort and found sufficient capacity. Study will be updated with final plan to verify sufficient capacity remains.

- 4) How will phasing work?

- a. What will be built first?
- b. How long will the site be vacant and/or under construction

SHODEEN RESPONSE: Phasing is market driven; no set construction schedule. Lots that sell first will be built first. Residential will be built sequentially so that units can be absorbed by the market.

- 5) Senior living is preferable

- a. Less transient population; invest more in the community

SHODEEN RESPONSE: No market demand for senior facility in Randall Road corridor. Nevertheless, Shodeen has offered to reserve some units for seniors.

- 6) Who is PUD Plan marketed to? Baby boomers?

SHODEEN RESPONSE: PUD Plan is marketed to a wider spectrum of ages, regardless of whether the final product is rental or owner occupied. Historically, older clientele prefer elevators.

- 7) PUD Plan imposes too great of an impact on schools

SHODEEN RESPONSE: PUD Plan submitted to superintendent who reviewed the plan and indicated that school district had no comment.

- 8) Will students have to be bussed?

SHODEEN RESPONSE: Superintendent has made no comment to Shodeen concerning bussing students.

- 9) How will school districts physically and fiscally accommodate student influx?

SHODEEN RESPONSE: Altenate Plan is anticipated to generate more students than PUD Plan.

- 10) PUD Plan will create too much traffic

- a. Prairie Avenue already congested with commuter traffic
- b. How will school buses navigate the area?
- c. Who will pay for new traffic signals?

SHODEEN RESPONSE: PUD Plan is projected to generate less traffic than anticipated by 2010 Plan and less than was generated when St. Charles Mall was open in 1980s. Studies conducted in 2010 indicated that no traffic signals were immediately necessary and suggested taking a wait-and-see approach.

- 11) How will refuse be handled in the PUD Plan, and is the proposed refuse plan consistent with a reasonable definition of “luxury?”

SHODEEN RESPONSE: Refuse area in PUD Plan is interior to building. Residents use trash chute to access enclosed dumpster area in basement.

- 12) More amenities are needed (e.g., walking paths)

SHODEEN RESPONSE: PUD Plan includes pool and clubhouse. Clubhouse will include gym, meeting space, and a media room

- 13) What financial incentives (including TIF) is Shodeen seeking?
- When does TIF expire?

SHODEEN RESPONSE: TIF expires in approximately 14 years. City is paying approximately \$200,000 per year on debt service for TIF bonds. The taxing bodies can agree to extend the TIF beyond its 23 year initial term.

- 14) Prefer condominiums (i.e., owner occupied) instead of rentals

SHODEEN RESPONSE: PUD Plan is more conducive to owner-occupied units than the Alternate Plan. Shodeen wants flexibility to provide a product that will meet market demand

II. Alternate Plan Comments and Responses by Shodeen

- How will phasing work?
 - What will be built first?
 - How long will the site be vacant and/or under construction

SHODEEN RESPONSE: Phasing is market driven; no set construction schedule. Lots that sell first will be built first. Residential will be built sequentially so that units can be absorbed by the market.

- Does Shodeen like the Alternate Plan?
 - Shodeen does better work elsewhere; they can do better with this site
 - Inferior design, inside and out

SHODEEN RESPONSE: PUD Plan is the preferred option, but Shodeen will build Alternate Plan if that is what the city approves.

- Alternate Plan Will create too much traffic

SHODEEN RESPONSE: PUD Plan is projected to generate less traffic than anticipated by 2010 Plan and less than was generated when St. Charles Mall was open in 1980s. Studies conducted in 2010 indicated that no traffic signals were immediately necessary and suggested taking a wait-and-see approach.

- What are the price points for rental units

SHODEEN RESPONSE: Price points for PUD Plan units are \$200 - \$300 more per month because of the quality of the development and finishes. If the PUD Plan units are owner-occupied, Shodeen anticipates that they will sell for \$25,000 - \$50,000 more than Alternate Plan units.

- 5) Too great of an impact on schools, libraries, and parks

SHODEEN RESPONSE: PUD Plan submitted to superintendent who reviewed the plan and indicated that school district had no comment.

- 6) Will students have to be bussed?

SHODEEN RESPONSE: Superintendent has made no comment to Shodeen concerning bussing students.

- 7) How will school districts physically and fiscally accommodate student influx?

SHODEEN RESPONSE: Alternate Plan is anticipated to generate more students than PUD Plan.

- 8) Alternate Plan shouldn't target fast food restaurants; why not healthier, upscale options?

SHODEEN RESPONSE: The site will be marketed openly to any potential restaurant or retail user. At best, Shodeen anticipates the restaurants to be of a Panera Bread or similar dine in restaurant caliber.

- 9) What impact will Alternate Plan have on storm sewer? Who pays to upgrade?

SHODEEN RESPONSE: Detention basins from St. Charles Mall are still in place. Shodeen will comply with all stormwater ordinances and regulations.

- 10) What impact will Alternate Plan have on sanitary sewer? Who pays to upgrade?

SHODEEN RESPONSE: Previously studied sanitary sewer as part of 2010 effort and found sufficient capacity. Study will be updated with final plan to verify sufficient capacity remains.

- 11) Create a transitional neighborhood for seniors

SHODEEN RESPONSE: No market demand for senior facility in Randall Road corridor. Nevertheless, Shodeen has offered to reserve some units for seniors.

- 12) Consider creating a gated residential community to reduce crime and risk for children

SHODEEN RESPONSE: Garages in PUD Plan are secure. Need key to access garage and key to access building from garage.

III. Comments and Responses by Shodeen Concerning Both Plans

- 1) Neither proposal embraces new urbanist design principles
- a. Is new urbanism feasible on this property?
 - b. What are other design options?
 - c. How does density, building height, and mixed use influence new urbanism

SHODEEN RESPONSE: Shodeen attempted to construct new urbanist project in 2010 and was denied by the city. Both PUD Plan and Alternate Plan contain elements of new urbanism, including mixed use and increased density. Shodeen doesn't believe that a completely new urbanist design is politically feasible for the site.