



ST. CHARLES, IL

# RIVER CORRIDOR MASTER PLAN

6-11-16 2016.2

prepared for:



prepared by:



*in association with:*



Dear Sub-Committee Members:

The publication of the River Corridor Master Plan represents the culmination of a thoughtful public planning process recommended in the 2000 Downtown Strategy Plan. Initiated in the spring of 2002 and spearheaded by the Downtown St. Charles Partnership, the City and the Park District, the recommendations in this document are the product of extensive public discussion and input from numerous residents, civic, business and government participants. Collectively, the community and the consultants have articulated an exciting strategy for the redevelopment of the Fox River Corridor in downtown St. Charles.

From the time that it was first settled, the people of St. Charles have relied on the Fox River as one of their most important resources. Initially, it was the center of community life, serving as a primary source for food and transportation. Over time, it has played an important role in the development of commerce and industry. Today, with the City facing an unprecedented series of economic challenges, the river can once again be the centerpiece of its cultural and economic prosperity.

The opportunity is clear and compelling.

From the beginning of the project, the community has been focused on a powerful goal: to “create a lively, downtown riverfront environment that becomes the centerpiece of the community within the next 20 years.” This “positioning” of the river corridor as *the place to live, work, shop, dine and play* will be accomplished through the coordination of public and private sector capital investments, management activities and public relations. The master plan identifies dozens of short and longer-range opportunities to create fascinating commercial, residential and recreational riverfront attractions and linkages that advance the heritage and prosperity of the community and the quality of the natural environment.

Participants also have recognized that, because of the magnitude and complexity of the corridor, implementation will be challenging.

Fortunately, the nucleus of the implementation team is already in place, and now that the master planning process is concluded, the work of the River Corridor Sub-Committee should be refocused. The RCSC should immediately begin the systematic process of forging partnerships, aligning resources and marketing the master plan in order to advance a series of catalytic projects that, collectively, will engage the public and trigger private sector reinvestment.

The master plan identifies several specific, short-term opportunities to build and sustain momentum.

First, the City and the Park District must adopt this master plan as public policy, and, as co-sponsors, the Downtown St. Charles Partnership should also formally endorse the plan. Then, the RCSC needs to publish and vigorously promote the master plan through targeted mailings,

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**“Over time,  
(the Fox River)  
has played an  
important role  
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**“The  
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presentations, press releases and a web site. The Park District should also continue their on-going commitment to improve Pottawatomie and Mt. St. Mary Parks, both significant, bookend destinations. Then, as the First Street Redevelopment Project advances, the RCSC must make certain that the riverfront is publicly accessible, handsomely improved and carefully integrated into all new development. When complete, the redevelopment of the "Blue Goose" site will have a powerful impact on the corridor, but because of its complexity, implementation may take some time.

In order to capture the attention of the community as quickly as possible, we strongly recommend that the RCSC start the process of accessing and improving the west bank between Illinois and Prairie. Each of the 2 segments, one north, and one south of the Piano Factory Bridge are tantalizing because of their high visibility, connectivity, and relationship to the First Street Redevelopment Project. The potential construction cost of the shorter segment north of the footbridge is between \$650,000 and \$850,000. The cost of the segment south of the footbridge is between \$850,000 and \$1,100,000 as currently envisioned.

Considering the local and national economic climates, is this an appropriate investment of the community's valuable time, talent and financial resources?

Absolutely! In fact, based on the experience of other communities, we believe that the implementation of these priority projects will create a powerful attraction that will return a high level of economic benefit to the area and a high level of support from the public. We've seen it time and again, once the improvements get started, the riverfront is a magnet that attracts additional people and investment.

Right now, this initiative needs a champion who will work tirelessly to see that the vision is achieved.

The RCSC has done a great job so far, and the future will be demanding. But, imagine how satisfying it will be, 10 to 20 years from now, to know that this team had the vision, the energy and the diligence to launch and sustain this landmark project.

Over time, the Fox River has played a critical role in the development of St. Charles. Now, more than ever, it is central to its future success.

Thank you for the opportunity to serve your community.

Sincerely,



Rick Hitchcock, Hitchcock Design Group



Michael Schroeder, Hoisington Koegler Group, Inc.



Frank Gorham, Robert H. Anderson & Associates





## City of St. Charles

Susan Klinkhamer, Mayor

### *City Council*

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Bob Hupp, Co-Chairman, RiverWalk Corridor Committee

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### *Commissioners*

James F. Cooke	John Forni
John Kerr	Jay Lundborg

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Dennis Ryan, Superintendent of Parks

## ACKNOWLEDGEMENTS



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September 10, 2002

## River Corridor Sub-Committee Members

Greetings:

**This Master Plan** is the result of more than a year of cooperative effort by the City of St. Charles, the St. Charles Park District, and the Downtown St. Charles Partnership. **The guiding force behind this effort has been the Design Committee and the River Corridor Sub-Committee of the Partnership.** Membership on the committees includes officials from City, Park District and volunteers from the Downtown Partnership, without whose efforts and talents this document could not have been produced.

After extensive consideration of past river design efforts and review of the implementation strategies in the 2000 Downtown Strategy Plan, **we concluded that professional help was essential to bring all elements of design, pedestrian/bicycle access, conservation/erosion control, linkage to downtown business areas and recreational usage together in a pleasing and practical package.** Committee presentations were made to the City Council, the Park Board and the Downtown St. Charles Partnership Board to solicit funds to hire a consultant. Hitchcock Design Group and Robert H. Anderson & Associates were selected to be the consultants. To provide continuity with the Downtown Strategy Plan, Michael Schroeder of Hoisington Koegler Group, Inc was also added to the team of consultants. Several workshops were held to generate ideas and make this "our community's" plan for the riverfront.

The Fox River is one of our greatest assets. Hitchcock Design Group along with the rest of the knowledgeable and sincere team of consultants has created with assistance from community officials and volunteers, a unique plan beautifully suited to our town. We hope you share our enthusiasm.

The next steps include breaking the entire project into workable parts, soliciting funding from public and private sources, completing engineering plans and applying for permits and finally - actual construction.

We encourage you to become involved and help in this project. St. Charles is "The Pride of the Fox". With our award winning Main Street Program, a National Gold Medal Award Winning Park District and a beautiful river corridor we can become "The Pride of the Midwest".

Respectfully,

Bob Leonard  
River Corridor Co-Chairman

Bob Hupp  
River Corridor Co-Chairman

Vern Oie  
Design Committee Chairman

Bob Hupp, *Co-Chairman*  
**City of St. Charles**  
Bob Leonard, *Co-Chairman*  
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**St. Charles Historic Preservation Commission**  
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**Fox River Ecosystem Partnership**  
Rob Linke

**Kane Dupage Soil and Water Conservation District**  
Rand Briggs

# FOREWORD



# BACKGROUND

In 2000, the City of St. Charles, and the Downtown St. Charles Partnership completed the Downtown Strategy Plan. This guiding work highlights the community's desire to emphasize the river as the primary focal point of the downtown. In 2002, the City of St. Charles, the Downtown St. Charles Partnership and the St. Charles Park District engaged the Hitchcock Design Group team to create a plan for the downtown Fox River corridor.

Hoisington Koegler Group, Inc. (HKGi) and Robert H. Anderson and Associates were a part of the team for specific purposes. Michael Schroeder, from HKGi, made a significant contribution to the 2000 Downtown Strategy Plan and brought the strategic downtown development perspective to this project. Frank Gorham, from RHA&A, is a long time local resident and business person who brought both local knowledge and engineering expertise to the project.



## purpose

The purpose of this plan is to refine the vision sparked by the Strategy Plan, identify the potential of the corridor, and to recommend a systematic implementation strategy. The study area extends from Boy Scout Island to Mt. St. Mary Park along the west bank, and from Pottawatomie Park to Langum Park along the east bank.

## process

Numerous community leaders, property and business owners, local officials, regulatory agencies and other interested individuals were interviewed after establishing the study area limits and gathering baseline data and maps. The River Corridor Sub-Committee members walked the downtown waterfront together, gathering first hand opinions and photographing the area. Following that, a facilitated workshop and charrette over two days quickly articulated the preliminary river corridor vision. Many of the ideas which came out of that workshop are listed on the following page.

Community participation was an important consideration in this process. The input received from interested citizens at the workshop, in meetings and at the charrette helped program and conceptualize many of the action items and recommendations made in this master plan.



*Existing conditions photos show many of the challenges along the river corridor from the dam structure and getting across Main Street to the seawalls and erosion on the riverbanks, prohibiting access to the water level.*

*Citizens, community leaders and city staff gathered to view the consultant team's presentation of the charrette and public workshop results.*





At the workshop, each participant was asked to list their ideas for the River Corridor as a part of the question, “What is your vision of the Fox River Corridor in 2010?” Similar answers were then categorized to focus the responses. Listed verbatim, the responses below are the ideas that were produced during the workshop. Taken as a whole, this list begins to shape the master plan’s goals and objectives as well as some of the physical improvements recommended in the Master Plan.

### **Informal Food/Entertainment**

- Flower carts/vendors
- Roving musicians, artists
- Places for vendors/refreshments
- Food available – kiosks, carts, cook stands

### **Quality Landscaping**

- More aquatic vegetation
- Wild plants in and out of the water
- Flowers for all seasons
- Winding paths, lushly planted garden rooms
- More greenery along river, trees, etc.
- Attractive native landscaping to soften, beautify
- Well landscaped – something for all seasons
- Seasonal plantings

### **Places to Stop**

- More shelters and benches
- Attractive resting places for visitors
- Conversation areas
- More designated fishing areas
- A comfortable bench to eat a bag lunch with friends
- Shaded areas with trees, shelters
- Meeting area for small groups
- Attractive river banks/control erosion
- Dinner at the river’s edge under trees
- Areas to sit and enjoy the view
- A place to watch the ducks with children

### **Kid Stuff**

- Access by slide for kids
- Well designed play area for children

### **Structures**

- Stage performance area – concerts, etc.
- Attractive park areas and facilities

### **Water Features**

- Public fountains and water features
- Redo dam to rapids
- Waters (falls, ponds)
- Waterfall structures with lights
- Fountain walkway or area – computerized

### **Public Washrooms**

- Well maintained public restrooms
- Centralized public washrooms

### **Moving Experience**

- Separate paths for walkers vs. bikes, rollerbladers, etc.
- Well maintained trails for walking, riding bikes, etc.
- Forming walkway – wooden boardwalks into water along narrow spots (native plants in water)
- A romantic stroll at water’s edge
- Use of low maintenance materials in all design elements

### **Safety**

- A safe place for seniors
- Appropriate lighting – safety, security, not obtrusive
- Safe environment in the minds of public
- Emergency notification system in select areas

### **Boat Access**

- Boat access – docking
- Areas for boat docking; permanent and temporary
- More boat and/or canoe below dam

### **Wayfinding**

- Designated walkways to downtown restaurants, shopping, etc.
- Access from several points on path
- Good directional signage to public-use areas

### **History and Art**

- Some historical artifacts (or narrative) built into walk
- Places for public art
- Interactive public art creating gathering areas

### **Water Access**

- More access to the water
- Canoes along a sandy shore
- Greater use of river south of Prairie at bridge (on water)
- More water recreation – non powered
- More on water competitions – crew racing, canoe racing

### **Character**

- Brick walkways
- Soft, warm light in the evening
- Varied lighting – street lamps, minis on trees, footpaths highlighted
- Attractive residential dwellings (apartments, etc.)
- Classic timeless design
- World class, but retain small town feel
- No auto parking within 30? 20? yards of river – walkways from parking to river



# ANALYSIS

The River Corridor in St. Charles is unique. **It divides, yet it unifies the downtown.** It is compelling, yet often neglected. Understanding the existing conditions is the baseline for advancing the goals and objectives for the study area.

## existing conditions

### *Natural and Built Environment*

- The existing trail improvements are part of an outstanding regional river trail system
- There are some existing, urbanized “riverwalk” improvements near the Municipal Center
- There are a variety of riverbank conditions from badly eroded to recently armored
- The spillway remains intriguing, yet dangerous

### *Political and Cultural Influences*

- The river has a rich history related to the Downtown
- The Park District has plans in progress for two parks that “bookend” the study area
- The business community has a clearly defined strategy, is engaged and is well organized. However,...
- **Few businesses feature the river relationship in their orientation**
- The fox logo is frequently referenced in promotional publications, however little reference is made to the river, itself

### *Regulatory Process*

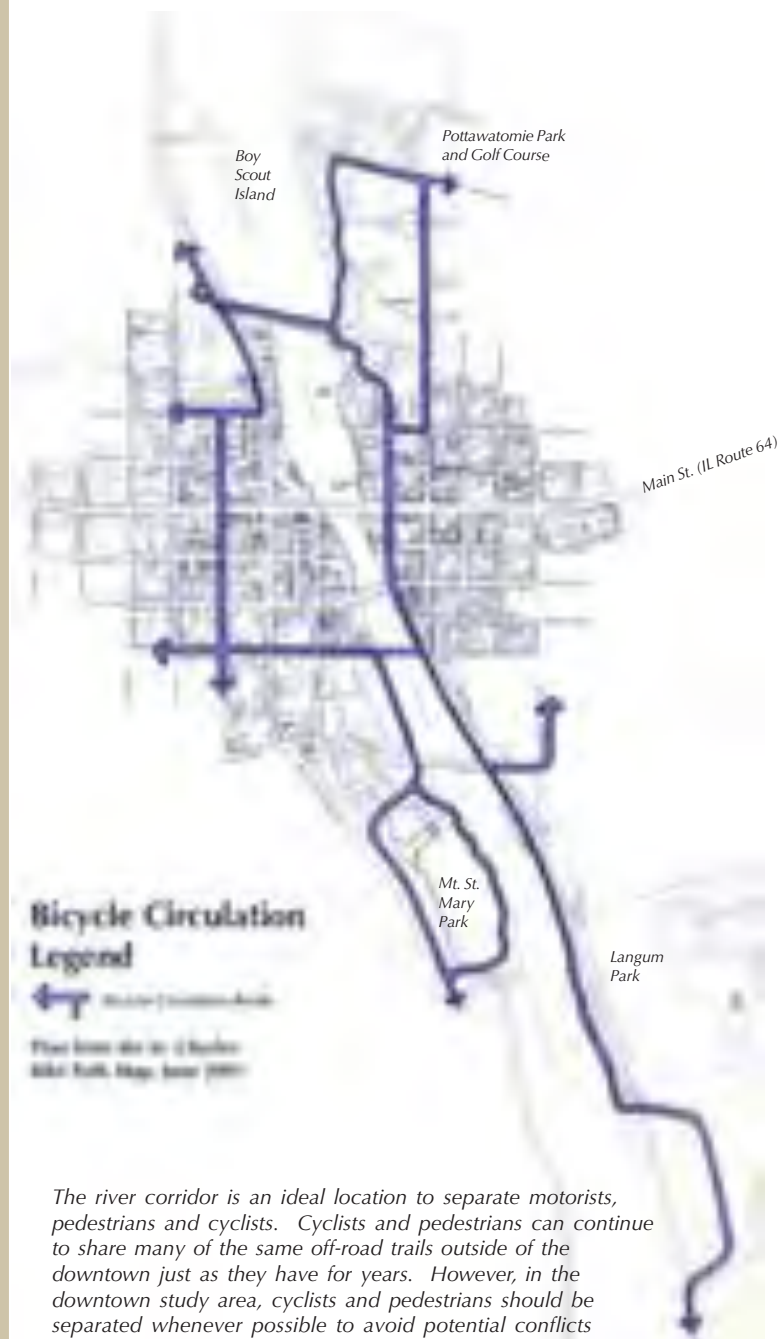
- There are several jurisdictional interests, including the City, the Park District and a variety of County, State and Federal agencies

### *Land Ownership*

- **About 75% of the study area shoreline is publicly owned**
- **About 50% of the central area shoreline is privately owned**

### *Leadership*

- Business and municipal leaders have



The river corridor is an ideal location to separate motorists, pedestrians and cyclists. Cyclists and pedestrians can continue to share many of the same off-road trails outside of the downtown just as they have for years. However, in the downtown study area, cyclists and pedestrians should be separated whenever possible to avoid potential conflicts between these very different users. The River Corridor Master Plan incorporates the recommendations found in the St. Charles Bike Plan by directing cyclists to on-street facilities away from the river in most of the study area. Where pedestrian and bicycle paths are both adjacent to the river, they should be separated to the extent possible and designed to satisfy the unique interests of each user group. Bicycle racks, maps and other related facilities should be located to accommodate the growing legion of cyclists who will be traveling through, and visiting the City.





property ownership map ▲

identified a proposed pedestrian loop and connections into downtown as a top priority

### Financial Resources

- Although the river corridor has been identified as a high priority, capital improvements are not currently budgeted by the City. The Park District, however, is continuing with its development and construction plans for two parks which bookend the site.

### opportunities

Given the success of urban waterfront walkways in other communities across the country, and given the quality of this downtown business environment, the potential benefit of a striking, downtown riverfront walk in St. Charles is clear. However, continuous public river access and shoreline ownership or control in strategic central business areas is critical.

Currently, most of the 21,050 foot project area shoreline and about half of the 9,450 foot downtown shoreline is publicly owned. Fortunately, the areas which are privately owned are controlled by only a few land owners, many of whom have indicated support for the concepts expressed in this master plan.

Commercial property owners adjacent to the river have a particularly exciting opportunity. By working in close collaboration with the City and the Park District, they could provide public access to and from the waterfront thereby enhancing their exposure and increasing the economic value of their properties.



# GOALS AND OBJECTIVES

The interviews and public workshops confirmed the community's passion for the river. Its history, power and prominence make the goal of this master plan so compelling.

Create a lively downtown riverfront environment that becomes the centerpiece of the community within the next 20 years.

*Destination:* ●

*Access and Circulation:* ●

*Economic Development:* ●

*Environment:* ●

*Education and Culture:* ●

*Recreation:* ●





# RECREATIVES

- Distinguish the river as a compelling downtown attraction. Features of the riverwalk should be both natural and urban, formal and informal, designed for groups, individuals or a serendipitous meeting of friends.
- Improve access to, and between, attractions such as the river, regional trails, retail stores, adjacent neighborhoods, public parks, buildings and parking for citizens and visitors of all capabilities.
- Improve access to, and between, destinations such as waterfront features, plazas, bridges, overlooks and fishing spots for citizens and visitors of all capabilities.
- Create a safer experience and environment for boaters.
- Create new and improved opportunities to shop, dine, work, live and play.
- Feature and contribute to the improvement of the water resource. Stabilize the shoreline to protect the river, the adjacent investment and the general public.
- Use the riverwalk, its details and features to tell a story about the river, the community, its heritage and its people.
- Connect and enhance the active and passive recreational opportunities both along the river corridor and in the parks.



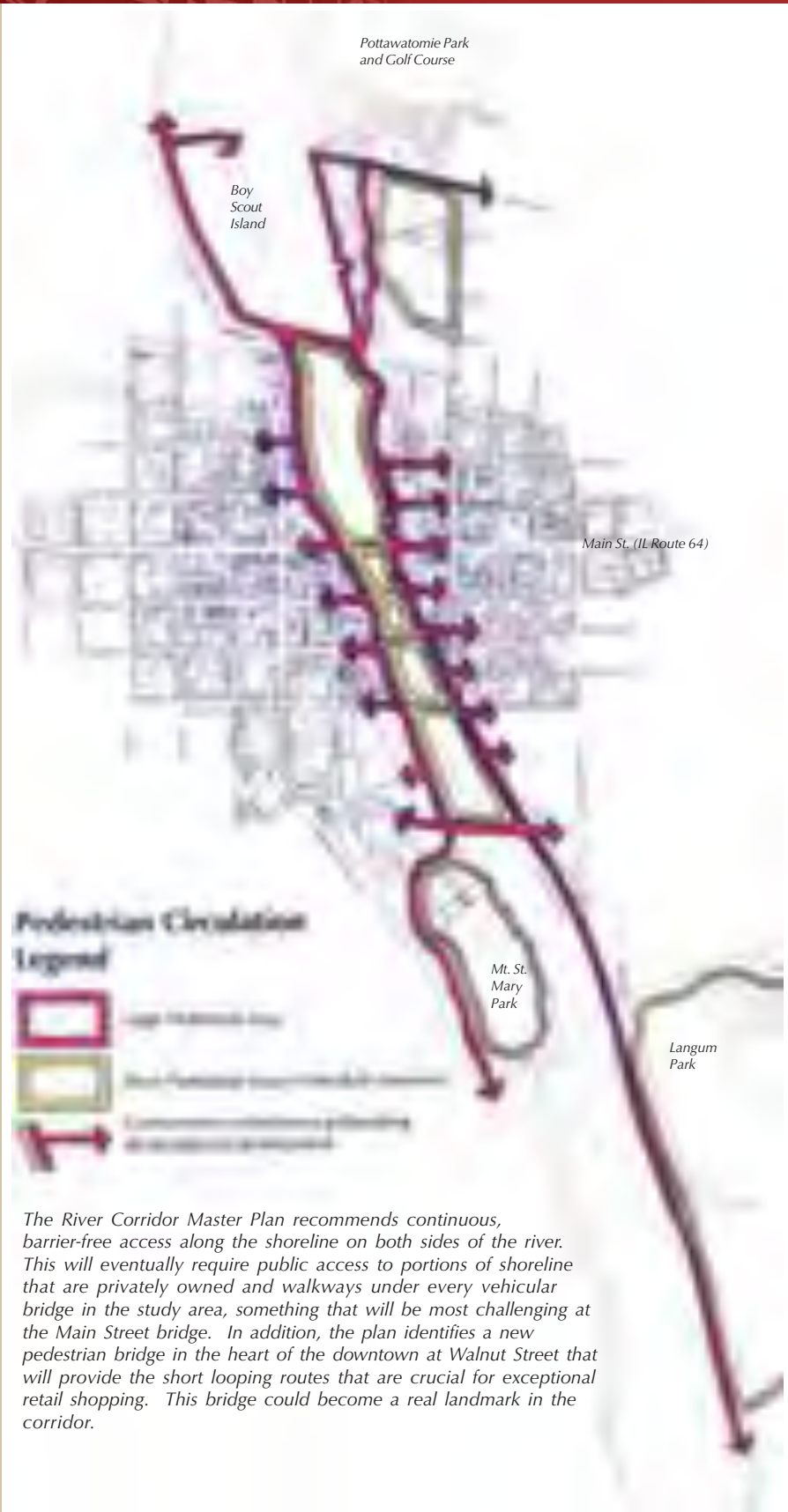
# MASTER PLAN

## concept

Using the word picture created during the community workshop as a guide along with the project goals and objectives, the design team directed a planning and design charrette with the Design Committee. During the charrette ideas were quickly developed and critiqued, the best of which became the basis for the river corridor master plan.

The concept is to systematically construct a signature riverwalk that reaches back into the adjacent neighborhoods, on both sides of the river and to connect the four large parks that form the bookends of the downtown. Construct a series of diverse, yet complimentary spaces along the river that accommodate casual visitors and periodic programmed activities. Integrate artwork, historic and cultural artifacts and other elements into the corridor that reinforce the heritage and relationship of the community to the river. Through state of the art systems, materials and the use of appropriate plantings, improve the quality of the water itself by stabilizing eroded shorelines, reducing storm water run-off and filtering storm water discharges into the river. Remodel the existing spillway to create a safer boating experience that will simultaneously improve water quality and increase the opportunities for better access along the shoreline for public use.

Through coordinated public and private sector investments, management and promotion, position the river corridor as the place to live, work, shop, dine and play.





# Master Plan Geographical Key

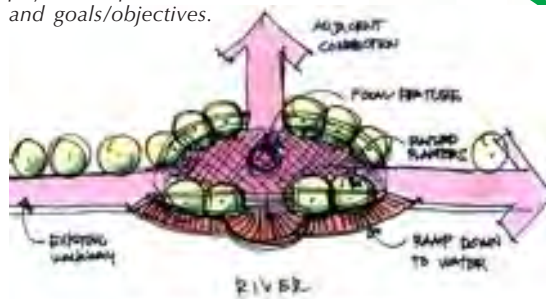
**upper corridor**

**north central corridor**  
railroad bridge to main street

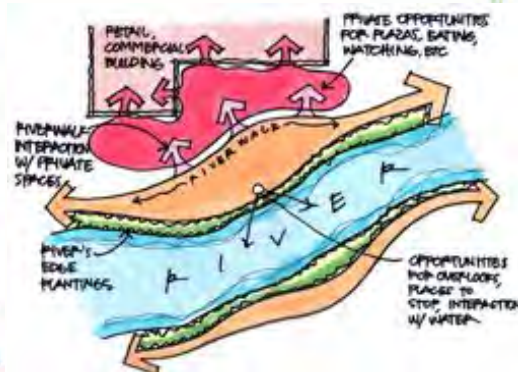
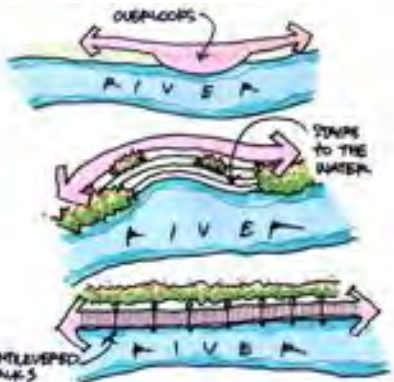
**south central corridor**  
main street to prairie street

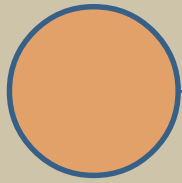
**lower corridor**

Initial conceptual graphics helped to form the early visions for the river corridor and described relationships which later became both physical improvements and goals/objectives.



CUT-OUTS IN EXISTING RIVERWALK





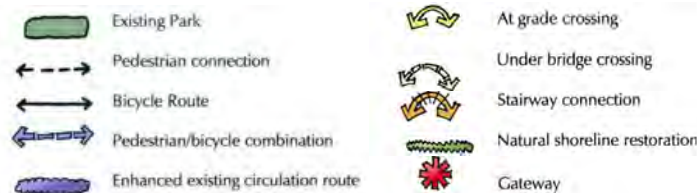
*northern project limits to the railroad bridge*

# Upper Corridor



*location map*

## Master Plan Legend



- 1 Shoreline improvements along Boy Scout Island
- 2 Shoreline improvements and riverwalk extension to Boy Scout Island along Route 31
- 3 River North Gateway
- 4 Stairway connection from the riverwalk to the bicycle bridge and riverwalk connection underneath rail and bicycle bridge
- 5 Connection to Pottawatomie Park improvements
- 6 Stairway connection to bicycle path
- 7 Path enhancements
- 8 Pedestrian/bicycle access into Pottawatomie Park



*These existing site photos show the areas encompassed by the Upper Corridor section of the riverfront.*

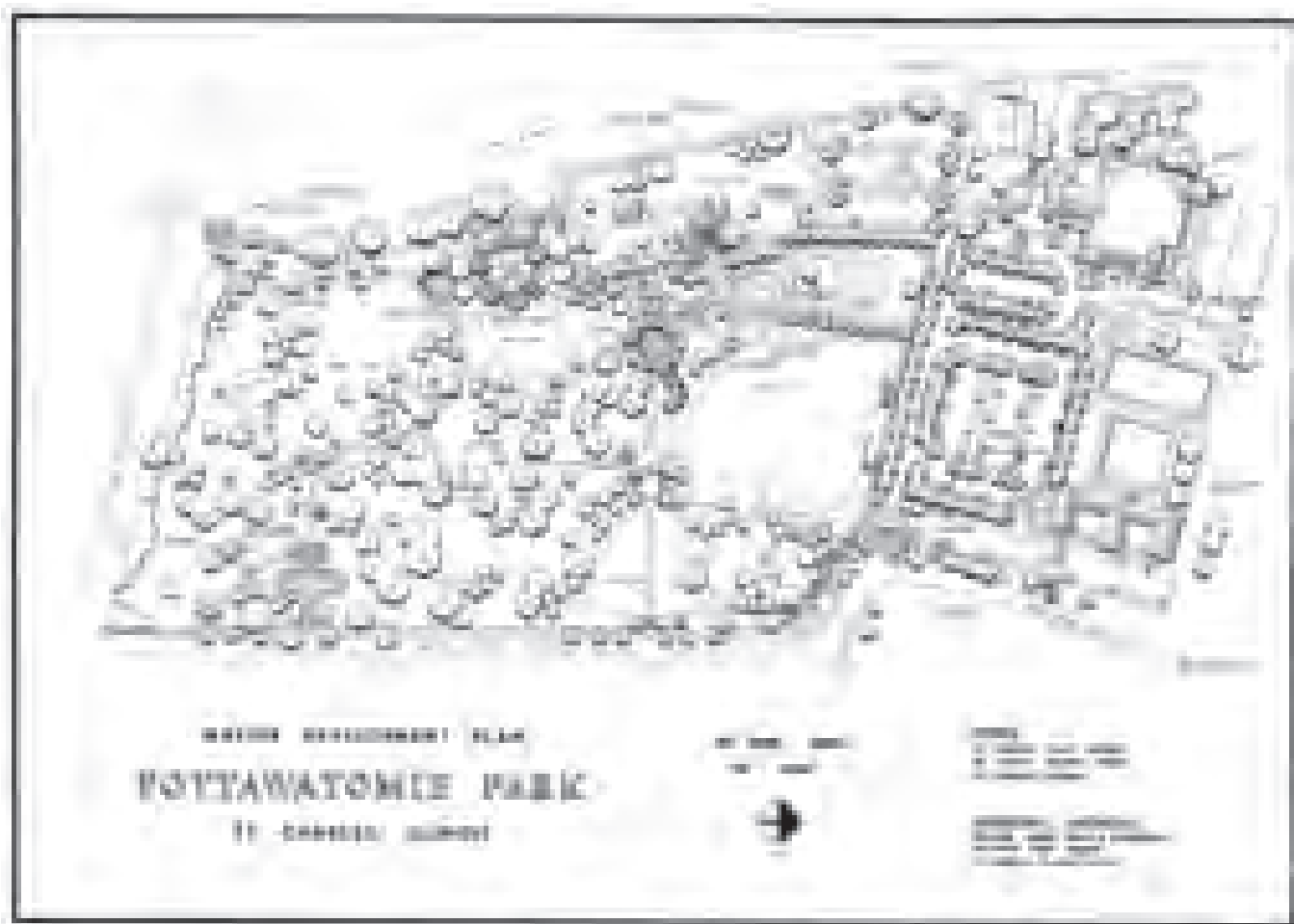




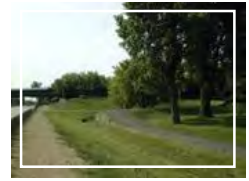


## *pottawatomie park*

The St. Charles Park District has completed the master plan for Pottawatomie Park and is currently implementing many of the improvements. The riverwalk will connect with the proposed improvements as it goes under the railroad and bicycle bridge at the southwest corner of the Park. Clear, easy connection into this recreational destination point is a critical part of the Upper Corridor's connectivity.

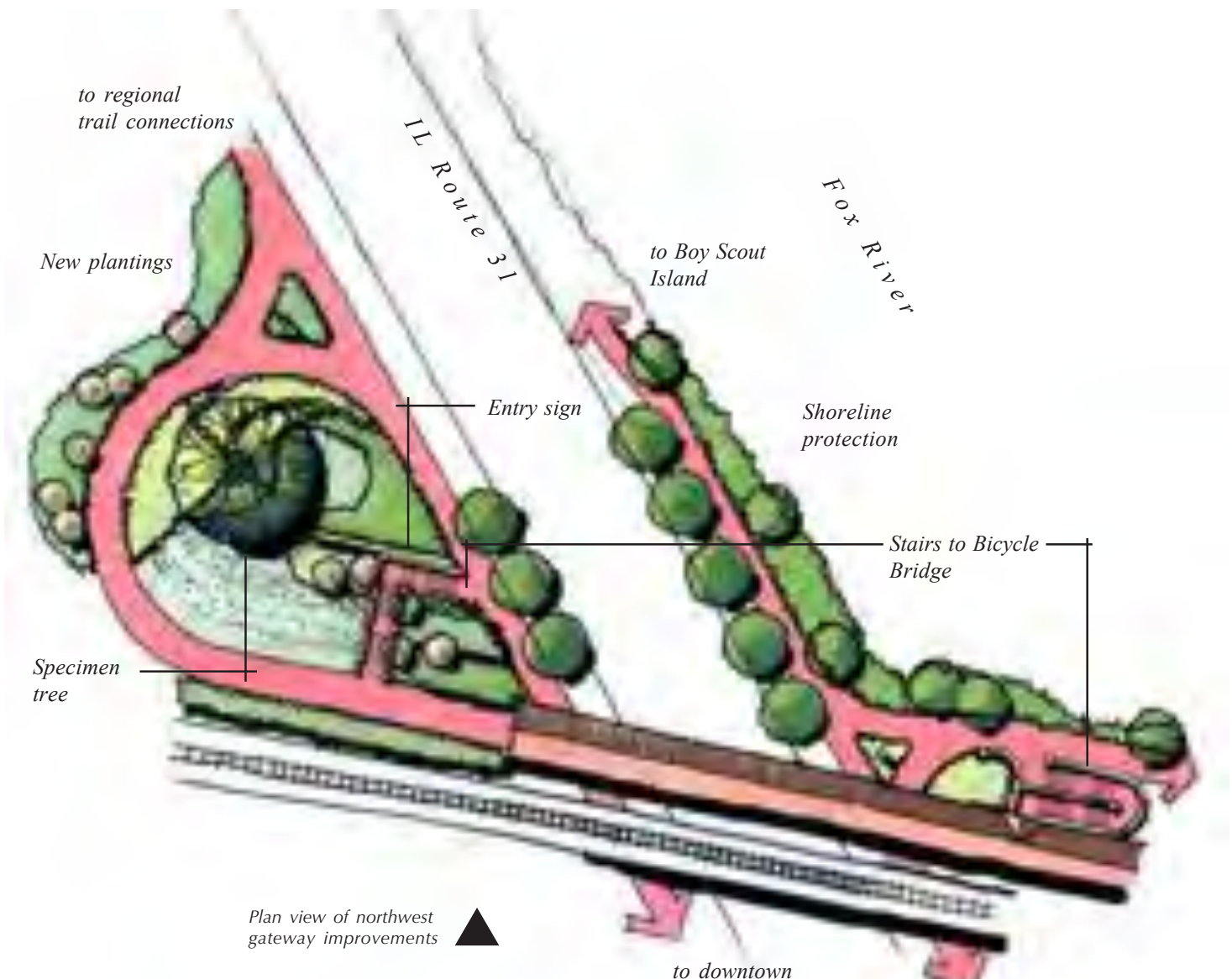


## *river north gateway*



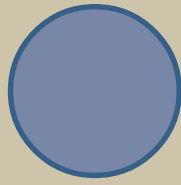
The space to the Northwest of the railroad/pedestrian bridge is a natural gateway to the downtown from the north. Enhancements to this gateway will provide appropriate first impressions to visitors entering the downtown/river corridor area. Features include:

- Enhanced plantings within and along the ramp created by the bike path.
- A large specimen tree.
- Less intense than downtown streetscape treatment along IL Route 31.
- An entrance sign identifying the downtown, city or Central Business District.
- Colorful displays of flowers along the roadway and in front of the entrance sign.



Approximate Construction cost: \$250,000 - 450,000





# North Central Corridor



## Master Plan Legend



Enhance the dam to provide an aesthetic, environmental and functional appeal. Aesthetically, the water area would have a natural feel, maintaining the pool of the river for recreational purposes, with rapids and small falls occurring in broad sweeps across the water. Ecologically, sedimentation, fish movement and aeration are improved. Functionally, the dam is not an obstacle to canoes and kayaks, allowing for safer access down the river in the downtown area.



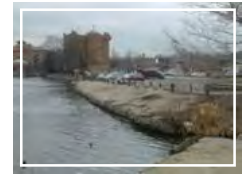
*location map*

- 1 Freedom Trail water access
- 2 Support building
  - meeting rooms
  - public restrooms
- 3 Northeast Parking Deck
- 4 Civic Memorial Plaza
- 5 Existing Freedom Trail improvements
- 6 Streetscape improvements - Cedar to Century Corners
- 7 Dam improvements/Access under Main Street
- 8 Riverwalk connection along Hotel Baker and Carroll Tower
- 9 River North Parking Deck
- 10 River North Redevelopment projects
- 11 River North Plaza





# river north plaza



The River North Plaza, currently existing as a city owned parking lot, creates a park like setting as a focal point and terminus to State Street while allowing for future development. Features of the plaza include:

- Formal garden along a central promenade.
- Access to the boardwalk level at the water's edge by way of ramp and stairs.
- Potential short term boat docks allowing boat parking close to the downtown.
- Continuation of the city's streetscape along 2nd Street (IL Route 31).
- Sculptures and structural focal point at the terminus of State Street.
- Bridge across creek watershed to northern property, anticipating a future riverwalk connection.
- Reorganized entrance to the senior living parking lot.
- Maintain existing wall at water's edge at the south end of the plaza.

Plan view of the River North plaza



Perspective from the north



State Street



Approximate Construction cost: \$850,000 - \$1,100,000





# freedom trail water access



The north end of the municipal property is currently underutilized. The existing riverwalk connects pedestrians to Pottawatomie Park and the information shelter is hidden off the path by the northeast side of the police station. This is a good area for water activities because of the shape of the river's edge. Improvements to this area include:

- Short term boat docking for the east side of the river.
- Docks which shape the basin for water activities such as model boating, giving groups a designated spot for their activity.
- A focal point small structure.
- Stairs to the bike ramp.
- Sculpted lawn for viewing water activities.
- Screened parking.
- Enhanced pedestrian entrances to the Riverwalk from the parking areas.
- Possible policeman/fireman's memorial garden encouraging access to both the garden and the information shelter.
- Future use could include a community building for meetings or get-togethers. This use depends largely on construction of a parking garage in the municipal lot east of the police station/chamber of commerce building.



Plan view from the Railroad Bridge to the Police Station



Public Art piece

Structure

Stairs to the Bike Ramp

Sculpted lawn

Power Station

Model boat basin

Public docks

Fox River

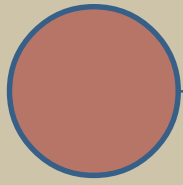
Information shelter

Police Station

Perspective from the police station turnaround

Approximate Construction cost: \$375,000 - \$500,000





main street to prairie street

# South Central Corridor



## Master Plan Legend



location map

- 1 Streetscape improvements - Riverside Drive to the Southeast Parking Deck
- 2 Riverside Plaza
- 3 Residential redevelopment opportunity
- 4 Riverside Drive improvements
- 5 Riverwalk enhancements - Prairie Street to the Piano Factory Bridge
- 6 Beith House Plaza/ Redevelopment opportunity
- 7 Riverwalk connection - Piano Factory Bridge to Illinois Street
- 8 Riverwalk enhancements - Illinois Street to Main Street
- 9 1st Street Corridor Redevelopment opportunities
- 10 1st Street Corridor Parking Deck
- 11 Walnut Street pedestrian bridge

Many different conditions exist at the river's edge as it moves through the downtown. Each of the conditions will have an effect on the design and relationship of the riverwalk to the adjacent land, lending itself to share a similar, yet unprototypical look along both sides of the river.





## Future Redevelopment Potential for the Beith House Area



The 1st Street Corridor redevelopment initiative can tie directly to the riverwalk at two specific points. One is just north of Illinois St. (see next page) and the other is here, at Indiana Street. Connecting the streetscape from 1st Street to the river allows a direct visual and physical connection to the Piano Factory bridge, the new riverwalk connection to Illinois Street and the segregated path system south to Prairie Street. Enhancing the Beith House grounds, the streetscape, and establishing the terminus of Indiana Street as a node creates the link into the neighborhoods that both the Strategy Plan and this master plan established as a priority.

The relationship between private development and public improvements is an integral part of the success in implementing the vision of the master plan. Short term improvements of streetscape connections to the developing 1st Street Corridor, riverwalk improvements along the bank from Illinois Street to Main Street and a new pedestrian bridge connecting this plaza to Riverside Plaza across the river provide the framework for long term, exciting private development opportunities and a public gathering space. Especially here, north of Illinois Street. Features could include: outdoor cafes, areas for sitting and people watching, gathering spots, interactive fountains, lush plantings and access to the water's edge in key spots.



**View from Harris Bank looking Southwest**

# illinois street to prairie street



This link of the river corridor incorporates many of the goals and objectives of the master plan. Features of the plan include:

- First and foremost, a pedestrian link that does not exist currently, from the Piano Factory bridge to Illinois Street.
- The shoreline is re-established.
- A focal point structure for Indiana Street.
- Parking is realigned and screened around the Beith House to allow for pedestrian access.
- The riverwalk interacts and allows for movement between Erik and Me's outdoor restaurant and the public space.
- A crosswalk and focal points highlight the riverwalk location for motorists.
- Segregated bicycle and pedestrian paths south of the Piano Factory bridge.
- The entire stretch is accessible.
- Opportunities for interaction with the water at the northern and southern ends.
- Pedestrian connections are made back into the downtown and surrounding developments.



Perspective from Illinois street

Approximate Construction cost:

\$650,000 - \$850,000 (Illinois to Piano Factory bridge)

\$850,000 - \$1,100,000 (Piano Factory bridge to Gathering Point)

\$200,000 - \$300,000 (Underpass Connection and connections to Prairie Street)



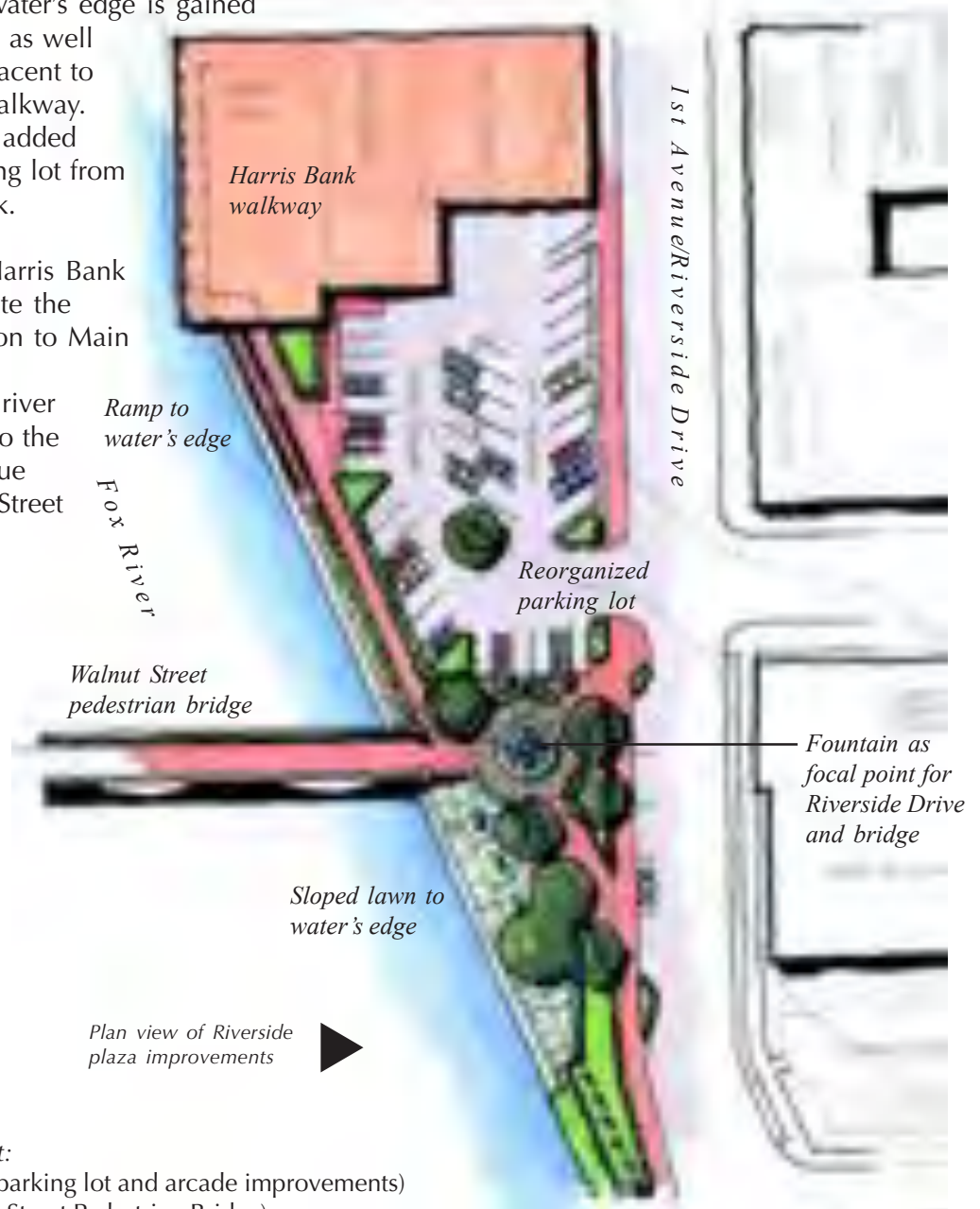


# riverside plaza



Riverside Plaza is a gathering space as well as a transition point between the downtown and the waterfront. The plaza also becomes a focal point at the terminus of a potential pedestrian bridge across the river and the Riverside Drive improvements. Features include:

- Reorganizing the parking lot provides a larger plaza space where a fountain could be constructed, functioning as a focal point at the end of Riverside Drive and the new pedestrian bridge.
- The gabion walls are partially removed south of the bridge, allowing the slope to be laid back.
- Access along the water's edge is gained on the sloped lawn as well as from a ramp adjacent to the Harris Bank walkway.
- New plantings are added to screen the parking lot from the pedestrian walk.
- Encourages public access along the Harris Bank walkway to facilitate the riverwalk connection to Main Street.
- Opens view to the river
- Acquire the rights to the walkway to continue riverwalk to Main Street



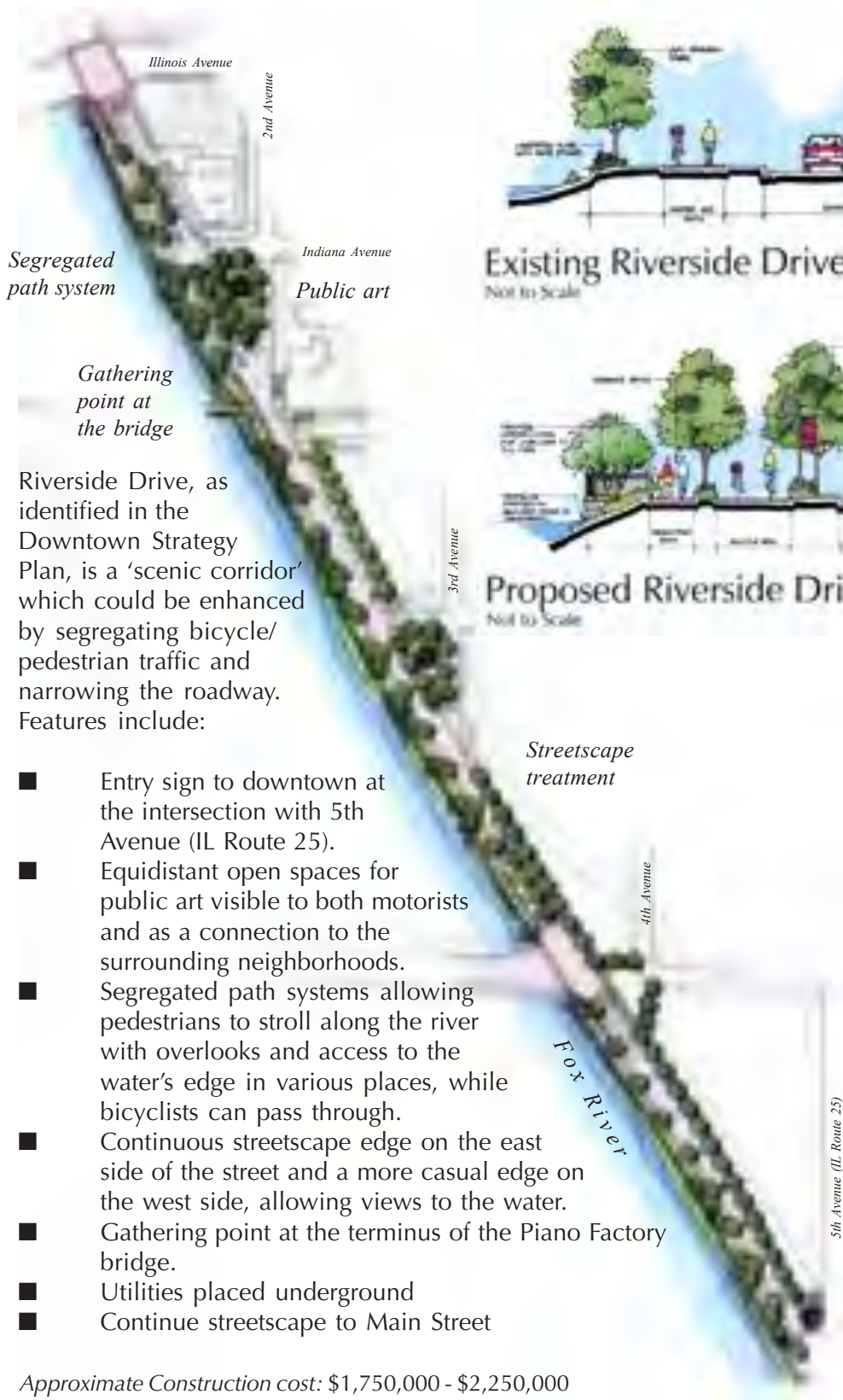
Approximate Construction cost:

\$275,000 - \$375,000 (Plaza, parking lot and arcade improvements)

\$500,000 - \$750,000 (Walnut Street Pedestrian Bridge)



# riverside drive

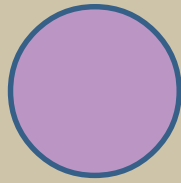


Section showing difference between existing conditions and proposed improvements along Riverside Drive

Plan view of Riverside Drive improvements

Approximate Construction cost: \$1,750,000 - \$2,250,000





prairie street to southern project limits

# Lower Corridor

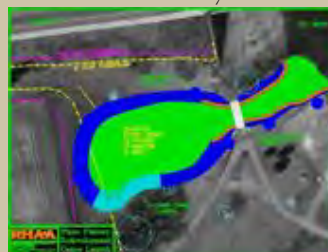


## mt. st. mary park

A master plan is currently being developed for the park which will guide the development of the park's amenities for years to come. Some work has begun in the park, including the flag court space and the well utilized skate park. This master plan recommends improved circulation, natural shoreline protection and enhancements, appropriate placement of public art and working within the framework of the future master plan for the park.

- |   |  |    |                                 |
|---|--|----|---------------------------------|
| 1 | Riverside Drive Gateway  | 9  | Existing Path enhancements      |
| 2 | Existing bicycle/pedestrian path enhancements                            | 10 | Canoe launch/pedestrian amenity |
| 3 | Pedestrian link into Langum Park   |    |                                 |
| 4 | Pedestrian link to relocated Farnsworth mansion                          |    |                                 |
| 5 | 7th Street Tributary pedestrian link into neighborhoods east of the park |    |                                 |
| 6 | Shoreline enhancements along the east bank and Riverside Drive           |    |                                 |
| 7 | Shoreline enhancements in Mt. St. Mary Park                              |    |                                 |
| 8 | Segregated bicycle/pedestrian path through park                          |    |                                 |

Schematic plan of the canoe launch in Mt. St. Mary Park



Flag Court improvements in Mt. St. Mary Park





# PLANNING GUIDELINES

In order to achieve the stated objectives for the corridor, particular attention must be given to the organization of facilities and land uses, access and circulation between uses, public safety, and the durability and appearance of new improvements. However, there is no “riverwalk” design template that should be applied uniformly. Rather, every project, both public and private, should adapt to its particular context while relating to the overall river corridor. Whenever possible, completed improvements should follow these guidelines:

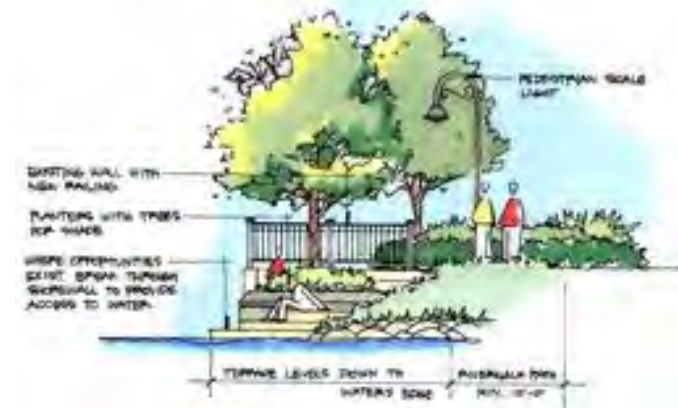
- Segregates pedestrians, cyclists and motorists.
- Is safe, highly visible and well lighted.
- Is scaled to appeal to casual visitors, yet can accommodate larger, organized groups from time to time.
- Offers outstanding visitor hospitality to people of all ages and physical abilities with convenient parking, coordinated wayfinding graphics, barrier free circulation and convenient public washrooms.
- Integrates art, the rich history of the community and seasonal activities into a variety of distinctive, yet complimentary experiences.
- Is well maintained and handsomely landscaped with a combination of native, seasonal and ornamental materials.
- Is constructed of traditional, durable materials that reflect the character of the city.
- Can be implemented incrementally.
- Sustains or enhances the water quality of the river, while maintaining the water pool.



*Proposed condition when development fronts the river corridor*



*Riverwalk with seating area*



*Riverwalk along seawall areas allowing access to water in various places*



*Segregated pathway system*



*Riverwalk with overlooks and screened parking*





## Master Plan comparable details

► Celebrate history



► Segregated path system



► Lively public/private interfaces



► Let the community help



► Attractive at all times and seasons



► Protect the shoreline



## Existing St. Charles features

► Public art/historical focus



► Accessible walks to water level



► Out of the ordinary spaces

► Naturalized shoreline protection

► Streetscape details



► Wide walkways

► Quality materials



► Comfortable, safe seating

► Small details



► Quiet garden spaces for strolling

# IMPLEMENTATION

The River Corridor Master Plan is an ambitious initiative that recommends a significant investment of community resources. Because of its scale, complexity and potential construction costs, getting started and sustaining momentum may seem a bit overwhelming, at first.

Other mid-western communities, however, have successfully implemented equally ambitious plans by using a proven, systematic implementation strategy. It starts with adoption of the plan by the City and Park District as a matter of public policy and ends with the celebration of your accomplishments and repetition of the planning, design and construction cycles. *Like any important initiative, the success of this Master Plan depends on the tireless commitment of community leaders and steady progress toward your goals.*

St. Charles has been equal to the task in the past, and given the probable benefit to the entire community, implementation of the River Corridor Master Plan should be no exception.

## ***Endorse the Master Plan as Public Policy***

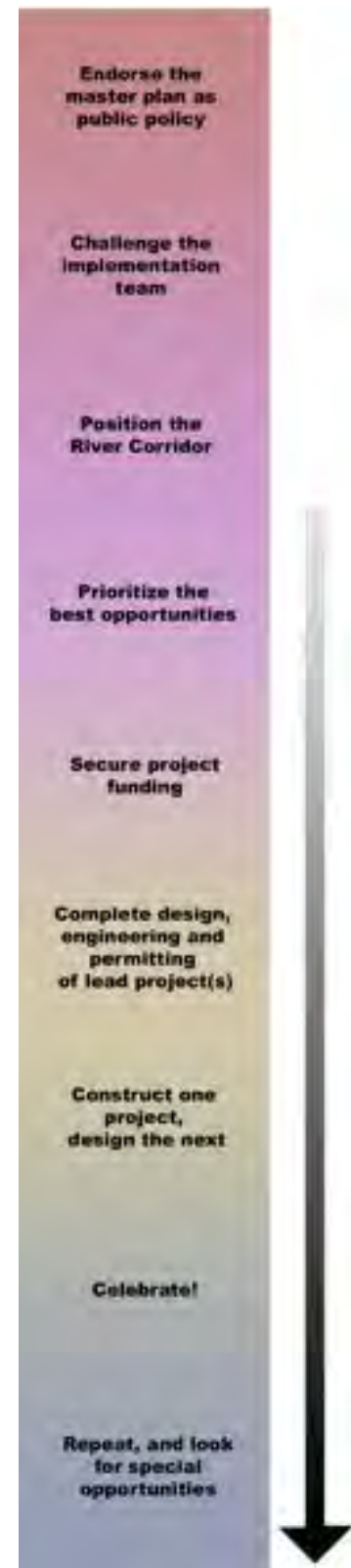
The first step toward successful implementation of the River Corridor Master Plan is its endorsement by the St. Charles City Council and the St. Charles Park District Board. Without a clearly defined statement of public policy, it will be impossible to allocate valuable resources toward implementation.

Given its role in advancing this initiative, the Board of Directors of the Downtown St. Charles Partnership should also endorse the Master Plan. This will send a strong signal that the downtown community is fully committed to the plan.

## ***Challenge the Implementation Team***

Like most important public initiatives, the success of the St. Charles River Corridor Master Plan relies on the cooperation and determination of its public and private sector leaders. Neither group can do this alone. Fortunately, the core of the implementation team already exists. The River Corridor Sub-Committee (RCSC) of the Downtown St. Charles Partnership Design Committee has been the lead agency during the master planning process. This group includes many public and private sector individuals who have substantial experience in planning, design, construction, public relations and organizational leadership.

Once the Master Plan is adopted as public policy, the RCSC must continue to meet regularly to advance the master plan recommendations. They will also have to reach out to new partners and individuals, from time to time, to form strategic alliances and bring additional dimension to the existing group. County, State and even





Federal legislators need to be drawn into the team, as soon as possible, in order to position the corridor for future funding. The consultant team can support and supplement the work of the RCSC.

### ***Position the River Corridor***

The RCSC needs to communicate the master plan message to a variety of constituencies using appropriate tools such as personal presentations, publications and the press. A web site should be started that summarizes the master plan and provides current information on fund raising, design, construction, programming, management and other timely topics.

However, positioning the downtown riverfront to attract and sustain the attention of retailers, consumers, developers and government takes more than good public relations. The RCSC must carefully coordinate public and private sector investment, promotion and management of the corridor in order to position downtown St. Charles as *the* place for distinctive riverfront shopping, dining, living, working and recreation.

If the river corridor is, in fact, the centerpiece of the downtown, then the river corridor goals and objectives should be carefully considered every time a decision is made regarding the downtown. This will help guide the design of future facilities and improvements and it will become the basis for allocating valuable resources for everything from advertising to sign graphics to developer recruitment. This will also help the City and the Park District determine which capital investments will leverage the most public benefit and stimulate the most promising private sector investments.

### ***Prioritize the Next Opportunities***

The Park District is already redeveloping Pottawatomie and Mt. St. Mary Parks, which bookend the corridor and the City is currently recruiting developers for the First Street Redevelopment District Project. These are great projects. The “Blue Goose” site is a particularly attractive opportunity to integrate a public riverfront improvement into a mixed-use commercial development.

In order to capture the public’s attention and sustain their confidence, the RCSC needs to identify and construct a series of additional high profile, near term projects that, collectively, provide a solid foundation for future private sector investment in the central corridor. Since the success of the first segments of the river corridor improvements will communicate volumes to potential public and private sector partners, it is important to consider these important factors when selecting candidate projects:

Despite the current economic conditions and lack of significant local, state or federal funding, several projects deserve near term consideration:

*Consider the acquisition of the west bank shoreline from the Piano Factory bridge to Prairie Street and construct the riverwalk and park improvements between the retaining wall and the river. This will enhance the adjacent “Brownstone” development and significantly improve a substantial and highly visible riverfront segment. The poten-*

*Land ownership/control and accessibility*

*Potential catalytic benefit*

*Funds (and/or partnership) availability*

*Construction complexity*

*Proximity to private sector initiatives*

*Proximity to public infrastructure improvements*

*Permit processes*



tial construction cost for this segment is approximately \$850,000 to \$1,100,000. Some of the construction costs may be offset by the developer of the adjacent Brownstone development who has an outstanding obligation to provide some modest open space improvements.

Acquire ownership/control of the west bank shoreline between Illinois Street and the Piano Factory bridge and construct a riverwalk improvement that would complete a short pedestrian loop, repair a badly eroded section of shoreline, and compliment an existing restaurant that offers riverside dining. The potential construction cost for this relatively simple segment is approximately \$650,000 to \$850,000.

Implement Master Plans for Pottawatomie and Mt. St. Mary parks.

Other projects listed in the Short Term Opportunities section may qualify as priorities if they meet the candidate project criteria.

### **Secure Project Funding**

Based upon the experience of other communities, implementation of the master planned improvements will be most successful if they are funded through a combination of local, county, state, federal and private sector sources. Since other sources of funding have longer lead-times, the City and/or the Park District may need to fund a significant portion of the cost to design and construct the first public improvements. In addition to the general or capital improvement fund, other sources of local revenue, such as Tax Increment Financing (TIF) funding and Special Service areas (SSA), should be considered. The County has already expressed an interest in the project, and has supported riverfronts in other Fox River communities. Unfortunately, they have suspended the use of their portion of gambling proceeds from the Grand Victoria until the current fiscal concerns are resolved. The legislative representatives for St. Charles need to be drawn into the process as early as possible to explore future appropriations. Given the broad appeal and economic benefit of the master planned improvements, the State and even the Federal government should also be considered for outright appropriations.

There are also several State and Federal grants that may provide funding for portions of the Master Plan. They include, but are not limited to:

Grant funding from most agencies is only available in specific appropriation cycles. Therefore, once the initial funding and phasing strategies are identified, the River Corridor Implementation Team should meet with representatives of several agencies to identify the upcoming opportunities and submittal requirements. Please remember that receiving grants from other agencies often requires abiding by their design, construction and administrative standards.

Private sector contributions can also play a significant role in funding the construction of the public riverfront improvements. Business and individual contributors are often attracted to high profile community projects and there are plenty of opportunities to commemorate private sector participation on the Corridor. It is strongly recommended that the leading fundraisers in the community be consulted about the opportunity

*Illinois Rivers 2020*  
(through the Lt.  
Governor's office)

*Open Space, Land  
Acquisition and  
Development (OSLAD)*  
(through the Department  
of Natural Resources)

*Boating Infrastructure  
Grant Program (BIGP)*  
(through the Department  
of Natural Resources)

*Recreational Trails  
Program (RTP) and  
Illinois Transportation  
Enhancement Program  
(ITEP)*  
(through the Department  
of Natural Resources)

*Tourism Attraction  
Development Program,*  
(through the Department  
of Commerce and  
Community Affairs)

*State and Federal  
Legislative Grants*



to establish a not-for-profit corporation and solicit private sector funds, or even “in-kind” donations, for this project. As community leaders know, private sector fundraising can be a source of pride, positive public relations and leverage that is hard to appreciate until it has been experienced first hand.

It is recommended that one person from the River Corridor Sub-Committee be dedicated to coordinating and researching funding opportunities.

### ***Design, Engineering and Permitting the Lead Project(s)***

Once the first projects are budgeted, their design and engineering needs to be finalized for permitting, bidding and construction. Under normal circumstances, the design, engineering and permitting process takes about 9 to 12 months for most public improvements. Agencies that have a jurisdictional interest in the St. Charles River Corridor include, but may not be limited to:

### ***Construct One Project, Design the Next***

The waterfront can be constructed using a General Contractor or a Construction Manager. Either approach can be successful and is usually based on the preference of local agencies and the availability of experienced staff. If local contractors wish to donate time or materials to the project, the Construction Manager method will allow for greater purchasing and sequencing flexibility. Remember to keep the public aware of the “latest and greatest” news concerning construction of the current project in order to maintain the public’s interest.

Once construction begins on the first project, the design and engineering of the next project should commence in order to maintain public relations momentum.

### ***Celebrate***

A coordinated and energetic public relations program is important to the success of the waterfront. It is recommended that the public relations committee of the River Corridor Implementation Team and local governments take every opportunity to celebrate victories large and small, particularly in the early stages of development. Public relations and private sector fundraising should be closely linked.

### ***Repeat and Look for Special Opportunities***

Once the first projects are underway, future revenue sources need to be confirmed. Since many grants and appropriations have long lead times, it is important to get potential projects in front of the appropriate decision makers as soon as possible.

Whenever possible, the construction of the riverfront improvements should be coordinated with other public and private sector redevelopment. Large and small-scale commercial property improvements provide great opportunities to integrate the waterfront into the downtown. Large-scale public works projects, such as utility work, street work, or bridge renovations are natural opportunities to advance the river corridor concepts. Coordination of the “grand opening” of a waterfront project with another special event or holiday can bring special meaning to the project.

*City of St. Charles*

*St. Charles Park District*

*Kane County*

*Illinois Department of  
Transportation (IDOT)*

*Illinois Department of  
Natural Resources  
(IDNR)*

*Illinois Environmental  
Protection Agency  
(IEPA)*

*Illinois Historic  
Preservation Agency  
(IHPA)*

*Kane-Dupage Soil and  
Water Conservation  
District*

*U.S. Army Corps of  
Engineers*



# SHORT TERM OPPORTUNITIES

Some of the master planned improvements, such as modifications to the dam, may take years to accomplish because of their scale, cost and complexity. By comparison, there are several short-term opportunities to make steady, incremental progress toward the goals and objectives of this plan. The projects highlighted in this section can help St. Charles build and sustain momentum toward its riverfront renaissance because they meet one or more of the following criteria:

- Land is publicly owned/controlled
- Land is privately owned, and landowner has expressed an interest in conveying some portion for public access
- Land is privately owned and the landowner is already planning a related improvement
- The Park District is already improving the property
- The design, engineering, permitting and construction processes are not unusually complex
- Development of the highlighted project is not contingent on the re-development of private property
- Larger scale projects can be constructed incrementally, if necessary, to spread out large capital investments



## Short Term Opportunities

- A. River North gateway
- B. Shoreline improvements in Pottawatomie Park
- C. Freedom Trail water access
- D. Existing Freedom Trail improvements
- E. Streetscape improvements on Cedar Avenue to Century Corners
- F. Pedestrian access adjacent to Harris Bank and Riverside Plaza
- G. Streetscape improvements on Walnut Avenue to southeast parking deck
- H. Riverside Drive “boulevard treatment”
- I. River South gateway
- J. Shoreline improvements in Mt. St. Mary park
- K. Bike and pedestrian improvements in Mt. St. Mary park
- L. Focal feature flag garden in Mt. St. Mary park
- M. Canoe launch in Mt. St. Mary park
- N. Prairie Street to Piano Factory bridge (along Brownstones) path improvements/overlook
- O. Piano factory bridge improvements
- P. Indiana Street to Illinois Street pedestrian linkage
- Q. River North Plaza





## Short Term Opportunities Plan



The following is a list of projects identified in the Master Plan. The items labeled A-Q correlate with the Short Term Opportunities Plan and are meant to identify projects which could be completed within a 1-5 year time frame. The projects listed after the short term list can be accomplished in a longer term or may not be of equal public benefit as the Short Term Opportunities. Even with the short term projects, some may be implemented earlier or take longer based on economic and other factors. The costs associated with each project may change based on its scope, complexity and timing and may be offset by private contributors as well as volunteer groups.

## Short Term Opportunities

<i><b>Project:</b></i>	<i><b>Description:</b></i>	<i><b>Responsible Parties:</b></i>	<i><b>Actions and Anticipated cost:</b></i>	<i><b>Outcome:</b></i>
<b><i>River North Gateway</i></b> <i>(see pg. 12)</i> <b>A</b>	A sign and supporting plantings	City of St. Charles	\$250,000 - \$450,000	Creates an entry statement for the downtown area and begins to convey the character of the City
<b><i>Shoreline improvements in Pottawatomie Park</i></b> <i>(see pg. 11)</i> <b>B</b>	In coordination with the Master Plan for the Park, shoreline improvements will re-establish the historic look to the shoreline	St. Charles Park District	Engage a consultant; construction costs	The look will continue the historic look which the Park District is continuing to upgrade with current construction and rehabilitation projects
<b><i>Freedom Trail water access</i></b> <i>(see pg. 15)</i> <b>C</b>	Short term boat docking, amphitheater space for viewing model boats/ water activities, stairway to bike path ramp, improved entrance and potential memorial garden around police station	City of St. Charles	\$375,000 - \$500,000	Allows boaters to have access to the downtown and provides this end of the municipal area a destination point in the northern pedestrian loop
<b><i>Existing Freedom Trail improvements</i></b> <i>(#5 on pg. 13)</i> <b>D</b>	Plantings along the edge of the trail and providing opportunities for pedestrians to have access to the water's edge	City of St. Charles	Engagement of a consultant, construction of plantings and amenities	Improving the aesthetic of the existing trail would increase the visibility of the trail and highlighting the connection past the Municipal Center would draw people to utilize the space
<b><i>Streetscape improvements - Cedar to Century Corners</i></b> <i>(#6 on pg. 13)</i> <b>E</b>	Maintain streetscape momentum from Main Street into the Historic District, recognizing the unique character of the district	City of St. Charles	Engagement of a consultant, construction of streetscape elements	Links the Historic District with Main Street and the Riverwalk, providing safe, visible pedestrian access to both





<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Riverside Plaza</b> <i>(see pg. 19)</i> <b>F</b>	Redeveloped park space south of Harris Bank, including a fountain, walks, sign and a connection along the Harris Bank building	City of St. Charles	Engagement of a consultant team, construction of recommended improvements, acquisition of rights along the Harris Bank facade	Riverside Plaza provides the visual focal point for the terminus of the Riverside Drive scenic corridor experience and also provides a destination visible along Walnut Avenue as visitors walk to the river from the parking deck
<b>Streetscape improvements - Riverside Drive to the Southeast Parking Deck on Walnut Avenue</b> <i>(#1 on pg. 16)</i> <b>G</b>	Streetscape construction, similar to Main Street in intensity including typical furnishings, lights, paving	City of St. Charles	Engagement of a consultant team, construction of recommended improvements	This streetscape connection links the newly constructed parking deck to the Riverside Plaza and provides visible and safe pedestrian access to a destination point along the river
<b>Riverside Drive improvements</b> <i>(see pg. 20)</i> <b>H</b>	In coordination with the Downtown Strategy Plan, Riverside Drive becomes a scenic drive with plantings, public art, segregated pedestrian/bicycle paths and gathering points and important intersections	City of St. Charles	\$1,750,000 - \$2,250,000	Riverside Drive becomes a scenic experience as visitors come into the City from the south terminating at Riverside Plaza
<b>Riverside Drive Gateway</b> <i>(see pg. 20)</i> <b>I</b>	At the intersection of Riverside Drive and Fifth Avenue (IL Route 25), utilize the small triangle of land to create a gateway into the downtown and the start of Riverside Drive	City of St. Charles	Engaging a consultant, construction costs for recommended improvements	An attractive and interesting gateway to the Riverside Drive experience and the Downtown
<b>Shoreline enhancements in Mt. St. Mary Park</b> <i>(#7 on pg. 21)</i> <b>J</b>	Shoreline stabilization and erosion control measures	St. Charles Park District	Engaging a consultant, construction of recommended improvements	Control of shoreline environment, maintaining an environmentally sensitive approach to the riverbanks further away from the downtown area



<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Segregated bicycle/ pedestrian path through park (#8 on pg. 21)</b> <b>K</b>	Two path system connecting pedestrians with pedestrian amenities within the Park and allowing smooth movement for cyclists	St. Charles Park District	Path improvements	Safer, pedestrian friendly use of the paths through the Park allowing serious cyclists to move through the Park without interrupting slower pedestrians and minimizing traffic conflict points
<b>Focal feature flag garden in Mt. St. Mary Park</b> <b>L</b>	Garden space used as a focal point in the center of the Park where many of the pathways cross	St. Charles Park District	Completed	Pedestrian and visual amenity; raising the quality of the Park's public spaces
<b>Canoe launch/ pedestrian amenity (#10 on pg. 21)</b> <b>M</b>	Lagoon with suitable material for launching small craft; pathway connections to existing circulation systems	St. Charles Park District	Engaging a consultant, construction of recommended improvements	A launch at this site would allow small non-motorized craft users to navigate the more natural portions of the river south of downtown St. Charles to downtown Geneva
<b>Riverwalk enhancements - Prairie Street to the Piano Factory Bridge (see pg. 18)</b> <b>N</b>	Barrier free pedestrian access along the river including access to the water's edge, segregated traffic paths, lush, garden-like plantings, shoreline stabilization and erosion control, connections into the Brownstone development, connective structures at the Prairie Street bridge, including stairs to street level	Brownstone developers, private donations should also be considered	\$1,050,000 - \$1,400,000	A quality, stylish connection between an important park/ street and the downtown. Connections into and around adjacent development connect pedestrians from the surrounding neighborhoods to the river visually and aesthetically

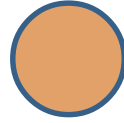


<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Piano Factory Bridge Improvements</b> <i>(see pg. 18)</i> <b>O</b>	Studying the quality of the support structure for the bridge; looking at aesthetic improvements; redesigning the entrance on both the east and west ends	City of St. Charles	Engage a consultant, construction of recommended improvements	The bridge becomes a focal point on the southern part of the river and delivers cyclists and pedestrians alike safely across to both shores
<b>Riverwalk connection - Piano Factory Bridge to Illinois Street</b> <i>(see pg. 18)</i> <b>P</b>	Stylish riverwalk section which anticipates future development and allows itself to be expanded if needed; shoreline stabilization and erosion control with opportunities in key locations to provide access to the water's edge; a gathering point that serves as a node for the bicycle/pedestrian path and also creates an entrance both to the First Street Corridor along Indiana Street and the Piano Factory Bridge	City of St. Charles, property owners	\$650,000 - \$850,000	Extending the riverwalk north to Illinois Street establishes an existing pedestrian loop around the south central corridor and would also benefit private redevelopment taking advantage of river views and access
<b>River North Plaza</b> <i>(see pg. 14)</i> <b>Q</b>	Redevelopment of the city owned parking lot into a destination plaza, including walks, public art, short term boat docking and a focal point structure	City of St. Charles	\$850,000 - \$1,100,000	The plaza becomes the focal point for State Street and continues the riverwalk, connecting the river to the Second Street environment, establishes a future connection to the bicycle trail to the north





## Upper Corridor Projects



(#) corresponds to the legend on page 10

<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Shoreline improvements along Boy Scout Island (#1)</b>	Adding erosion control measures through lowland and wetland plantings, allowing for small areas of access to the water	St. Charles Park District	Engagement of consultants to establish plant mix and erosion control measures. Construction of edge environment and any amenities	Improved biodiversity and edge protection, preventing erosion and soil loss
<b>Shoreline improvements and riverwalk extension to Boy Scout Island along Route 31 (#2)</b>	A riverwalk connection underneath the railroad bridge on the west side of the river, continuing north, ending in Boy Scout Island	City of St. Charles, St. Charles Park District, Volunteer Groups, State of Illinois	Engagement of consultants to establish plant mix and erosion control measures as well as design riverwalk features and amenities. Construction of edge environment, walk and amenities	Connects the regional trail system north of the downtown to the Central Business District and Boy Scout Island; improves biodiversity and edge protection, preventing erosion and soil loss
<b>Stairway connection from the riverwalk to the bicycle bridge and riverwalk connection underneath rail and bicycle bridge (Part of the River North Gateway, see page - 12)</b>	Connections on both the east and west side of IL Route 31 to the bridge level. The design can also be incorporated into the entry scheme for the River North Gateway.	City of St. Charles	A portion of the River North Gateway costs is associated with this point because the projects can be developed together	Allows for safe, efficient pedestrian access across IL Route 31 and improves connectivity to the regional trail system
<b>Connection to Pottawatomie Park improvements (#5)</b>	A visible and celebrated entrance into Pottawatomie Park underneath the railroad bridge on the east side of the river	City of St. Charles, St. Charles Park District	Implementing Park Master Plan recommendations, including small gathering space and potential signage directing users under bridges	Welcomes visitors and citizens alike from the downtown area to the Park

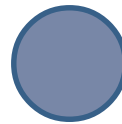


## Upper Corridor Projects (cont.)

<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Path enhancements (#7)</b>	Plants and specialty paving, done in coordination with the Pottawatomie Park Master Plan, should be implemented	St. Charles Park District	Engagement of a consultant, recommended improvements construction cost	Improves the aesthetic of minor entrances to the Park and builds on the heightened importance of major entrances.
<b>Pedestrian/bicycle access into Pottawatomie Park (#8)</b>	Improve and celebrate the access points into the park from the east	City of St. Charles, St. Charles Park District	Engagement of a consultant, recommended improvements construction cost	Clearly identifies entrance points to the Park and improves the aesthetic environment presented by the Park

## North Central Corridor Projects

(#) corresponds to the legend on page 13



<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Support building (#2)</b>	Future potential for community meeting rooms, taking advantage of the view and location in the municipal area. Depends on construction of parking deck in the present day parking lot terminating First Avenue	City of St. Charles, Downtown St. Charles Partnership	Engagement of a consultant team, construction of building and surrounding grounds	Provides the city and the community with a public/private meeting area that could become an architectural icon, complementing the existing Municipal Center
<b>Northeast Parking Deck (#3)</b>	Deck located in the current lot terminating First Avenue/Riverside Drive	City of St. Charles	Engagement of a consultant team, construction of deck	The structure will free up parking space to allow for both the Support Building and a Civic Memorial Plaza space



## North Central Corridor Projects (cont.)

<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Civic Memorial Plaza (#4)</b>	Plaza space north of the Municipal Center in the current parking lot potentially accomodating for civic events and incorporating fountains, seating, lush plantings and a strong physical connection to the river and development occuring around it	City of St. Charles	Engagement of a consultant team, construction of recommended improvements, programming elements and events	The Plaza gives the Municipal area a front yard for both development on the east side along First Avenue as well as the municipal uses. This space becomes a focal point for the northeast side of the downtown, bringing people together as a starting point for festivals and other events. Done well, this space will draw people to use it passively and actively
<b>Dam improvements/ Access under Main Street (#7)</b>	Retain and enhance the existing dam structure	City of St. Charles	Engagement of a consultant team, construction of recommended improvements, long lead times in regulatory processes for underpass, possible land acquisition/control through private property	Modifying the dam will improve fish passage, provide access and connectivity for non-motorized boats such as kayaks and canoes, and have an overall beneficial impact on the river ecosystem
<b>River North Redevelopment projects (#10)</b>	Coordinate redevelopment of properties from Cedar Street to the railroad bridge and the riverfront to Third Street with the Downtown Strategy Plan	City of St. Charles, Downtown St. Charles Partnership, property owners and/or potential developers	Property acquisition, developer recruitment, development costs, engage a consultant for development scenarios, public ROW improvements	Redevelopment of this area continues the gateway experience and provides visitors their first impression of the downtown area as they arrive from the north



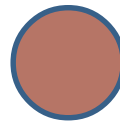


## North Central Corridor Projects (cont.)

<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Riverwalk connection along Hotel Baker and Carroll Tower (#8)</b>	Riverwalk (either on shore or along the shore), potential gathering point at Hotel Baker, connection into Rose Garden (if allowed), pedestrian access to street level at Main and under the Main Street Bridge	City of St. Charles, Private Sector	Engagement of a consultant team, long lead times in regulatory processes, construction cost of suggested improvements	Connecting the River North Plaza with Main Street completes another strategic segment of the North Central Corridor's pedestrian loop. Partial access to the Hotel's grounds would give a much needed resting point along this stretch and the connection under Main Street would allow barrier free pedestrian access south of Main Street
<b>River North Parking Deck (#9)</b>	Deck located behind future development along Second Street at State Street	City of St. Charles	Engagement of a consultant team, construction of the deck	The structure frees up the parking area to be redeveloped in coordination with the Strategy Plan

## South Central Corridor Projects

(#) corresponds to the legend on page 16



<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Redevelopment opportunity (#3)</b>	Redevelopment opportunity located at the southeast corner of Illinois Avenue and Riverside Drive	City of St. Charles property owners/potential developers	Property acquisition, developer recruitment, development costs, engage a consultant for development scenarios, public ROW improvements	Redevelopment of this property allows owners direct access to the riverfront and provides a 24 hour presence. Close proximity to the downtown and its amenities are selling points



## South Central Corridor Projects (cont.)

<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Beith House Plaza/ Redevelopment opportunity (#6)</b>	Long term use for a site currently occupied by parking. Redevelopment would include expanded business opportunities and creating a showcase, usable facility in the Beith House. Streetscape connecting the river visually to First Street	City of St. Charles, Beith House, Fox River Square owners/ businesses	Engagement of a consultant team, construction of recommended improvements, coordination with surrounding business owners	A destination garden spot with associated uses in the Beith House; a riverwalk connection, building on any first phase work done along this section; a stylish ending for Indiana Street and direct visible connection to the First Street Redevelopment
<b>Riverwalk enhancements - Illinois Street to Main Street (#8)</b>	Coordination with private development to create a riverwalk connection which ties private improvements to public spaces. This area, developed in coordination with the Downtown Strategy Plan, could include fountains, a pedestrian bridge connecting to Riverside Plaza and access to the water at various points along a stylish riverwalk	City of St. Charles, property owners, Downtown St. Charles Partnership, potential developers	\$750,000 - \$1,000,000 (public water frontage improvements)  \$1,000,000 - \$2,000,000 (development plaza space)	Stylish riverwalk improvements, large event gathering space on the west side of the river, congregational area for active and passive activities
<b>1st Street Corridor Redevelopment opportunities (#9)</b>	Look for opportunities to coordinate public and private construction projects as redevelopment occurs in coordination with the Downtown Strategy Plan and ensuring that connections to the riverwalk are made	City of St. Charles, property owners and/ or potential developers	Potential for land acquisition, relocation, engaging a consultant for public improvements, construction costs for public projects	Redevelopment continues to support the goals of the Strategy Plan and this plan
<b>1st Street Corridor Parking Deck (#10)</b>	Deck located behind future development along First Street at Walnut Street	City of St. Charles	Engagement of a consultant team, construction of the deck	The structure frees up the parking area to be redeveloped in coordination with the Strategy Plan

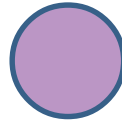


## South Central Corridor Projects (cont.)

<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Walnut Street pedestrian bridge (#11)</b>	Stylish pedestrian bridge linking redevelopment public and private improvements on the west side of the river with Riverside Plaza on the east side	City of St. Charles	\$500,000 - \$750,000	Stylish riverwalk improvements, large event gathering space on the west side of the river, congregational area for active and passive activities

## Lower Corridor Projects

(#) corresponds to the legend on page 21



<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>Existing bicycle/pedestrian path enhancements (#2)</b>	Maintenance of current trail, enhancing plantings in key locations, highlighting points that cross over IL Route 25, shoreline stabilization and erosion control on river bank	City of St. Charles, St. Charles Park District	Construction of improvements	Promotes a higher level of quality and distinguishes the St. Charles section from other parts of the trail in other towns
<b>Pedestrian link into Langum Park (#3)</b>	Pedestrian path connecting the existing Park amenities to the riverfront	City of St. Charles	Construction of improvements	Increases connectivity and visibility for a Park where the amenities are not readily apparent
<b>Pedestrian link to relocated Farnsworth mansion (#4)</b>	Pathway connection from the existing path along the river and IL Route 25 to the future location for the mansion	City of St. Charles	Construction of improvements	Connecting the mansion to the riverwalk, the Park and the sidewalks along IL Route 25 gives visibility and prominence to this cultural attraction





## Lower Corridor Projects (cont.)

<b>Project:</b>	<b>Description:</b>	<b>Responsible Parties:</b>	<b>Actions and Anticipated cost:</b>	<b>Outcome:</b>
<b>7th Street Tributary pedestrian link into neighborhoods east of the park (#5)</b>	Pedestrian and bicycle pathway connection along the tributary	City of St. Charles	Engaging a consultant, construction of recommended improvements	Direct connection to residential areas east of IL Route 25, allowing barrier free access to the bikeway crossing at Route 25 and the river
<b>Shoreline enhancements along the east bank and Riverside Drive (#6)</b>	Shoreline stabilization and erosion control measures	City of St. Charles	Engaging a consultant, construction of recommended improvements	Control of shoreline environment, maintaining a sensitive approach to the riverbanks further away from the downtown area
<b>Existing Path enhancements (#9)</b>	Plantings, pedestrian amenities such as benches and lighting	St. Charles Park District	Construction of improvements	Path enhancements lend importance to key areas within the Park such as entrances, paths leading to focal elements or activity centers

