



City of Aurora

2nd Floor Council
Chambers
44 East Downer Place
Aurora, Illinois 60505
www.aurora-il.org

Planning Commission Meeting Minutes

Wednesday
February 13, 2019
7:00 PM

Special Meeting

CALL TO ORDER

Chairman Pilmer called the meeting to order at 7:00 p.m.

ROLL CALL

The following Commission members were present: Chairman Pilmer, Mrs. Anderson, Mr. Cameron, Mr. Chambers, Mr. Divine, Mrs. Duncan, Mr. Elsbree, Mr. Gonzales, Mrs. Owusu-Safo and Mr. Reynolds. Mrs. Head and Ms. Tidwell called in and excused themselves from the meeting. Mr. Hull was absent.

OTHERS PRESENT

The following staff members were present: Mr. Sieben, Mrs. Vacek, Mr. Dick, Mr. Minnella and Mrs. Jackson.

Others Present: Mike Schoppe (Schoppe Design), Carrie Hansen (Schoppe Design), Marjorie Logman (495 N. Lake Street), Michael Reczak (2612 Barrington Circle), Alderman Rick Mervine, John Simon (Brach-Brodie Property), Michaela Schuering (Kimley-Horn), and Jay Strang (School District 204).

APPROVAL OF MINUTES

19-0100

Approval of the Minutes for the Planning Commission meeting on February 6, 2019.

Mr. Gonzales said I have one correction. On page 7, the last comment under Gonzales, it stated 50 feet trees and 12 feet. It is 15 feet instead of 50.

A motion was made by Mr. Cameron, seconded by Mr. Chambers, that the minutes be approved and filed. The motion carried.

PUBLIC COMMENT

Chairman Pilmer said if you are here for an item that does not have a public hearing and you wish to speak to the Commission, we can give you 3 minutes to do so.

No one came forward.

AGENDA

17-00875 An Ordinance approving revisions to the City of Aurora’s Comprehensive Plan for the Route 59 Corridor that includes properties located east of the Canadian National railroad tracks, west of Route 59, north of Montgomery Road and south of the Burlington Northern railroad tracks (City of Aurora - 17-00875 / KDWK-17.169-COMP - AM - Ward 10) (PUBLIC HEARING)

See Attachment for Item 17-00875.

A motion was made by Mr. Chambers, seconded by Mrs. Duncan, that this agenda item be Forwarded to the Planning & Development Committee, on the agenda for 2/28/2019. The motion carried.

Attachment for Item 17-00875

PENDING

COMMITTEE REPORTS

- A) Amendments
- B) Grant and Award Research
- C) Comprehensive Plan

ANNOUNCEMENTS

Mr. Sieben said next Wednesday we are going to meet on the 5th Floor Conference room because it will be a training session. We just thought it would be a better layout for everyone, so if everyone can convene on the 5th Floor next Wednesday at 7:00 o'clock.

ADJOURNMENT

A motion was made by Mr. Cameron, seconded by Mrs. Anderson, that the meeting be adjourned. The motion carried by voice vote. Chairman Pilmer adjourned the meeting at 8:48 p.m.

**VISIT OUR WEB SITE FOR CURRENT AGENDAS:
<https://www.aurora-il.org/AgendaCenter>**

17-00875 An Ordinance approving revisions to the City of Aurora's Comprehensive Plan for the Route 59 Corridor that includes properties located east of the Canadian National railroad tracks, west of Route 59, north of Montgomery Road and south of the Burlington Northern Railroad tracks (City of Aurora – 17-00875 / KDWK-17.169-COMP – AM – Ward 10) (PUBLIC HEARING)

Good evening Chairman Pilmer and members of the Planning Commission. My name is Trevor Dick. I'm the Director of Development Strategy and Facilitation for the City of Aurora. This is my first time presenting before you this evening and I look forward to working with you on more projects going forward. For those of you who worked with Stephane Phifer, I'd like say that I am the new Stephane, but without the cool purple hair. My role at the city is to combine long-range planning with economic development. So we are very excited to present to you this evening the draft Route 59 Corridor Plan for the public hearing. The public hearing is part of the process to consider revisions for the city's Comprehensive Plan to change the land uses for certain properties within the Route 59 corridor. Those areas again are east of the CN railroad tracks, west of Route 59 and north of Montgomery and south of the Burlington Northern railroad tracks. Back in February 2018, the city initiated the Route 59 Study by hiring Schoppe Design Associates, a firm specializing in land use planning and design. For over a year, Schoppe Design Associates has worked on creating the plan with both staff and public input. A goal of the Route 59 Corridor Plan is to revisit and modernize the recommendations included in the city-wide 1984 Comprehensive Plan. As you can imagine, since 1994, a lot of changes have taken place, especially in this corridor. Given the changing nature of commercial buying habits, coupled with the advancement of multi-modal transportation, especially the proximity to the Metra 59 Station and the emergence of a nationwide economic downturn and development slow down and re-evaluation of land uses and related elements in this corridor is both timely and merited. The recommended future land use plan is based on existing land uses, while incorporating new, appropriate and feasible uses on underutilized and/or vacant properties. When you look at the plan, you will see that essentially the plan is recommending changing future land uses on only 5 parcels within that study area. Staff is very pleased with recommendations within the draft plan and feel that it supports existing residences and businesses within the community. At this time, I would like to now introduce Carrie Hansen from Schoppe Design Associates and Carrie will be leading the formal presentation.

Ms. Hansen said first of all, we certainly want to thank the city for the opportunity to work on this very exciting plan. I live in the area, have been in the area for quite time, so the opportunity to be able to bring our planning backgrounds and expertise and knowledge of the Route 59 corridor truly is an opportunity that we feel very blessed to be a part of, so thank you to the City of Aurora. Real quickly, and Trevor touched on a few of these items, what is the purpose of today's meeting? Obviously, you've already been introduced to Schoppe Design Associates. We want to explain what the Route 59 Corridor Plan process entailed, where we were, where we are going, present to you the overall plan for the study area, as well as the targeted Fox Valley Sub-Area Plan, the Fox Valley Mall Sub-Area Plan. We have a connectivity plan that is part of this overall study, which we will be presenting and then at the end we will be giving you some general implementation strategies going forward on what we do with this plan after we leave here tonight. Again, we are Schoppe Design Associates. We are a planning and government services firm out of Oswego just down Route 25 here. Myself and Mr. Mike Schoppe, who grew up in Aurora, also brings a unique perspective. We worked on this plan in conjunction with Housing Trends, which conducted the Market Study and Analysis that the plan is based on a very collaborative approach with the City of Aurora staff. Those are kind of the players that have brought this plan to fruition. There were several key phases that the city has asked us to look at in terms of how we put this plan together. Obviously, when you are planning, you need to know where you've been and

what the existing conditions are. Inventory and Analysis are very important components and that culminated in the Existing Conditions Report, which is an appendix to the plan. The next step after that was to do the analysis and prepare an actual plan, which we then took to a public open house in December. Some of you may have been there. We had about 200 people who showed up on December 6th at Calvary Church and solicited input, received input, quite a bit, and then after that we went back and revised the draft based on some of that input and additional analysis and reaction that we have as a team to some of the comments that were brought forward. We are now in the adoption process. Planning Council, I understand, has been apprised of the status of the project throughout, so that's kind of been ongoing. We're here at the Planning Commission for our public hearing tonight. Subsequent to this hearing, it will go to the Council's Planning and Development Committee, Committee of the Whole and ultimately hopefully sometime in March, all things moving, we will have a formal City Council approval of the document. As we're developing the plan, there are some basic premises for the process and goals that we try to achieve and an important component of that is engaging the stakeholders. Very early in the process we worked with the city staff to come up with a list of key stakeholders that needed to be included and ongoing throughout the process. That could be agencies, taxing districts, key property owners, the people who would be most affected by the recommendation of this plan were identified as key stakeholders and we conducted interviews and meetings with those very early on in the process. The plan also includes a summary of those meeting, so if you wanted to explore that a little bit further you could. Again, it looks at the existing conditions, identifies opportunities and constraints. Again, we are really looking at establishing a common vision and those goals and objections on a study-wide basis. Then it outlines ultimately the recommendations and implementation strategies for the city going forward.

So what is a Comprehensive Plan? We assume everybody understands what that is, but not everybody is involved with it on a day to day basis like we are and as the Planning Commission is. It is a long-range policy document and it helps guide city officials and Commission members in the evaluation of development as it comes through. It is intended to be a guide. It is not static. It is to provide a framework and a vision and a land use plan. This is at its base a land use plan. We'll talk about what those land uses are in a little bit. It sets a vision. It is something that needs to be revisited. It is based on the best available information we have available to us today in terms of market, in terms of demographics, in terms of what's going on relative to the types of land uses that we are recommending. As a result of it being a long-range policy document, if we've learned anything in the last 10 years, we understand that things can change on the drop of a dime. So it needs to be able to react to that and adapt to those types of conditions and events that occur. It is really incumbent that this is a living document. It is a dynamic document and it is something that will remain relevant if we are committed to making sure we are evaluating it on a regular basis.

So why are we looking at Route 59? Trevor touched on this a little bit. Obviously, there have been some of those significant changes that we talked about in the last 10 years. We've had a recession. We've had changing consumer buying habits. We've had shifts in demographics. We have an aging population. We have millennials. There are all of these newisms that are out there that perhaps were not reflected in the existing corridor. The corridor had not reacted in a way that addressed those and met those kind of head on. So that was the jumping off point. Here we have this corridor. There are vacancies in the corridor. The nature of malls are changing across the country. What are we going to do to stay ahead of that and make sure that it remains relevant to the City of Aurora and not just the City of Aurora, but to the region that it serves? We also just had a huge transportation improvement at Route 59. As a result of the interchange at I-88, we've had these tremendous improvements. The Metra Station, which last I heard, was still the most active and busiest Metra Station in the system. That's great. That's what we

want. We want people to have access to that transit. It is a fresh perspective going forward on how we position this area, this study area, to be successful for the next 5, 10, 20 years.

The study area is generally from north to south. It is the railroad tracks down to Montgomery Road. It is the railroad tracks on the west, the CN, out to Route 59. Looking at that area and examining the aerial, a lot of that is already developed. Well why is that in the study area? We have existing development pretty much to the west and to the north in some of the non-residential areas and also to the southwest. Certainly the lion's share of the parcels that we looked at were in the kind of central east area. That's where the available property is. That's where the redevelopment opportunities are, but certainly they are impacted and influenced by the developed area that surrounds it. So we felt that it was important to make sure that we included that in the analysis to make sure that it made a full picture as opposed to kind of piece-mealing the smaller pieces. So we developed this very kind of lofty Vision Statement for the Route 59 Corridor Plan. "The Route 59 Corridor will emerge as a uniquely 21st century regional destination that will establish a distinctive sense of place comprised of a variety of complementary and interdependent land uses that will ensure a stable, sustainable corridor that contributes to the quality of life and identity of the overall Aurora community." We want to make sure that this isn't just a Route 59 Sub-Area. We want to recognize that this is a part of the overall Aurora community and they are all connected and making sure that anything that we do here is connected to areas in Aurora as we move north, south and west.

Basically there are 5 founding principles that we used in the development of the plan. Very generally, build economic value. Obviously, that's critical to the continued success of the corridor. Enhance Livability. Make sure that it is livable for all stretches of the demographic gamut. We are trying to hit young, old, all components, making sure it is livable for everybody, not just one sector. Improve Connectivity. We are going to create all these great places. We need to make sure that we can get people from point A to point B easily and safely. Promote Sustainability. We need to be responsible stewards of what we have. We want to make sure that we are doing it in the most responsible way, whether that's in management practices and development tools that we have or just recognizing that everything is part of a larger hole. Creating Community. At the end of the day, that's what we are trying to do. We are trying to make this part of the Aurora community. So those are kind of the underlying principles that effect the development of the plan.

As I mentioned, we felt very strongly that the plan needed to be based upon current and relevant information as it related to the market. The city contracted with Housing Trends, LLC to conduct a market analysis for the various components of the plan. This is a snapshot. This plan is also an appendix to the plan, so there is a lot of detail in there. But bottom line, Lance Ramella, who is the principle of the firm, looked at what we call the competitive market area. That's kind of the 5 mile, the 7½ and the 10 mile radius. Obviously, our Sub-Area is in the middle of an area that includes communities other than the City of Aurora. It includes other taxing agencies other than the City of Aurora. These numbers that we have here needed to recognize that all of this was not occurring in the City of Aurora. By no stretch of the imagination are we suggesting that the 5,535 dwelling units that are supported by the Market Study are going to occur in the Route 59 study area. It is just simply not going to happen. But the good news is that there is a market and there is demand for growth, which is a significantly healthy sign for this area, for this region. So in the 5 mile area, which is what we were most concerned about, the study area falls completely within that, in the next 5 years, and these are pretty aggressive, 3,645 for sale units. These are single family condominiums, so this is all densities, all types of dwelling units. 1,890 rental units, 26,000 square feet of new restaurant space and there is demand for kind of a boutique grocery store in this area as well. These are very general highlights.

As we plan, we can't plan in a vacuum and it is incumbent upon us as a responsible community to make sure that we are aware of and implementing and adhere to smart growth principles. These are across the gamut. All communities should be looking at these. This isn't something unique to Aurora when you are looking at things like mix land uses, foster distinctive attractive communities and encourage community and stakeholder collaboration as you are developing these plans. So again, just being responsible.

Let's jump right into the land use plan. Very general land use goal. "Maintain a high quality of life for its residents, business owners and visitors through carefully managed growth that diversifies the tax base and provides a desirable, sustainable balance between the built and the unbuilt environment." Well what does that mean? That's a pretty big goal. We started with the land use designations that are in the current plan. The city has a current Comprehensive Plan. We didn't want to reinvent the wheel so we took those land use categories so that the plan was consistent. We identified those. As we were developing the plan, we realized that some of recommendations that we were making required us to add a new land use category that is unique to this study area and that is the mixed use residential, office and commercial. We reassigned some of the land uses. We felt that this was a more representative category that reflected what was actually in place in addition to some of the new uses. Again, you have non-residential land use categories, commercial, 3 residential categories and those are generally broken out by density, low density being 0-5 units an acre, medium 6-12 units an acre and anything above 12 would be considered a high density category. That's the plan. We are going to focus a little bit more, again, on that central eastern section, but what this represents are land uses. It doesn't necessarily propose changing any land uses that are existing. It captures what's there and then in those areas where we've identified opportunities, it is going to apply those land use categories deemed most appropriate.

As part of this, this now focuses on what are those key areas. This is the key development map. It focuses generally going north to south from Metra 59 up by the train station. This is a current project with existing dwelling units and future units yet to be built. We have the Badminton Facility, which is a current project. The Pacifica Development. The mall we are going to touch on separately. We have on the south side of Ogden Avenue near the Commons Drive extension a project known as Cedarwood, which is an assisted living and independent living age restricted project. The property on the south side of 75th Street, this is identified as a medium density residential project that is currently starting the process with the city, so it is an active project. Many of these are active. The southwest corner of 75th and Route 59 is what's known as the Brach-Brodie property. This is a piece of property that I'm sure many of you are familiar with. Over the years there were a number of different ideas about how to develop that property. There have been ongoing discussions. They certainly were a key stakeholder as one of the largest undeveloped pieces left in the corridor to identify what future uses would be appropriate. There is an approved project, M/I Homes is doing Gramercy. That is approved for 171 townhomes. Moving south from there, Calvary Church, and I'm not sure how many of you are aware of this, Calvary Church back in 2002 received entitlement for some additional residential units that would be exclusively for Calvary Church, visiting members, staff, but in a townhome type of 124 units, I believe. I'm going to guess that that Annexation Agreement is probably getting pretty close to expiring in 2022 probably. At any rate, there are a number of approved projects that are already in this corridor that need to be recognized in terms of their level of entitlement.

We want to maintain and strengthen the established residential areas and then at the same time diversify the housing stock to attract new residents and provide housing opportunities for varying stages

of life. So this touches on making sure that we have all types of housing for all types of people and that makes it a nice balanced plan. We have 3 different residential development categories. We talked about projects that are already approved or under construction. We've identified those projects that are short-term 0-5 years we see in the foreseeable future. Then those longer term that are a little bit more nebulous and harder to nail down, so that would be anything in the 6-20 year horizon of the plan. It is important to note, and this was very purposeful, that there are no low density residential projects that are recommended as part of this plan. The reason for that is, there are a couple of reasons. Number one, there is a limited number of properties that are available that would be appropriate for single family detached residential use. We also know that single family detached residential is a land use that puts demand on services, and most specifically School Districts. They generate the most children into the School District. And being very mindful of the School District, we chose not to include any single family detached residential units. It is also important to note that of the other 2 categories, the medium and the high density, the high density, which is the 12 plus units per acre, comprises 80% of the dwelling units that we are recommending as part of this plan. The medium density accounts for 20% of the overall units. Again, historically speaking, and I know that there are ongoing discussions with the School District, higher density projects like apartments, condos that we are going to be recommending for the mall, don't generate the same level of student enrollment as a townhome or a single family home. So again, that was purposeful.

So where are these projects? There are 2 different categories for the medium density or MDR – Medium Density Residential and High Density Residential, which is the HDR. MDR 1 is the project that I talked about on the south side of 75th Street between Meadow Lakes Business Park and the McCarty Center Office Park. We are recommending a cap of 7 units an acre on this piece of property. This is a green field. This is a vacant piece right now, undeveloped, so this would be a new project. This is one that I know is starting the process with the city. The next medium density residential would be the western portion of the Brach-Brodie piece. Again, looking at a density cap of 7 dwelling units per acre, recognizing that it is adjacent to existing medium density residential uses. We want to make sure that the densities are comparable as we go from east to west in that corridor. MDR 3 is the approved Gramercy Square project that has 171. I believe that is under construction. That is a done deal project. This is a piece of property that was, I believe, formerly owned by School District 204 for those of you that are familiar. The last medium density residential is that area that I talked about with Calvary Church, which again, in the horizon may or may not happen, but it has 3 more years in the Annexation Agreement for those uses. We are only recommending 1 new other than the mall area, 1 new high density residential project and that is this piece right here, also in Brach-Brodie. This would be in the 12 plus dwelling units per acre and we see that as a buffer between the Route 59 more intensely developed commercial area at the southwest corner of 75th and Route 59 and transitioning to the medium density residential that we've recommended for the western portion of that property. In our new category, which is the residential, office and commercial, we have 3 projects. The triangular piece of property, which we are familiar with bounded by Ogden, 75th Street and then Commons Drive extended, this is the piece that we were talking about for age restricted and independent and care facilities for a mixed use project, the eastern portion of which would be commercial, but the western portion would be dedicated to the assisted living and memory care facility, as well as an independent, about 140 units of independent care. MUROC 2 is the Pacifica Square project at the northwest corner of New York Street and Route 59. This is a project that is in process with the city. They are in their first phase of development, which is really kind of façade and existing center improvements. Future phases are a little bit undefined at this point, but intended to include an office building and then a multi-story mixed use building that would have retail on the first floor as well as residential units above. So there is a high

density residential component to this piece as well. We will talk in greater detail about the Fox Valley Mall and the residential uses associated with that.

Let's move onto the commercial uses. Again, we're looking to support and attract new commercial and industrial development and redevelopment in the Route 59 Corridor. We recognize that there is a strong need for redevelopment opportunities in the corridor based on the condition of some underperforming properties that we have now. The goal being to diversify the local economy, again, with the flexibility to respond to those ongoing changing market conditions. The primary focus of the commercial plan is the Fox Valley Mall and the area surrounding it and a revitalization of the mall. We feel that that is a critical component and that the rest of the plan really starts and ends here. If we can't figure this part of the puzzle out, this piece of the puzzle out, we fear that it would have a significantly detrimental effect to the rest of the corridor and that's why it is vitally important that we pay attention and have some recommendations there. There will be additional revitalization for the existing shopping centers, which we'll touch on. New commercial, green field commercial, will be in targeted nodes that capitalize on visibility, traffic volumes, safe and controlled access and proximity to customers, so Route 59. The demand analysis, the market analysis that we talked about, again, speaking to restaurant and food uses, drug, health and personal care stores were also identified. To a lesser scale, the grocery store we spoke of and upscale hotel.

So the planned commercial projects, the southwest corner of Route 59 and 75th Street, again, the Brach-Brodie piece. This is our largest undeveloped piece and it is a fairly significant parcel so it has the opportunity for multiple uses. This is the eastern 55 acres of that parcel. It's got superior street frontage. It has high visibility. It has approved access points from IDOT, which is critical and a step that many developers are happy to avoid and this one's already got it. The traffic volumes are incomparable, so we really feel that if there is to be new commercial, again, focus still being interior, but new commercial is going to have to be at an intersection like this that can take advantage of that. Commercial 2 is that eastern portion of the Cedarwood Development that we talked about, which we feel might be one of those appropriate locations for the grocery store given its proximity to some of the other residential uses to the west and to the south. This is Pacifica. Again, the retail component of that is the existing revitalization as well as future office and first floor retail for a mixed use building. South of the mall we have a very challenging area. It is really a mixed bag. You have some successful businesses that are in there that are thriving and then you have other parcels, and they are all individually owned, which makes it challenging to come up with a cohesive vision, albeit it is geographically consistent. You have some underperforming pieces in there, some vacant buildings, some fenced buildings for security purposes. It really is a mixed bag. However, one of the successful uses that's in there is Advocate and we feel that one of the redeeming possibilities that is a very healthy market segment would be to do some kind of healthcare campus in that area as a potential redevelopment opportunity. The last on the commercial plan is the Aurora Marketplace Shopping Center at the northwest corner of 75th and Route 59. Again, this is a piece that needs some assistance. It needs to be a collaborative approach looking at different facade treatments. It has to be a partnership with the city in able to infuse the kind of ideas and life into that that are going to make it more successful. It is starting and we know that those conversations are being had. The Panara facility that opened, there's an example of how this collaboration can be successful going forward. Those parking areas need to be revisited. There needs to be landscaping in there. It needs to be aesthetically attractive and there needs to be an appeal for people to want to get into the shopping center that simply just doesn't exist right now. Here's the crux of why we are here.

Here is the impetus for why the plan was sought in the first place. We need to shape and address the development issues and processes confronting the changing environment of the mall and direct appropriate and beneficial development for this critical gateway to the Aurora community. This is our window from the east and we want to make sure that we are certainly putting our best foot forward. When we looked at it, certainly Route 59 and the mall identify the eastern edge of the municipality, but if you look at it in its totality, the Fox Valley Mall is actually the center of a region and so we saw that as an opportunity for it to be maybe a secondary town center. It is not necessarily a downtown, but it certainly has the opportunity to be its own node, its own identity, its own draw and really create this city center feel on something that is perceived as an edge but we really see as the middle and have everything kind of, again, jump off from there. I'm going to introduce Mike in a minute here to talk about the plan, but really one of those core elements is the development of this main street theme, which is more of a downtown concept and have it really serve as the anchor in the core to the Route 59 Corridor. With that, I will turn it over to Mike to describe the Fox Valley Mall Sub-Area Plan.

Mr. Schoppe said as Carrie said, I have the pleasure of being able to describe to you the vision that we have and the guide that we have for the redevelopment of the Fox Valley Mall. Thus the plans you are seeing is the Sub-Area Plan. As Carrie mentioned before about the overall Comprehensive Plan itself, this what you see on the screen is not a specific development proposal. It is a guide. It is a guide to be used by the city so that when specific development proposals get brought forward, there's something that the city has already reviewed and approved that city can weigh those development proposals against. So although it looks like a lot of buildings that have been specifically located, which they have, but there is intended to be a lot of flexibility in the movement of these pieces and the types of land uses as specific development proposals come forward. One of the goals that Carrie touched on was to create a theme, but also to create this mall as a destination. How do we create a destination? It is the right blends of land uses, the types of services that are provided, the incorporation of vitality and dynamic uses on the property. All of the land uses that we are looking at on this plan, all of these land uses are uses that are supported by the market study that the city had done, the residential components, the grocery, theaters, entertainment venue, restaurants, small shops. All of that is just not reaching into the sky and saying it would be nice to have these. These are substantiated by the market research that was done and identified that there is a market in that 0-5 year range and even beyond for these types of uses. I'm going to go through a little bit of detail on the plan. It is an exciting plan. It is a very ambitious plan. It is not going to happen in the next 5 years, but it is a guide to guide for future development over the next 10 to 15 years. You can see one of the main components in the organization of the mall, or this layout, is developing various development nodes. What I mean by that is this area that you see the cursor on right now, that may be a node. This happens to be an open water feature with some buildings, perhaps restaurants in this area, but this is a node. Here is another node. It is reflecting commercial and perhaps the hotel use that Carrie mentioned. We have another node over here. Another node here. This is a great node for our main entrance coming in off of Route 59. You can see a node of residential. You can see a variety of nodes that are being created. It gives flexibility to the development and maybe it starts to suggest some phasing. If we were going to compare this thing to a downtown environment, those nodes might be an individual block. They might have their own individual character, but there is probably going to be some identity, whether it be architectural elements or streetscape elements that are similar that provide continuity throughout the entire area.

I'm going to talk about the Main Street, as Carrie mentioned. This would be the entrance coming in off of Route 59. That's a key area. This is the area where today Sears is at, but this is reflecting Sears being removed right in the area where the cursor is, lining the main entrance to create a more urban look that's got commercial and residential buildings, maybe commercial on the first floor and residential

above it. Coming into a large open space, another important component, to create an area that's a destination of certain open space areas that can have art fairs or farmer's markets, other things that create the feel of a destination. A theater, again, talking about the entertainment venue. These are all possible uses to be incorporated within the mall, but this is a key area as we create a Main Street on this inner ring road as we call it. Obviously, we have the outer ring road, but also the inner ring road. The inner ring road has got that downtown feel. It is more intense. It is more urban as compared to what is going to be the outer ring road, which would be a little bit more open. We've got the redevelopment of the Sears site incorporated or thought of. Also the Carson's area, which could develop as its own additional node. The residential uses, they are a combination, as you can imagine an area this large, it will be a combination of residential uses, for sale products, rental products, age targeted population or conventional population. All of that can be accommodated and should be looked at when we are talking about the residential component that could come to the mall. With the introduction of the residential component with that comes other things that need to be considered because we now have people living there 24/7. The perimeter ring road, albeit it can stay just as it is and we can work these nodes around those, but it is important to create some pedestrian system that is pedestrian friendly, it is well landscaped, it's got amenities, it is safe, it's got good security lighting to it, it connects these various nodes and it is a primary walkway system for the residents that are now living out here. We've got some other images of that that I'll show you in just a minute. So the key is to create some nodes of development, create this into a destination that people will be enticed to come to. There is competition in other areas of the region. We need this development to be able to compete with those other areas as well. What we are showing here is a planned view of the various land uses and how they might be organized. But we wanted to give the city some additional guidelines. Instead of written design guidelines, we wanted to give some visual images of what these key areas could look like so that as development proposals come through they can be reviewed against them. So we've got a few images that we've prepared, this being one of them. This might be a view of that Main Street entrance. This might be the entrance off of Route 59 where you can see it's got definitely an urban feel to it where the buildings and load plated, fairly close proximity to the street. There are a variety of streetscape elements that would be put along there. This might be reflective of commercial on the first floor and residential above that, water features and other things, but certainly a different look than we have today and the different feel. You can start to see the feeling being created of the Main Street theme. Here is another key area. This is actually that same view, but now we've just moved into that Main Street area a little more. This view is that open space area that I mentioned on the plan view. Today we would be looking at Sears in this view, but this has been renovated to a large open area for outdoor gatherings, art fairs, etc. surrounded by other restaurants, commercial, theater buildings, those types of uses that are going to draw people here, come to the outside and dine outside, recreate outside and other uses like that. Another image might be of the residential component. This is just to suggest that the residential components are going to be multi-story, 2, 3, 4, 5 story structures, whether it is condominiums or apartments or a variety of that. All of those we want to provide the flexibility to incorporate those within the plan. Even though we are showing architectural style here, it is not to say that this style that's being reflected in the plan is what it has to be. What we are really trying to communicate is with whatever architectural style is there, there is some consistency in that. You can see on all 3 of these past slides there is a large overhang on top of the building. That can be repeated throughout. There are some maybe metal detailing of handrails that can be repeated. Whatever those elements might be, we want to create those and provide some consistency through those development areas in addition to what we see on the streetscape.

So talking a little bit more about the streetscape areas, these are some other images, again, that can be used by the city to review development proposals against. Here we have an outdoor market area. This

might be along that Main Street section that we talked about where Sears is currently at. This is the open area feel. You can see streetscape elements of light poles, landscaping, bike racks, using those elements as a continuous theme throughout the entire development. Of course, improved lighting as well. That's important, again, as we get residential uses in there. They are living there 24/7. Improved lighting to make everybody comfortable and make them feel safe as they walk throughout the development. Public art, establishing some landscape standards, this is, again, the gateway. These are the images that the city can take and review these development proposals against to see how well they match up and see that some of that is incorporated throughout.

One of the other areas, I mentioned as I was walking you through the various nodes of development, there was a water feature over on the west side of the mall. This is an exciting opportunity. Most of you may know that the Waubonsie Creek, that creek that starts up in the Meridian development and goes all the way down through Aurora, Montgomery and Oswego, it flows through the mall property. It is just you don't see it because it has been piped and it is underneath the pavement, but we have Waubonsie Creek flowing underneath the mall property. What a great opportunity. This was obviously done 40 years ago and things were different. We thought of development differently. But what a great opportunity to open that creek back up so that we can create an amenity out of it. As suggested in this image, we have, of course, the creek. This might be the area of restaurant row where we have a series of 6, 7 or 8 different restaurants that people come to and dine outside along the waterway. This is that perimeter walkway system that would line the ring road. That's continuous and after you get done eating you can go for a walk and walk back to the open areas to see the art festival going on. Those are the types of activities and interrelationships we are trying to promote with these design standards. With that, I'm going to turn it back to Carrie. We are going to talk a little more about connectivity issues in the study area, but hopefully this works as a guide that the city can use to review development proposals against as they come forward.

Ms. Hansen said just a quick point of clarification, earlier on we were speaking about the residential component of the plan and the various different density categories that are being proposed in the low density, medium density and high density. I believe I commented that the fact that we are not including any single family detached or low density residential necessarily was responding to or urged by in any way the School District. I apologize if I made that representation. We are certainly cognizant of the impact that single family detached units have on the School District. It is not because necessarily the School District prefers apartments or condos and I wanted to be very clear that they never made that representation. So I apologize if that was misunderstood. That was clearly because we were trying to recognize that there is a capacity issue and trying to minimize through land uses what would be appropriate densities to assist in that regard. Again, just a clarification and I apologize if that came across any other way.

So now we have all these great places. Now we've got to connect them. How do we do that? We happen to be very blessed in this corridor with a superior transportation network, both in the terms of transit as well as vehicular. Route 59 was just improved. We have Ogden Avenue, Route 34, and New York Street all with great capacity to handle some of the recommended land uses that we are proposing, but we need to make sure that we're connecting all of the dots and wherever there are those gaps and that as development comes in those gaps are being addressed. So making sure, again, that we are not just focusing on automobiles, but transit riders, pedestrians, bicyclists and how do we make this an enjoyable and safe region to travel to and from. So quickly, there are just a handful of, again, because this is a developed area and other agencies have also contributed through their improvements, the big one that we are recommending is the extension of Commons Drive south of Ogden Avenue to 75th

Street. We feel that this is a missing link in that north/south transportation corridor that would in addition to connecting the residential uses to some of the commercial areas that we are recommending will also help to alleviate and take some of the traffic off of the Route 59 Corridor for people that are more destination oriented to the mall proper as opposed to regional traveling through. We have a tremendous amenity in the Waubonsie Creek draining corridor in this area that can be, again, strengthened and enhanced through additional improvements. We have great trail systems along there. Be mindful as we look at any developments that occur in that corridor. The redevelopment opportunities at the Pacifica or Yorkshire Plaza Shopping area also lend itself to connecting that area to the Station Boulevard Corridor. There is a high density residential component, ready consumers, ready customers for that area. We think it's important to somehow, through the design, figure out a way to connect point A to point B there.

This is a big one. Update the Station Boulevard and New York Street intersection with enhanced and improved pedestrian crossing experience. In a perfect world that means we would separate them. We would have some type of grade separated pedestrian crossing. Now we have all these people on the north side of the mall that we certainly want to be consumers of the mall. Are there ways to do that? Certainly. The good news is that the intersection is controlled wholly by the City of Aurora. If there are grants or funding opportunities or the availability through capital, they are the controlling agency and how that comes together. Clearly they have some success with bridge, pedestrian bridge grant gathering as you will see in downtown here in the next year or two. But in the event that that isn't possible, what else can we do? What else can we do to make that an easier way to cross? We can upgrade that intersection and include what's known as pedestrian refuge areas. It is a lot of lanes to get across if you are someone that's walking or you are pushing a stroller. Intersections can be designed so that you can go half way and then you wait and then the cycle allows you and protects you in an area, so there are a number of different opportunities from a design perspective. Again, with all the uses that we are talking about in the Brach-Brodie piece, we want to make sure that those designs include pedestrian connection for all of the areas to the south and west of it as well.

We talked about the character a little bit of the Fox Valley Mall, but we have a similar goal for the overall corridor. We are trying to establish some consistence in design and setting it apart so that it is more distinctive so that when you get there you know you are there and it feels different and the different types of elements that we are looking at here. How do you handle parking? If you are going to put parking in front and behind, put less in the front and more in behind so that it is a more pedestrian style. If you are going to do structures, make sure that the rooflines and the roof treatments and the lighting are all such that it presents a safe environment. Again, the pedestrian connections we talked about. Service and storage. Screen them. Put them in areas where you can't see them. Have that circulation be separate from the circulation from the center or for the business or the facility, there's a lot of things that you can do from a materials perspective. Consistent landscaping design. Materials consistent throughout the corridor, scaled tolerant plant material for this region, which is stressed this year for sure. Consistent lighting. Is there some type of consistent lighting? Have it be more pedestrian scale in the areas where there are pedestrians. It sounds simple and it sounds like common sense, but you'd be surprised, so coming up with some type of common lighting. How do we handle stormwater? Again, in the list of things to evaluate projects, having it done naturally is obviously preferred, but if that can't be done then we introduce things like landscaping and bio-swales to filter the water before gets into the structured system, so again, a consistent set of guidelines.

Architecture, you know, character and context. Have the building be reflective of the area in which it is located, not just internally within the own development, but how it relates to the buildings around it.

Scaling and massing being appropriate. Materials and colors being consistent, again, internally and externally. Having signage be consistent with overall architecture of projects.

So some very basic implementation strategies. Adopt a plan. Revisit the plan. Update the plan. Make sure it is relevant. We don't want this to sit on a shelf. We want this to be usable for you, for your staff, for the City Council and, again, have this be a living, breathing document that is reflective of what's occurring. Coordinate with the development community. It was very important to the city that we made sure that the types of recommendations we were making had a foundation and reality. We can come up with the most grandiose visions and dreams, but if it is not practical and it can't be economically feasible, then it is not a good plan. So there has to be buy in. There has to be collaboration. There has to be a partnership. We approached that very definitely throughout the development of this plan. Promote cooperation. Continue cooperation and coordination with all of the effected agencies and taxing districts. Those need to be ongoing regular conversations to keep everybody informed of what's going on and what's coming up and how everybody can work together to come to the best success at the end. Conduct regular development meetings, I think follows that same thing, and market the corridor and the community. This is something to be excited about. This is your entrance. This is what sets the tone for what comes behind it and we really want this plan to be able to afford you the tools necessary in order to realize that vision.

Mr. Dick said I'm sorry Mr. Chairman, just one point of clarification just as it related to what Carrie was talking about with cooperation with our Districts, I just wanted to make sure that for the record we just said that there was an additional point of clarification that for meetings with the School District #204 that they have not stated that they prefer townhomes or apartments over single family detached homes. Thank you.

Chairman Pilmer said are there any questions for staff or the consultants?

Mrs. Duncan said I do have a couple of things relative to the whole School District piece. I live in this little corner of the world, so my interest is significant and the revitalization and bringing that back to the place that it was when we moved here 30 years ago. I also served the School District for several decades and the community in my role with the School District. So when I hear about high density, medium density, I would not be doing my responsible job here on this Planning Commission if I didn't throw out a few things for consideration as we look at the overall plan moving forward. I guess some of my questions are and it is probably more related to staff, is you talk about not generating as many students from townhomes, apartments as you do from single family homes. I'm going to use the example of the townhomes and the residential units, multi-family residential units that have been built right along the railroad station area. The projected number of students for that area in total was only about 90 students when, in fact, to date there have been more than 450 students enrolled in 204 from that general area. So I think that we have to seriously be considering the dynamic impact that that will have on the School District with the medium and the high residential areas. This is a very attractive area for a lot of reasons. We could name them. The location to the train station and the very livability of this general area of the Chicagoland area. This is a place people choose to raise families. The School District is an enormous draw, an enormous draw. I guess moving forward, and I'm all for the redevelopment of this area, hands down, but I do think we cannot be short sided as we plan forward about what the impact will be. I know there's been conversations around what can receive a TIF and what can't. If some of these residential areas are receiving TIF's, which is not typical, but I know in today's market things that were never on the table before are suddenly on the table again or on the table for the first time. What will that be because there will be a dramatic impact if there is a TIF in place and suddenly

hundreds of students are coming into our schools at a cost of approximately \$12,000 a child, \$12,00 per child per year and there's no way for the School District to re-coop that kind expenditure. It's going to have to fall on the shoulders of someone. So where will that responsibility lie and how can we address that as we plan moving forward? Not just the School District. Certainly the School District will have the most impact financially from that, but the Park District, which is right there, will also be impacted, the library system, those places that receive income from those kinds of things that are going in there. So I think that that's really kind of what I want to put out as a serious consideration moving forward that the excitement and the rightness of this plan overall has got to be considered relative to some of the other impacts on the community and the standard of living, education, value of home properties that a School District brings to a community.

Mr. Cameron said mine's probably a minor factor, but I noticed when you were talking on the areas of the pedestrian traffic and the example you had of a major intersection with a subway running underneath it. I'm not sure that a subway, I prefer an intermediate mod or something like that because generally the experience with dark, even though they may be lit and patrolled and cameras, have kind of a negative connotation. It was just in there as the picture, but I just wanted to make sure. I thought it was a question as to something that there probably ought to be a better solution than a subway when you are crossing.

Mr. Dick said I will answer Commissioner Duncan's questions, I think, as best I can. We definitely have heard those similar comments throughout this process. We are definitely aware of them. We are trying to create a balance and one thing that we always try to say in our office is a win/win solution. It is not always easy. I think you also mentioned Commissioner, we are continuing to meet with the School District as well as the Park District to make sure that as these actual developments come into place, this right here is a land use plan, a 20 year guiding document, but when the actual plans come into place, we want to make sure that we work on the exact details. It is easy for us to talk about dwelling units per acre or what we want to see in these areas, but when we get down to the details, that's where we really want to make sure that we figure it out. The other thing that I think I wanted to talk about is how the plan talks about importance of senior housing, which is, I think, a win/win for most Districts, especially if there are no students and also millennials. The type of units that are envisioned for these condos and apartments, we see them being designed and marketed for seniors and millennials that take advantage of the train into the City of Chicago or like a walking environment. This wasn't really talked about, but if there is a senior housing at some future phase in the mall, what a great accessory use that would be. The seniors can walk inside the mall. Maybe that actually spurs medical offices or some type of other mixed uses. The other thing I wanted to point out is I do have some experience working for a Park District and I know how important the land cash dedication ordinance is. Those ordinances were set in place for decades. It is also called the Naperville Land Cash Ordinance for Districts to get money for students or potential park users at the time of building permit. Now does it cover the \$12,000 per year? No, and I'm not even going to guess that. But I just wanted to say that that is something. No matter what, that is something that is a resource that comes forward and you are right, it doesn't come close to the \$12,000. The other thing I wanted to mention is that one of the goals too is to try and save the commercial properties in this corridor. There is a lot of property taxes, sales taxes that go to the Districts. One of the things we tried to do and Carrie mentioned this earlier in her presentation, one of the impetuses for creating this plan is to literally save the mall. We don't want to see a dark mall happen. If that goes, then a lot of taxes that are going to the Districts now likely would go away. So as I mentioned at the beginning, we are trying to find that balance and create that win/win, but your comments are definitely well taken into account.

Mrs. Duncan said here's my question. Are TIF incentives for residential on the table as we speak?

Mr. Dick said so there is nothing in the plan about TIF's. There are no TIF's recommended. There are separate projects ongoing right now that the School District is aware of, Pacifica and Cedarwood Development for paying for a road. Those are the only two TIF projects that are already in separate of this plan underway right now. If you also look at the majority of the vacant or underutilized parcels in the study area, for example the Brach-Brodie, that wouldn't even qualify for TIF. That's a farmer field for example, so everything that's happening down there, that wouldn't even be something that would qualify for a TIF. We know that TIF's are an issue, but those are the two that are kind of running around separately from the plan.

Mrs. Duncan said because the overall plan is all of these are built relative to the number of students that will actually walk into our schools long-term impact of that relative to total cost for educating students and maintaining the high standard that Indian Prairie 204 has always had for its schools and its students will be imperative to continue. I won't go away from that as we move forward with a plan. It will always be something that will be foremost in my thinking and my questioning. Anybody that owns a home out here or particularly in the area you are talking about, we need that, but we also need to maintain a School District that draws people in and that will maintain everybody's biggest asset, which is their home values. As a lifelong educator, I will go to my grave wanting to make sure the kids get the very best when they walk into the doors of the schools in this area.

The public input portion of the public hearing was opened. The witnesses were sworn.

My name is Marjorie Logman. I live at 495 N. Lake Street in Aurora at the Plum Landing Retirement Community. Why I would like to speak tonight is about the long-range planning they are talking about, the future of retail, small shops, the new entrepreneur and other trends. Do they have sustainability? Will we see stores, start-ups come and go as we do now, seeing empty strip malls, shopping areas and development? Are we looking at area density as an effect of the School District and the environment? The area is not conducive to safe travel. Does Aurora have the draw as we would like? Are we looking at people leaving Aurora after their schooling and leaving the State of Illinois due to finances, rich or poor? I see in Chicago old neighborhoods are changing with diversity, yet I see Aurora becoming more and more polarizing. I studied a topic that does not sound good, but it happens. It is called economic cleansing and words I have heard even in Aurora about the getting the riffraff out, one white tablecloth and high-end shopping in the name of making us known. It is not right. Is this really going to serve the entire population of Aurora? Aurora has had developers come and go leaving us with commercial and dwelling problems. I would like you to consider this project longer for sustainability and does include us all, not marginalizing existing developments, schools and economic differences and the environment. How can we bring sustainability and repair our reputation that we have, especially with development? At the end, please do not marginalize seniors to restricted living areas. Thank you very much.

Good evening. My name is Michael Raczak. I'm the President of the Indian Prairie District 204 School Board. I'm here representing our 28,000 students and my purpose is to address the Planning Commission on the city's most recent version of the Route 59 Corridor Study and its impact on our District. We do appreciate the city's efforts to engage our District during the development of this plan. However, we continue to find areas of concern and frankly, disagreement. We very much disagree that the plan's impact on the School District will be minimal as mentioned in a February 4th letter from the city to our Chief School Business Officer. We will be responding in writing to this letter in the coming days. As you are aware, and it was mentioned, Indian Prairie is a highly sought after School District. For

this reason, District 204 has historically experienced greater student generation than would have been anticipated from the widely used student generation tables. A few examples are as follows: Chesapeake Landing generated 141 students more than the tables; Plaza on New York generated 104 students more than the tables; and Lehigh Station generated 179 students more than the tables. We currently do not have capacity in the northern portion of our District for the student that we know will be generated by this plan and currently we are already expending additional dollars to bus students from developments near the train station down to schools south of 103rd Street. We have shared this data with the city and the response is that newer and more expensive units will bring fewer students than older ones. We know that these units will not be new for very long and our data is clear. Families will do what they need to do to have their children attend our schools. We need the city to understand that reality and impact. We will have to educate the students that come as a result of these developments. We are not an adequately funded School District by any means. You may not be aware that we spend less per student in operating expenses than both East and West Aurora School Districts. As a result, we need to protect the property tax dollars that should be coming to the District. While this plan does not address the use of Tax Increment Financing Districts of TIF's, the city has already discussed 2 of them with the School District. This, of course, leads us to believe that more are on the way. The city's use of TIF districts will raise tax rates for both residents of Aurora and other taxpayers in the area. By using the School Districts, the Park Districts and other local units of government tax rates, the city will be imposing a tax on all taxpayers for the benefit of a few parcels identified in this plan that actually see redevelopment and the developers of those parcels. Because of this impact, we believe the city should rely on other incentives. Redevelopment incentives should include the city sharing its sales tax revenue, the establishment of business districts and the creation of Special Service Areas to fund redevelopment activities before any revenue is diverted from the School District and other taxing bodies by the use of a TIF district. In other words, a TIF district should be a tool of last resort. District 204 clearly opposes the use of TIF districts that include residential development. Including residential development in a TIF district causes the School District to receive students, but not the incremental taxes generated from that new development, which go entirely to the city. The formula in the TIF Act that provides a per-student payment is inadequate and does not cover the full cost of educating the students generated from the new residential development. The city has talked to us about a potential TIF in the Pacifica development for the residential portion. We will vigorously oppose a TIF for any residential development. The other TIF that the city has shared with us concerns the proposed Cedarwood development at 75th and Ogden. It appears that the primary purpose for the TIF district will be to fund the extension of Commons Drive. Road building is a municipal function that should be paid for by the city in its normal course. It is our view that creating a TIF district to build a road is an inappropriate use of incremental taxes and contrary to the purpose of the TIF Act. We understand and support the need to develop Fox Valley Mall. The success of the mall is important to the School District. District 204 urges the city to look at what other communities are doing in the areas surrounding large commercial properties, for instance the Village of Bloomingdale and Stratford Square Mall. The Village is carving out all residential development from the proposed mall TIF district. The Village of Hoffman Estates and the former AT&T Office Center, the Village has carved out all residential development for this new TIF district. The Village of Orland Park and the former Sears anchor site at Orland Square Mall, the Village used a property tax abatement and sales tax sharing agreement to induce Von Maur to open at that location. These are just a few recent examples of municipalities accommodating School District requests to exclude residential property from a TIF district or to not rely on a TIF at all. The District has asked the city for the TIF eligibility studies that must be completed before proposing a TIF. We have been told they have not been completed. Please know that District 204 will carefully examine each TIF district redevelopment plan put forth by the city and will oppose those plans that do not meet the eligibility criteria set forth in the TIF Act or otherwise make economic sense for the District 204 community. Thanks for the time to speak with you. We do

appreciate the cooperation and we do look forward to continuing our partnership to do what's best for the community stakeholders that we both serve. Thank you.

Good evening everybody. I'm Rick Mervine. I'm the Alderman for the City of Aurora in the 8th Ward. Of this area that we are talking about here, my Ward is 75th Street and south. It does not cover the mall necessarily, but obviously as Aldermen we weight in on things from a city-wide point of view as well. Let me take you back to the beginning of this. This really started about 4 years ago. As it became very obvious that coming out the recession that not only had the recession had some damage to the retail aspects of things, but this corridor that we all rely on, both the city, School District to the Park District and everybody, for a substantial amount of funding, that's funding that we don't have to turn around and get from the residential portions of the city. It was under attack and it was under attack because of the change in retail sales from regular brick and mortar sales when this was initially built back in the early 70's and that was the concept. As you know, the Internet hadn't been invented for quite a few more years after that. But now with the Internet and the advent of Internet sales and Amazon and other similar locations, that's changed everything. At this point, we don't really know what the effect of that will be and we're at the end point, if there such a thing as an end point from that. But 4 years ago it became very obvious that something had to be done. It think it was about 3 or 4 years ago the amount of retail sales that that corridor generated, this is sales, this isn't tax money, was in the area of \$5.9 billion dollars. That's a substantial amount of money and at the time it was one of the largest here in the State of Illinois and that if something wasn't done, that number would diminish and you would see closings and impending closings. I know we've all been waiting for Sears to close for more than the last 3 or 4 years, but in the end we knew we would end up with vacancies. Now we don't have a Class D or Class E mall here. We have a much higher class mall. The smaller ones, the D's and the E's are going out of business and reformulating. For the last 10 or 15 years that's been happening to a certain extent. So what we are looking at here doesn't happen without benefitting from the fact the last 10 or 15 years others have gone before us. They've had to take a mall area that was retail only and try to find a way to have that continue and have it continue to be productive for the community. So 4 years ago, we started by talking to the Mayor at the time and the idea being that we needed to be able to protect this because failing that then the impetus turns to the residential property owners to be able to have to pick up the slack. During the recession, as a city, we did a lot to restructure our costs. During that time, we set up our property tax levy. We have 2 different sets. You'll notice on your bill one is for the City of Aurora and it is an operating type thing and then the other is Police and Fire pensions. That's something that we don't control. We can control how much we put in there and we pay the full amount based on what the Actuary tells us to, but the reality is that operating portion hasn't risen for the last 10 years. We've asked for either the same or lower amount for that operating tax, operating property tax levy. So we are effectively operating at what was about the levy at about 2005 right now, which means our buying power is diminished by quite a bit over that timeframe or you restructure like we have done. But if you start taking millions and millions of dollars in terms of property tax and sales tax out of that mix now you are talking about restructuring so you are biting into essential services and that's not something anybody wants, whether it is the School District or the city or the Park District or anybody else. From my perspective it was important to keep pushing that message. To the credit, the Planning staff and the current Mayor a little over a year ago agreed with me that this needed to be done. We needed to do this study to be able to understand exactly what we were up against and what our opportunities were. It is one thing to look back, as you heard earlier, to look back and see what had been done in the past, to see what was built back in the early 70's and morphed over the years, but we are in a new day with a new set of tools at this point, a new set of parameters. So we needed a plan. We needed to understand what directions we needed to take in the next 20 years, maybe 30 years. I've heard it discussed that this was a project. This isn't a project. To get the study done was a project. This isn't a project that is cast in

stone at this point. The process from this point forward, as you all know, those of you that sit here, is that this is a plan, a guide, to be able to use so that when developers come to take a look at our city and to look at what opportunities are available that they use this guide to be able to go in and discuss the opportunities with Planning staff and with the city. I'll say discuss because it turns into more of a negotiation. I'm not sure that I've ever run into it, but I'm sure it happens, but every developer the first time they come the first thing they want is they want incentives. They want a TIF. They want a Business Improvement District. They want some sort of incentive to be able to do this because that means money that they don't have to take out of their pocket and 99% of the time there are none. Now I know there is a lot of discussion about TIF's here. There is nothing in the report about TIF. It is not the place for it. It is a plan. Each project that will come up, and I use the term correctly, projects that will come up, each development project that comes up will have its own plan and specifics and will have to get approved by you, by the Planning and Development Committee, by the Committee of the Whole and by City Council. In addition, anything that impacts the School District we would also include them in the process. I've been assured that everybody is talking. I've met with our Planning staff. I've met with the School District. I've been assured that everybody is talking. I don't know that everybody is on the same page just yet because there is a fear about TIF's, but again, we are not asking you to vote on TIF's tonight. We are asking you to vote on a guide and a guide is what we need now because without this we have no basis to move forward to correct a slide from \$5.9 billion dollars in sales down to the point where if nothing is done you have more empty storefronts, you have deteriorating conditions, you have deteriorating property values and then everybody loses. I commend Schoppe for this study. I commend the Planning Department for their work on this. I commend the School District who I am absolutely in favor of. I stand with them when it comes to the day of saying that, you know, we're just arbitrarily going to put in a TIF in a residential School District. I've never voted for anything like that and I don't see the point. Maybe somebody can convince all of us of that at some point in the future, but the reality is that for the most part I don't see that. That's not what we are talking about here today. I want to make sure that our School District is strong and sound and continues strong and sound and it continues to rank in the top in the State and in this country. In order to do that, we have to make sure that we don't put unnecessary burdens on our School District, but that is a topic for the next project that comes through. This is a plan for how we might look at this entire corridor going forward. From that perspective I appreciate your diligence on this. I know a number of you have spent quite a bit of time going through this. This is not a small study and it has a lot of pieces to it and it has a lot of concerns, but it also has a lot of value to this community if we take the actions that we need to take to be able to protect the financial health of this community in the long-term and that includes the city, the Park District and the School District as well. Thank you all.

Good evening. My name is John Simon. I represent the estate of Helen Brach, a co-owner of the Brach property at the southwest corner of 75th Street and Route 59. Speaking from our perspective, we would like to develop the Brach property. There have been challenges with the economic recession. There's challenges with the change in the retail market. There are challenges with the continued vibrancy of the corridor. We are very pleased that the City of Aurora has undertaken to perform this study. We are very pleased that there is now a vision, or this plan offers a vision for the future development and vitality of this. In particular from the Brach property, the extension of Commons Drive, I think, is a very helpful thing and we are very pleased to see that in the plan. We are also pleased to see the flexibility with the development and the mixed development concept. For the Brach property we speak in favor of it. I want to mention also our appreciation for the process that was followed. We appreciate the fact that the consultants and the staff spoke to us and asked us about our hopes and dreams for the property. We appreciate the written, thorough written report and the Open House and the opportunity to explain what the plan involved. So for these reasons, I wanted to step up and express our support.

Good evening. My name is Michaela Schuering. I'm with Kimley-Horn. We are working with Centennial Real Estate Company, who is the majority owner for the Fox Valley Mall. Similar to Mr. Simon, we appreciate the city and Schoppe Design meeting with us ahead of time and the opportunity to review the Comprehensive Plan as well. We think that the plan is very thorough and well thought out and we are in general agreement with all the policies, assessments, recommendations and principles set forth within it. We look forward to seeing this plan come forward and we are looking forward to working with the city as future developments happen within the Fox Valley Mall. Thank you.

Chairman Pilmer said staff, can you help with some of the questions that were raised?

Mr. Dick said yes, I'll take a shot at some of them. There were a lot of good questions that came up and discussion points. I think the Alderman was definitely correct in his answer, or his statement about how this is a guiding document and how as each project comes forward, especially with the talk of the TIF or incentives for example, those aren't in this plan because those are the things that happen as specific projects come into play. I think it was an important comment that Alderman Mervine made that those projects come to you for approval and then the Planning and Development Committee, Committee of the Whole and the Council. I think that's an important process. I think it is important to state that. I remember even at the public Open House, a lot of residents that I spoke to thought that this document was an actual architectural drawing, a change of zoning and this is an actual plan. After we got to explain that this is a guiding document, it is just a vision, I think a lot of people really got it. The questions about the School District, also as the Alderman said, we continue to talk to the School District. I kind of had a smile inside my face when he said that we continue to talk. We are not really exactly on the same page yet because I think that's true. Hopefully we get to that at some point. Like I said, we are trying to find that win/win solution and as each project comes forward hopefully we can do that. When you were talking about sustainability, at first I was talking about environmental sustainability, but then when I was listening to you, I think I heard that you are also talking about sustainability in terms of jobs, economy, our community. It was so much more than the environment. I think you will see in the plan that we try to identify strategies to do that. In terms of the environment, Mr. Schoppe was talking about daylight and the creek. That's an important environmental opportunity. Also best management practices. Just think about all that asphalt, for example, at the mall, what that could be like with bio-swales and native plantings and wouldn't some trees be great. So there is a lot of sustainability stuff in here. In terms of the sustainability market, I think the idea is that this supports the existing businesses. We are not only trying to attract new businesses, but we want to support existing businesses. For example, those outlots in the mall right now or all those other commercial centers in Aurora. Actually when I was talking at the Open House, when you look at the corridor we stop at the boundary of Route 59 for the majority in this section. But we can't forget Naperville is right across the street, so we want to make sure that if our side succeeds both sides will succeed and we'd like to think of this as a shared use, almost like a regional approach in trying to preserve this economy. I also think providing jobs. There will be a lot of jobs that will be created in this area, both construction as well as long-term jobs. Not only will there be a mix of businesses, smaller stores, but also larger stores, and also smaller businesses and larger businesses, so I think we try to address sustainability as well. I think I've answered them all, but there is anything I forgot I can continue.

The public input portion of the public hearing was closed.

Mr. Cameron said I just had a question that I guess may be for my personal interest, but the gentleman from 204, and I wasn't aware and I'm glad you spend less per student in operating expenses than both

East and West. My question would be since you are a relatively new District, how do you compare in total cost per student because you have a lot of bonded indebtedness, I would assume, for physical facilities and that type of thing and there is still a cost. How does that compare with East and West?

I'm Jay Strang. I'm the Chief School Business Official with Indian Prairie School District 204. We carry more debt than both East and West Aurora. Our building phase ended in 2005 and what we decided to do at that time was to refund our bonds and push them out for a 20 year period of time so that our future homeowners wouldn't pay for the asset and not just the existing homeowners at the time that we build all of our schools. We will be done paying off our debt in 2027. We are paying a flat rate of about \$28 million dollars annually through a separate levy process to pay for that debt. We did that purposely so the taxpayers wouldn't see their tax bill go up and down depending on the debt payment for that one particular year. So we carry more debt, but on the operating side we spend less than both those and we spend 25% less than all the unit School Districts in DuPage County. We do that by having less staff, less Administrators, because our salary and benefits comprise 80% of our operating expenses. Our class sizes are the highest in the District. Our pupil to Administrator, the number of Administrators they would carry as a student is 312 to 1 Administrator. It is the 12th highest in the State of Illinois out of 860 School Districts.

Mr. Cameron said that's good and I appreciate the information. After I left my lifetime work, I spent 9 years with the regional office of Kane County inspecting facilities and so I got pretty familiar with all of those aspects and one of the fortunate things of being a new School District is that generally you will have a higher average school enrollment and are able to spread the stuff over a bigger school and all of those types of things and new facilities do have an advantage from that standpoint, but thank you for the information.

Mr. Dick staff recommends approval of the Ordinance approving revisions to the City of Aurora's Comprehensive Plan for the Route 59 Corridor which includes properties located east of the Canadian National railroad track, west of Route 59, north of Montgomery and south of the Burlington Northern railroad tracks.

MOTION OF APPROVAL WAS MADE BY: Mr. Chambers

MOTION SECONDED BY: Mrs. Duncan

AYES: Mrs. Anderson, Mr. Cameron, Mr. Chambers, Mr. Divine, Mrs. Duncan, Mr. Elsbree, Mr. Gonzales, Mrs. Owusu-Safo, Mr. Reynolds

NAYS: None

Mrs. Vacek said this will next be heard at the Planning and Development Committee on Thursday, February 28, 2019, at 4:00 p.m. on the fifth floor of this building.