PLANNING AND DEVELOPMENT COMMITTEE RECOMMENDATION

The Planning and Development Committee reviewed the Plan Commission draft of the 2013 Comprehensive Plan on 5/13/13 and 6/10/13, and recommended approval of the plan and supplemental Plan Commission Recommendations on 7/8/13, subject to the recommended revisions listed in the table below.

5/13/13 Discussion				**7/8/13 Recommended Revisions**
	Chapter/Page/ Topic	**Comment/Question**	**Response/Follow Up/Discussion**	**P&D Committee Recommended Revisions:**
1.	**Prairie St. bridge corridor extension to Rt. 25 via Adams Ave.** Ch. 3 Goals & Objectives p. 22, Transportation & Circulation, Goal 1, Objective 3 Chapter 7 Transportation, p. 52 Network Improvements	Remove references to Prairie St. extension to Rt. 25. p. 22: *Complete logical "gaps" in the existing roadway network, such as extending Woodward Drive east to Randall Road and Prairie Street east to Adams Avenue, that would provide a greater level of local connectivity and mobility.* p. 52: *Extend Prairie Street/Adams Avenue to connect the river crossing to IL 25. The City may wish to further study establishing a collector street between IL 25 and 7th Ave.*	On 6/10/13, Committee approved a motion to: p. 22- remove "*Prairie Street east to Adams Avenue*" as an example of a logical gap to complete. p. 52- remove "*Extend Prairie Street/Adams Avenue to connect the river crossing to IL 25*".	**Remove text on p. 22 and p. 52 as shown below:** **p. 22: *Complete logical "gaps" in the existing roadway network, such as extending Woodward Drive east to Randall Road ~~and Prairie Street east to Adams Avenue~~, that would provide a greater level of local connectivity and mobility.*** **p. 52: ~~*Extend Prairie Street/Adams Avenue to connect the river crossing to IL 25.*~~ *The City may wish to further study establishing a collector street between IL 25 and 7th Ave.***
2.	**Illinois Ave. connection to proposed 13th Ave. to Tyler Rd. roadway** Ch. 7, Transportation, Transportation Plan, p. 55 Main St. Subarea Plan, p. 93	Consider removing Illinois Ave. connection to proposed Tyler Rd. to 13th Ave. roadway along the railroad right-of-way.	The roadway along the railroad right-of-way was proposed primarily to improve access to commercial and industrial properties east of 13 Ave. The connection to Illinois Ave. is not necessary to meet this purpose; however, the connection can remain in as an option requiring further study.	**Add to Network Improvements, p. 52:** ***Create a roadway connecting Tyler Rd. and E. Main St. at 13th Ave. along the railroad right-of-way. Study a potential connection to Illinois Ave. at 13th Ave.***

	Chapter/Page/ Topic	Comment/Question	Response/Follow Up/Discussion	P&D Committee Recommended Revisions:
3.	**Charlestowne Mall repositioning alternatives** Ch. 8 East Gateway Subarea, p. 84	Concern that opening up the mall structure is too costly or impractical and therefore this concept shouldn't be presented as the only repositioning alternative.	Add a repositioning alternative that keeps the outer shell of the mall intact but repositions the outward façade.	• **Keep the 3 existing alternatives.** • **Add a 4th repositioning alternative on p. 84 showing the existing mall footprint intact but with exterior modifications to reposition the outward façade of the building.**
4.	**Catalyst Site diagrams** Ch. 8 Subarea plans p. 68, 75, 82	Concern that Catalyst Site map of the Downtown suggests that businesses and properties are being targeted for change by the City.	A note can be added on all three Catalyst Sites pages stating that the sites identify alternatives if a property is proposed for redevelopment, not an interest by the City to acquire or redevelop the site.	**Add a note on all three Catalyst Sites pages stating that the sites identify alternatives if a property is proposed for future redevelopment, not necessarily an interest by the City to acquire or redevelop the site.**
5.	**Closing Riverside Ave. at Downtown Site Q** (Southeast corner of Illinois & Riverside Aves.) Ch.8 Downtown Subarea Plan, Catalyst Site Q, p. 68	Concern about the impact of closing Riverside Ave. on emergency vehicle response. *…Redevelopment of this site could vary based on the City's ability to address transportation and circulation. Consideration should be given to abandonment of Riverside Ave. between Ohio Ave. and Illinois Ave….*	The text for Site Q notes that the closing of Riverside Ave. would need to be further analyzed to determine the impact. Based on further analysis in conjunction with the Fire Dept., staff is recommending the proposal to close Riverside Ave. be removed, but the remainder of Site Q will remain as a Catalyst Site. Delete three sentences under Site Q text starting with: "Consideration should be given to abandonment of Riverside Ave…"	**Retain Site Q as a catalyst site, delete text as shown below:** ***Site Q. This site represents the greatest potential for riverfront redevelopment on the east side of the Fox River. The site currently hosts a small office building and modest open space. However, it is a southern gateway to downtown along Riverside Avenue. Redevelopment of the site could vary based on the City's ability to address transportation and circulation. ~~Consideration should be given to abandonment of Riverside Avenue between Ohio Avenue and Indiana Avenue. Northbound traffic would be diverted to 2nd Avenue, and southbound traffic would be diverted to eastbound Illinois and southbound 2nd Avenue. This would create a development lot that could accommodate additional development and more fully integrate riverfront amenities, such as pedestrian plazas and the existing Fox River Trail.~~ Redevelopment should also include a significant gateway feature at the southern end of the site, and gathering spaces for riverfront events, cafés, or other activities and uses.***

6/10/13 Discussion				7/8/13 Recommended Revisions
	Chapter/Page/ Topic	**Comment/Question**	**Response/Follow Up/Discussion**	**P&D Committee Recommended Revisions:**
6.	**West Gateway subarea cover picture** Ch. 8 West Gateway Subarea, p. 71	Comment that the picture of the former St. Charles Mall site conveys a negative image. A more positive image of the West Gateway is preferred.	Photo was used because the site is identified as the most significant redevelopment opportunity in the West Gateway. Picture can be changed.	**Change to a different picture of the West Gateway showing existing successful development. Randall Rd. area with Meijer and Lowes was suggested.**
7.	**Potential bridge between Geneva and St. Charles near Division St.** Ch. 3 Goals & Objectives p. 22 Transportation Goal 1, Objective 5 Ch. 7 Transportation p. 53 River Crossing	Remove references to potential bridge between St. Charles and Geneva near Division St. *Text:* *p. 22: Explore additional Fox River crossings, especially on the south side of the community between Downtown St. Charles and Downtown Geneva.* *p.53: An opportunity for an additional bridge crossing exists at Division/Gray Streets, along the border with Geneva. A bridge at this location would require further study to determine potential impacts and benefits.*	Constructing a Fox River bridge near Division Street is not a direct recommendation of the plan, rather the plan identifies an opportunity exists for a bridge in this general location and recommends the issue be studied and considered at some point in the future. The Committee approved a motion to remove the text from p. 22.	**Delete the text from p. 22.** **p. 22:** ***~~Explore additional Fox River crossings, especially on the south side of the community between Downtown St. Charles and Downtown Geneva.~~*** **Retain Text on p. 53:** **p.53:** ***An opportunity for an additional bridge crossing exists at Division/Gray Streets, along the border with Geneva. A bridge at this location would require further study to determine potential impacts and benefits.***
8.	**Use of the term *Town Center*** Ch.8 West Gateway Subarea Plan, p. 76 Ch. 8 East Gateway Subarea Plan, p. 84	Remove use of the term *Town Center* as the term conflicts with the Downtown being considered the "town center".	The term *Town Center* is used in the three locations, and it would be changed to an alternate term that describes the same type of development: • p. 76 Former St. Charles Mall Redevelopment Alternative- *Local Town Center* change to *West Neighborhood Center* • p. 76 Concept Legend- *Town Center Mixed Use* change to *Mixed Use* • p. 84 Charlestowne Mall repositioning alternatives- *Town Center East* change to *East Town Square*	• **p. 76 *Local Town Center* change to *West Neighborhood Center*** • **p. 76 Concept Legend- *Town Center Mixed Use* change to *Mixed Use*** • **p. 84 Charlestowne Mall repositioning alternatives- rename options as *A, B, C, D.*** • **Existing names can be used as subheadings to describe the idea/ concept. Change third alternative to "East Towne Square concept".**

	Chapter/Page/ Topic	Comment/Question	Response/Follow Up/Discussion	P&D Committee Recommended Revisions:
9.	**Catalyst Sites and the impact on Downtown parking** Ch. 8 Downtown Sub Area Plan, Catalyst sites diagram, p. 68	Concern that the plan does not address the need for future parking, as many catalyst sites are existing parking lots.	Additional parking structures are contemplated at Site C (NW quadrant) and Site P (SE quadrant), and the need to accommodate some parking is noted for other sites. However, a general note can be added noting the need to address parking as each site is considered for development and reference back to the text discussing the issue on p. 67 and 54.	**Add a general note acknowledging the need to address parking as each site is considered for development and reference back to the text discussing the issue on p. 67 and 54.**
10.	**St. Charles Mall Site Redevelopment Alternatives** Ch. 8 West Gateway Subarea, p. 76	Discussion that the plan should not permit any residential dwelling units of any type at the former St. Charles Mall site. The Committee approved a motion to "remove residential from both the St. Charles Mall site and Charlestowne Mall."	The diagrams on p. 76 include catalyst sites H (Jewel), I (Tri-City Center) and J (St. Charles Mall site). <u>At a minimum, the following changes to Redevelopment Alternatives on p.76 would be necessary:</u> • *#1 Regional Repositioning*: No change • *#2 Local Town Center*: Change definition of "mixed use" to exclude all residential uses of any type. ("Multi-family/Single Family Attached" is located on Site I- this could remain or be changed to another land use.) • *#3 Comprehensive Mixed Use Center*: Change definition of "mixed use" to exclude all residential uses; remove references to residential in the "Considerations" section. <u>Other changes to consider:</u> • P. 76- Broaden the "mixed use" definition to include other uses. Educational, medical uses suggested. • P. 34, 36, 40: These pages reference "potential mixed use" for Sites H, I and J, but recognize the future land use designation of the site is "Corridor/Regional Commercial". This can remain or be removed to eliminate any reference to mixed use.	**On p. 29, under "*Mixed Use*", expand the list of upper level uses to include educational and medical uses.** **Add a note on p. 76 to "*be sensitive to building height*" for development at the former St. Charles Mall site.** **No other changes to p. 76.**

	Chapter/Page/ Topic	Comment/Question	Response/Follow Up/Discussion	P&D Committee Recommended Revisions:
11.	**Charlestowne Mall Framework Plan** Ch. 8 East Gateway Subarea, p. 83	The Committee approved a motion to "remove residential from both the St. Charles Mall site and Charlestowne Mall." Specifically, the Committee discussed: • Removing residential uses located over the stormwater basins at the north end of the mall property • Showing land uses on the Oliver-Hoffmann site consistent with the Consent Decree for the site.	At a minimum, the following changes to the Framework Plan on p. 83 would be necessary: • "Single Family Residential" will be removed from the plan. Stormwater basins on the north side of the mall site will be shown on the plan. The screening buffer north of the Mall can be shifted further north to the Mall property line. • The northwest section of the Oliver-Hoffmann site will be shown as "Outlot Commercial, Retail and Office Development", consistent with the other sites around the mall building. Change to citywide Land Use Plan on p. 30: Revise the Land Use Plan to match the revisions to the Charlestowne Mall Framework Plan. Other change to consider: P. 34, 36, 40: These pages reference "potential mixed use" for the Charlestowne Mall site, but recognize the future land use designation of the site is "Corridor/Regional Commercial." This can remain as is or be removed to eliminate any reference to mixed use at this site.	• **Remove "Single Family Residential" from the plan on p. 83. Stormwater basins on the north side of the mall site will be shown on the plan. The screening buffer north of the Mall will be shifted further north to the Mall property line.** • **The northwest section of the Oliver-Hoffmann site will be shown as "Outlot Commercial, Retail and Office Development".** • **Revise the Land Use Plan on p. 30 to match the revisions to the Charlestowne Mall Framework Plan.**
12.	**Table of Contents and word index.**	Add a Table of Contents and word index to the document.		**Add a Table of Contents and word index to the document.**