

**CITY OF BATAVIA  
PLAN COMMISSION & ZONING BOARD OF APPEALS  
MEETING MINUTES  
AUGUST 2, 2017**

NOTE: These minutes are not a word-for-word transcription of the statements made at the meeting, nor intended to be a comprehensive review of all discussions. They are intended to make an official record of the actions taken by the Committee and to include some description of discussion points as understood by the minute-taker. They may not reference some of the individual attendee's comments, nor the complete comments if referenced.

**1. CALL TO ORDER**

The meeting was called to order at 6:01 p.m.

**2. ROLL CALL**

Members Present: Tom LaLonde, Chair; Gene Schneider, Vice-Chair; Commissioners Sara Harms, Joan Joseph, and Sue Peterson

Members Absent: Commissioner Tom Gosselin

Others Present: Mayor Schielke; Laura Newman, City Administrator; Scott Buening, Community Development Director; Jeff Albertson, Building Commissioner; Joel Strassman, Planning and Zoning Officer; Drew Rackow, Planner; Chris Aiston, Economic Development; Rhat Bari, City Engineer; Howard Chason, Information Systems Director; and Cheryl Shimp, Recording Secretary

**3. ITEMS REMOVED/ADDED/CHANGED**

None.

**4. APPROVAL OF MINUTES**

**Motion:** To approve the meeting minutes of the July 12, 2017 Regular Meeting as presented.

**Maker:** Joseph

**Second:** Harms

**Voice Vote:** 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

**5. PUBLIC HEARING: VARIANCES FOR TANGENT TECHNOLOGIES (Silos, Parking and Duration) 601-605 Kingsland Drive; Tangent Technologies, Applicant**

**Motion:** To open the public hearing at 6:03 p.m.

**Maker:** Schneider

**Second:** Peterson

**Voice Vote:** 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

Drew Rackow, Planner, gave a brief overview of the project. The property for discussion was last occupied by Candle Corporation/Party Lite, which ceased operations in November 2016. Tangent Technologies produces plastic/resin lumber products. They are seeking variances for the following:

1. To allow construction of up to 12 silos, 53 feet in height between the building and Swanson Drive.
2. Seeking relief from Chapter 4.2, Parking Regulations to allow an existing 130 space parking lot to provide the future parking for a warehouse addition of approximately 200,000 square feet.
3. To allow the variances to be effective for up to 60 months for construction purposes.

The zoning code was amended in April to establish requirements for silos. The applicant noted several issues that make it difficult, if not possible, to place the silos in any other location than depicted on the plan, which is on the south end of the building. The applicant also noted the railway location limits siting silos behind the building.

The applicant is requesting that they be allowed to use the existing 130 space parking lot for the future warehouse as opposed to construction of additional parking.

Variances are normally granted for 6-months. The applicant is asking for 60 months for the installation of up to 8 silos initially and 4 more built as needed, for a total of 12 silos. This extension would allow them to meet the program requirements of their future expansion to the north.

Staff agrees with the applicant's discussion of the location issues that prevent the silos being located anywhere else on the property. They would be located on existing concrete pads. In terms of the height, the request height (53 feet) would reduce the need for the number of variances due to the fact that smaller silos would necessitate the need for more silos. Staff believes that the parking provided would suffice but have included recommendation conditions that this variance be tied to the current applicant only.

Staff did prepare a review and findings in the affirmative for the Zoning Board to consider and recommends that the Board make positive recommendations and findings of fact. Staff has requested that the applicant, whom has agreed to provide an additional 8 feet of right-of-way along Kingsland and Swanson.

Schneider noted that it was interesting that so soon after the silo ordinance was put in place, a variance is being requested for a taller structure. Would rather see the silos taller than wider. He noted the Commission may need to revisit this in the future. Discussion was held on the parking spaces and what is required for a warehouse, number of employees, need for additional variances in the future, etc. Current truck bays will remain. With the addition, this would be a 700,000-sq. ft. building.

Guy DeFeo, President and CEO of Tangent Technologies, stated they currently operate a 200,000-sq. ft. warehouse and the number of employees in this warehouse at any given time is 30. Doesn't believe they will ever fill 130 slots provided. To increase the parking spaces would decrease the size of the building. The vacant lot is strategic to their long-term site plans. This building currently has 200,000 sq. ft. of warehouse and 300,000 sq. ft. of manufacturing. Tangent's total employee count is 225. Tangent runs a 24-hour operation so the 225 employees are never at the facility at the same time. The most cars in the lot may be 100. Although they are planning on adding an additional 200,000 sq. ft. of warehouse space, this will not increase the number of employees. Tangent is currently operating in Aurora in a facility of this size.

LaLonde swore in potential speakers.

Christopher Aiston, Economic Development Consultant for City of Batavia – Stated this location was discussed with the applicant back in December 2016. At that time, there wasn't an ordinance in reference

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to silos. These silos are a critical part of Tangent's business. The railway location was a big part of this site decision. The 53 feet is the minimum safe clearance for off-loading of the resin from a rail car. This is a 500,000-sq. ft. building that has been vacant for a year and is a difficult building to sell in this market. Tangent is also a prime electric customer for the City. They are a high-load, 24/7 demand. Tangent is also a very green business. Their resin pellets are made from recycled milk jugs. Tangent is a major vendor to Barco, another Batavia business.

DeFeo stated that they manufacture benches, receptacles, decking, fencing, etc. They are taking materials out of the landfill and recycling and turning it into products that they use every day.

Max Mayer, 680 Kingsland Drive, Diamond Rigging – Mr. Mayer noted his business is located across the street and he Supports the variances. He stated there are already 56-60-foot silos in the neighborhood. The higher silos are much more efficient. There really isn't much of change from the existing site.

John Christiansen, 951 Swanson Drive, Flag Source – Mr. Christiansen indicated his concerns are not so much the issue of the silos as it is more about the rail traffic. How will this impact the companies in this area? The crossing gate at Raddant Road, during lunch hour, the trains are switching and the crossing is sometimes blocked for 10-15 minutes. He is concerned about the increased rail traffic during peak times. How often will the trains be routing through? Is Tangent receiving concessions because they are a high-end electrical user? Something the other business owners are not receiving. What about property taxes?

Rackow stated that there would be one (1) additional train car on existing trains on this line. DeFeo would anticipate one (1) train car per week. Tangent does have flexibility on when the product may be delivered. Tangent has been in business in Aurora since 2003. Aiston stated that the City is trying to develop a rate that is fair to Tangent while maintain fairness across the rate schedule. They will be the third largest electrical user in the City.

**Motion:** To close the public hearing at 6:30 p.m.  
**Maker:** Schneider  
**Second:** Peterson  
**Voice Vote:** 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

The public hearing was closed.

**Motion:** To make a positive recommendation for all five (5) Findings  
**Maker:** Schneider  
**Second:** Peterson  
**Roll Call:** Harms – Aye, Joseph – Aye, Schneider – Aye, Peterson – Aye, LaLonde – Aye. 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

**Motion:** To recommend to City Council approval of the requested variances subject to the following conditions:  
1) The Applicant shall dedicate an additional 8-feet of right-of-way along Kingsland Drive and Swanson Drive prior to the issuance of the first silo permit issuance;  
2) The parking variance shall apply to the future addition and be restricted to Tangent and not to a successor, owner or tenant. If the addition is not constructed by Tangent within the 5-year period, the variance shall be void;

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- 3) The parking variance shall be limited to an expansion for warehouse use only; any increase of non-warehouse square footage usage within the building shall require approval of a new variance.

**Maker:** Harms

**Second:** Joseph

**Roll Call:** Harms – Aye, Joseph – Aye, Schneider – Aye, Peterson – Aye, LaLonde – Aye. 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

**Motion:** To approve the Administrative Design Review of the proposed silos subject to City Council approval of the variances.

**Maker:** Schneider

**Second:** Peterson

**Roll Call:** Harms – Aye, Joseph – Aye, Schneider – Aye, Peterson – Aye, LaLonde – Aye. 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

#### **6. ADJOURNMENT OF ZONING BOARD OF APPEALS, RECESS OF PLAN COMMISSION UNTIL 7:00 PM.**

**Motion:** To adjourn the Zoning Board of Appeals at 6:35 p.m. and for the Plan Commission to go to recess until 7:00 PM.

**Maker:** Schneider

**Second:** Peterson

**Voice Vote:** 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

#### **7. MEETING RECONVENED AT 7:00 PM**

Chair LaLonde reconvened the Plan Commission meeting at 7:00 p.m.

#### **8. CAMPANA REDEVELOPMENT. 901 NORTH BATAIVA AVENUE, AND 301AND 501 WEST FABYAN PARKWAY**

##### **Evergreen Real Estate Group, applicant**

- **Public Hearing:** Amendments to the Zoning Map for a Planned Development Overlay
- Design Review
- Preliminary/Final Plat of Subdivision

Chairman LaLonde introduced the Campana Redevelopment, 901 North Batavia Avenue and 301-501 West Fabyan Parkway; Evergreen Real Estate Group. This is a public hearing for amendments to the zoning map for a planned development overlay, design review and preliminary and final plat of subdivision. LaLonde welcomed everyone to the meeting and stated that those in attendance tonight that may wish to ask any questions of the applicant or to make comments about an agenda item were asked to sign in for this purpose.

LaLonde gave an overview of Plan Commission proceedings, and asked that all Commissioners and Staff be respectful to all who are in attendance. He also requested that all audience members likewise be respectful. Commissioners and audience members should not shout out or applaud to express approval or disapproval of any of the issues that may be discussed this evening. Persons who wish to ask questions or

to speak must sign in to speak and will be recognized by the chair before speaking. The hearing will progress as follows: There is a Recording Secretary present who will prepare minutes of the proceedings so speak clearly and audibly at all times. Staff will present a report to the Commission and others in attendance of the nature of the applications to be considered. When Staff has concluded their report, the Commissioners will have an opportunity to ask questions of the Staff after which time the Applicant will present their proposal. This will be followed by questions that the Commission may have of the Applicant. Once this is completed, members of the audience, who have signed in, will be called to come forward and speak. Anyone watching in the Fox Valley Conference Room, after signing in, will be called into the Council Chambers to address the Commission. After everyone who has signed in has had an opportunity to speak, those who did not sign in will be called from the first row to the back row, time permitted. If someone has already spoken once, he/she will be asked to wait until everyone else who has not spoken has an opportunity to speak will have spoken.

Speakers must speak from the microphone at the podium, one person at a time. Before speaking, speakers must clearly state their name and home address. Comments should be directed to the Applicant, Staff or Commissioners only and not to the audience. Be concise and as brief as possible. Comments should be directed to the relevant zoning issues by which this Commission is considering and by which the City Council will approve, or disapprove, of the application. Comments and questions should not duplicate those voiced by others. Speakers should take a moment to state that they agree or disagree with other opinions that have been given. If speakers are being repetitive, off-topic or rude/disrespectful, the City's rules for conducting a public hearing allow the Commission to cut-off the testimony and move on to the next speaker. These same rules allow everyone wishing to speak to do so. The Commission's desire is to conclude the public hearing this evening; however, the rules allow the Commission to continue the meeting to another evening. Proceedings will be conducted until 10:00 p.m. If necessary, the meeting will be continued until Wednesday, August 16, 2017 at 7:00 p.m. in the City Council Chambers. LaLonde asked that electronic devices to be silenced.

**Motion:** To open the Public Hearing  
**Maker:** Joseph  
**Second:** Harms  
**Voice Vote:** 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

Joel Strassman, Planning & Zoning Officer, stated Evergreen Real Estate Group's (EREG) submitted zoning entitlement application would add multifamily residential units inside the Campana Building. No change to the size of the building proposed. The Planned Development seeks relief from a number of requirements of the Zoning Code. The plat of the subdivision would divide the property into a commercial lot and a residential lot. The Design Review is to consider proposed changes to the site but not to the building. Among the reviews to consider changes to the building is one by the Batavia Historic Preservation Commission; this review is scheduled for August 14, 2017.

Strassman gave an overview of the project to include Staff supported modifications as follows: Minimum Parking Setback from Streets, Land Use Mix, Transparency, Entrances, Parking Field Landscape Separation, Parking Supply, Monument Sign Landscaping & Setback, and Wireless Communication Facility Support Structure. For many years this building has been underutilized and not fully maintained. It should be noted that in the City's Comprehensive Plan, this building and property have been singled out to retain the building as an important historical resource and as an opportunity for economic development. EREG is willing to dedicate right-a-way along Fabyan Parkway without seeking payment from KDOT for the land. The Illinois State Historic Preservation Officer must approve of the proposed site and building changes. The State Historic Preservation Officer has indicated that they desire to retain the expansive

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lawn and views to the building, which limits landscaping opportunities. Van service is proposed for children attending Western Avenue School in Geneva.

All notices for this meeting were executed in accordance with the Batavia Zoning Code and the Illinois Open Meetings Act.

David Block, Director of Development for Evergreen Real Estate Group – Mr. Block gave a brief history of EREG. Some of the new projects for EREG include a public library in Chicago with residential senior housing as well as additional apartment housing in Chicago. Block stated that EREG is very familiar with the requirements of historic preservation and take it very seriously. EREG's architect, members of Erickson Engineering, various staff members as well as their attorney are present to answer questions. The Campana building was built in 1936 and operated into the 1960's as a hand lotion factory. In recent years, the building has fallen on hard times. Block noted that the stair tower and entrance is a remarkable example of architectural design. The glass block is unique in the Chicagoland area; however, the masonry is cracking and water is getting into the building. This deterioration is beginning to compromise the building's integrity. Without a complete and thorough redevelopment program, this building is at serious risk of being lost.

One of the challenges of the building is the scale. It is 612 feet long by 100 feet wide. It doesn't lend itself to easy re-use solutions, especially for committed preservationists who want to keep the glass block. Contractors have compared this structure to a 60-story building lying on its side. The ceiling height is a big advantage for the kind residential re-use being proposed, 16.6 ft. from the floor to ceiling. Another challenge is the fact that there aren't many windows in the building. There is a need to preserve the primary views from Batavia Avenue and from the corner at Fabyan Parkway. The parking oval is part of the character of the structure. The plan needs to make the cell phone equipment functional but more ascetically pleasing.

EREG is proposing 80 units of mixed income housing. Of these 80 units, 20% (16 units) will be market rate units. The remaining units will be dedicated to individuals and families who are at a reduced rent below a certain income threshold. 36 1-bedroom units, 38 2-bedroom units, and 6 3-bedroom units are proposed. EREG will retain approximately half of the current commercial space (24.2%) of the entire complex. The building and grounds will be preserved to national standards. This project is a \$30M investment in the building and community.

Block presented drawings and specs of the market units noting that there is enough character in this building and enough good things about the location that it will attract a strong tenant base as well as serve a valuable role in the housing base of the community. Vertical windows will be inserted on the back of the building and a connector roadway will connect the front of the building to the south end of the building. The project intends to restore the building to its 1936 condition. There are transparency issues and the project is trying to minimize the amount of asphalt to be used. The project will also provide greater opportunities for persons with disabilities to live here. Discussion was held on the 9 modifications being requested, the current tenants, parking and land banking for parking, survey and engineering results for parking spaces, minimal impact to Fabyan Parkway, pedestrian sidewalks to the south of the property, grant monies to be used for specific components of the property only, design review to accentuate the property and its historical views, steel/fiberglass cell screen to cover the cell phone antennas, and other aspects of the project.

Due to the number of people wanting to speak this evening, the Commission held their questions and discussions for a later meeting. Public was invited to speak in the order they signed in.

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Trevor Kramer of AID – Aurora, stated that AID is supportive of the project. AID is a non-for-profit organization based in Aurora. AID provides services for Kane, Kendall, DeKalb and McHenry Counties. They help individuals with mental health and developmental issues. There is a lack of housing for individuals with disabilities in the area. This project has the potential to house a number of disabled individuals seeking housing at this time. There are approximately 475 individuals looking for housing in this area alone. This type of housing is necessary in this community. This will allow AID to increase their services.

Christine Kautz of Geneva thanked everyone for allowing the public to speak. She is of the project and feels that Mr. Block has put his heart and soul into creating a decent place for people of all income and developmental levels to live and wonders why there are so many comments that are “mean spirited” and why 2 great communities are struggling to find the benefits of this project. There are strong issues to address: traffic, safety, the size of the project, parking, number of school age children living in the apartments, while keeping with the historical significance of the building. She has been hearing a lot of concerns about crime, decreasing property values, and the assumed undesirable population of residents, it is really sad. As a member of the Geneva 708 Mental Health Board, she has learned that the biggest need for citizens with developmental or mental disability is housing. By serving on the Board, she is also asked to be an advocate for individuals with special needs. This redevelopment would provide a housing opportunity for this population. Macula Connery, The Harvard Joint Center for Housing Studies, writes in her 2016 paper that one size should not fit all when it comes to housing for individuals with a mental or developmental disability. Almost all of the current research states clearly and consistently that individuals with intellectual and developmental disabilities experience greater personal freedom, more participation in social activities, more frequent associations with family and friends, when living in a community rather than living in institutional settings. This should matter to both of our communities. Also likes the idea of saving this important historical building from further deterioration. This building, in its infancy, provided jobs for people who were working minimum wage, they lived in our communities, attended our churches, and their children attended our schools. As time goes on, it takes vision to bring back to life a building of this type, long after its original purposes have declined. Coupled with its history and architectural interest, this building and community would be well served with the proposal that is before the Commission today. She noted that Ernest Oswalt was her uncle and she grew up listening to stories of how he loved this community. He lived here, bought fire engines for the City, paid for the first baby pool at the quarry, and really loved Batavia. Stated she currently lives just a few blocks north of Campana on Route 31 and grew up about 2 blocks south of Campana. This is a very important project.

Becky Kruse of Geneva, stated that she has been a resident of Geneva for 25 years. She applauds this effort to bring affordable and safe housing to the community. Regarding the entrances and fire exits, has a concern about if there were a need to evacuate the building quickly for any reason, concerned there is just one entry and exit. Block stated that there are 4 stairways proposed for the building, they are there now, so there’s a stairway in the main tower that serves all 3 floors and leads to the roof, there’s a stairway in the corner between the 1937 building and the addition, there’s a stairway to the north and another stairway to the rear of the building behind the tower. All the egress distances will be within Batavia and Illinois Fire Codes and the building will be fully sprinklered.

Rev. William Kruse of Geneva stated that he would pass at this time.

Anne Houghtaling of Batavia stated she drives by the property every day, twice a day, for her commute. She appreciates what the Applicant has stated about the low density of this project and it will be a lower density traffic from this property and will preserve the historic preservation of the property. She further

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stated that she a lawyer and works for a housing organization, while affordable housing is not protected under the Federal Fair Housing Act, there are protections based on who will be residing in this housing. People with disabilities and seniors, which are protected, that making a decision based on this would be problematic. There have been comments about who is going to live here and they may not want them to live in Geneva. Everyone has a first amendment right to say what they want to say, but under the Federal Fair Housing Act, acting based on those statements would be a problem. She thanked everyone for their careful consideration of this matter.

Dan Kernler of Batavia, and a math & statistics instructor at Elgin Community College – distributed research to the Commission. He stated the main question that he was interested in researching and finding academic research about was about crime and property values. The biggest message that he derived from his research is any study that looked at crime, regardless of where the mix-income housing was built, there was no change in crime. The property values, however, received mixed results. Some studies would find no change and some studies, when they looked at where the housing was built, they would find a difference. Where a big public housing complex was torn down and mixed-income was put in its place, there would be decreases in crime and increases in property values. A couple of studies did find that in lower poverty areas, sometimes, for a few years, there was a decrease in property values. Most interesting about this is what property values are based on. Property value is what people are willing to spend on a piece of property. A lot of the changes in property value comes from this perceived increase in crime, but could not find a study that looked at why there was an increase in crime. A lot of the changes in property value are because of people's perception.

Amanda Gosnell of Batavia and Executive Director of the Holmstad, said The Holmstad currently has over 500 residents in their care. They are located at 700 West Fabyan Parkway directly south of the Campana property. Stated they have no affirmative or negative recommendations relative to the overall zoning use requests; however, she would like to discuss concerns about potential outcomes as a result of the Campana. The primary concern is traffic. There needs to be more scrutiny of the potentially very dangerous traffic pattern that will result. A right turn only maneuver exiting the property seems impractical. She believes that motorists will quickly resort to making a U-turn on Fabyan in the Holmstad driveway. Several of the residents have already been in accidents on Fabyan Parkway and if this traffic maneuver is forced, accidents will follow. The traffic impacts, regardless of the engineering reports and studies, seem to under calculated. A second concern is that there does not appear to be enough parking spaces to absorb the tenants and their visitors. A lack of sufficient parking may result in overflow parking on the Holmstad property. Rather than covering the open area with parking cars, they would like insurances that the vehicles that are parked there will have sufficient screening and not detract from the overall appeal of the property. The Holmstad has been in Batavia for 41 years. Over those 4 decades, the residents have successfully opted living in the Holmstad for its safe and peaceful community setting and would like to maintain this quiet atmosphere as much as possible for the enjoyment of its residents.

Block stated that it may be more efficient, due to the number of speakers, if the Applicant collects the questions heard and save their response for the end. Will defer all comments for the end.

John Kefer, MD of Geneva, was Medical Director of the Holmstad. He is concerned on whether or not this building is suitable for residential housing. The Applicant stated that because the children living here would not be able to walk to school, the complex would be providing a van to transport them to school and events. He is unsure if this is a way for children to live. There is asbestos in the building, which has been associated with lung cancer, fibrosis in the lungs, etc., to have patients succumb to these diseases is a real threat. There is also radon present. This is a potential risk for lung cancer. For people that smoke and are exposed to these increased levels of radon, the risk of them getting lung cancer is 1 in 20. For people

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who don't smoke, the risk is 1 in 100. There is also the question of the radio frequency antennas. These can destroy portions of the heart that may give rise to arrhythmias. A lot of the professional organizations have comments on radio frequency that these antennas are picking up and transmitting. The World Health Organization came out with a possible association with brain tumors from using cell phones, there would be a higher intensity near the antenna. OSHA states that there may be an association with the radio frequency in the towers and a person's immune system. The FCC states that there are 2 kinds of roof antenna; one for residential developments and another, which would be a free-standing tower where no one is living. There are different levels of power associated with both. It might be more than just a cosmetic treatment for the people living near these high-powered antennas. The United States National Toxicology Program has some experiments that show that the radio frequency exposure in animals can cause cancer. He really does not know that it is safe to have people living in this close proximity to the antenna and would like the Plan Commission to think about if this is a suitable project that is worth putting resident's health at risk to save a building. LaLonde reported that there are codes and abatements in place to cover some of these concerns. Buening stated that radon, asbestos, etc., are issues that are always addressed as part of any rehab of an older building.

Bob Vaughn – Batavia – (did not come forward)

Leigh Anne Espinosa of Geneva lives directly behind the Campana property. She heard a lot about the needs of those individuals that need affordable housing and is not here to address whether or not this is a good thing or bad thing for the community. In the Batavia Comprehensive Master Plan under Section 4: Regional and Interjurisdictional Issues – it lists issue #2 as external affects and decisions and goes further to say that land use decisions can have a profound affect outside of the jurisdiction of the origin. She requested the City's thoughts on obligations to the homeowners and businesses that are adjacent to the Campana property but live outside of the City of Batavia. Strassman reported that the City has not received any evidence to suggest that there would be negative effects outside the boundaries. It is recognized that there would be an increase in traffic over what is experienced now but there would be a decrease in traffic as to what this property could have if it was fully used as non-residential. She added that the back neighbors to the property are both unincorporated and incorporated Geneva. There are 3 different areas coming together here and her hope is that the City of Batavia will take into consideration the residents and homeowners that live behind this property and the effects it will have. In the application, Evergreen states that the Campana redevelopment project is compatible with surrounding uses and will provide a graceful transition from commercial to low density housing; however, the adjacent homeowners in the Allendale neighborhood, the parking lot will border the backyards. Inquired how Evergreen determined that the parking lot, which will be lit 24/7, and the increase in noise is a graceful transition. She is not in agreement with the environmental study of the noise, believes it was a poor assessment. Statements that there are no commercial trucks in the area is completely false because there are trucks that park directly behind her house. There are several commercial vehicles, approximately 15 or more, that do fire up every morning and return every evening. This is a current problem. Although these vehicles may be relocated due to this development, there are still dock doors on this building, which allows for the potential larger commercial vehicles going in and out. Lighting, as well as the noise, and drainage issues are of concern. She wants to know what the plan is for this graceful transition to the family homes behind the property.

Samantha Malusky of Geneva inquired about the cell phone tower. In the application narrative, it stated that the residents would be shielded from any radio frequency of the cell towers by concrete masonry, which is good. In reviewing the Zoning Code for the City of Batavia and Section 4.706, it states that in part A in relation to wireless communication facilities, under independent technical study section, it says that if the Planning & Zoning Officer require additional technical information that cannot be obtained

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from the applicant, the City may require the applicant to pay the cost of an independent technical study. Kane County inquired to HUD how to determine whether the Campana building was in compliance with FCC regulations in relation to their environmental assessment. The HUD Environmental Protection Specialist directed Kane County to ask the cell tower owners if they were in compliance instead of Kane County doing the actual measurements themselves. No data has been presented showing what the numbers were and what the exposure would be. Maybe this is something that would have to be accomplished once the building is finished to determine what the levels are. When radon levels are present, the City requires contractors to test and provide data showing what the levels are and making sure the area is safe. In this instance, however, it appears there is just going to be a letter from the communication company asserting that it is safe. She requested the City of Batavia to apply Zoning Code 4.706 and require the applicant to conduct a study before residents are living there to make sure the levels are compliant. Regarding traffic, she inquired if there were any plans to improve the intersection (Route 31/Fabyan Parkway). Is there a budget in place? The donation of land for improvements is great but what are the plans? She explained that she had a parent die in a car accident. Every time she hears someone dismiss the concern over traffic, it makes her angry. The Fabyan feasibility study was done quite a while ago; what is taking so long? She understands that it is the jurisdiction of KDOT and IDOT. What is the City of Batavia doing independent of this study. Whatever project is in the Campana building, she will be opposed to it. Something needs to be done with this area. This study was done a long time ago. Where are the improvements? What's going to happen? What do we have to do to trigger the plans or the budget? The City needs to seriously consider the KDOT plans and how the congestion will affect the area.

Joseph Kefer, Geneva, requested that his spot be given to Javier Millan, Senior Consultant KLOA, which conducted a traffic study for the proposed Campana project.

Javier Millan of KLOA, reviewed the traffic study and noted that it did follow all the industry guidelines, however, he found various issues that they believe should be addressed. Given the connectivity to the west with the medical office building, believe that traffic counts should have been conducted at the medical office building. Some of the people that visit the commercial businesses at the Campana building do use this access drive. The traffic counts and analysis should have also included the number of pedestrians utilizing the intersection of Route 31 (Batavia Avenue). There was no discussion in the traffic study of existing flow patterns. In the morning, eastbound traffic on Fabyan Parkway backs up to Allen Drive quite frequently. It may take 2 cycles to pass through the intersection. Similarly, southbound Route 31, is frequently backed up to the Campana access drive. These queues will have an impact on traffic flow in and out of the proposed development. There was no accident data for the Fabyan Parkway/Route 31 intersection included with the study. Based on the information obtained from IDOT, the intersection has been listed in IDOT's 5% Report, which presents the 5% of highway locations within the entire State of Illinois exhibiting the most pressing safety needs. Due to the number of commuters that pass through this intersection, believes the capacity analysis should be reassessed. He inquired if there were any auto turn runs performed internally to make sure that emergency and commercial vehicles can maneuver within the site. Based on their findings, he requested that the traffic study be revised and a number of conditions be considered). Mr. Millan expressed concerns with parking. There is an overflow to the medical offices parking area from the current commercial businesses. He feels that the parking study should have been conducted for a longer period of time because of the difference in attendance that occur in these land uses.

Jenna Dempsey of Geneva questions the applicant's statement about the close proximity of grocery and drug stores being available to residents. Walmart is 1.9 miles from the Campana building. Walgreens and Trader Joes are 1.4 miles and the Gasmart USA Station on Route 25 east of the Fabyan bridge is .6 miles away. The reason this was brought up, is on the afternoon of July 24 at about 1:15 in the afternoon, there was a pedestrian attempting to cross the Fabyan bridge. There are no sidewalks or pedestrian access

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routes on the Fabyan bridge. She is concerned that there is a lot of traffic on this bridge because the Gasmart is the closest store. Concerned about the safety of Fabyan Parkway as living on Allen Drive, there is always the feeling of being rear-ended, especially during the later hours. She is worried that more pedestrians (especially children) might attempt to cross the bridge.

John McCormick of Geneva asked the Plan Commission to set up a committee to reduce the profit to pay for the education of the children in this complex, for teachers, bus drivers, so that his taxes don't go up.

Jennifer Beall of Geneva is concerned with the safety of the residents and about the oval, which will be modified parking. She inquired if a sidewalk will be installed next to the parking lot leading to the building so moms and kids won't have to walk in the street with backing cars. They will be able to get out their cars, out of the parking lot and into the building safely. The Batavia Comprehensive Plans states that we must provide safe and attractive routes of travel for pedestrians and bicyclists. Sidewalks are also required in all new developments and redevelopment properties. Does the City feel that the lack of a sidewalk in the front oval area is acceptable? Goal 4 of the Comprehensive Plan states to provide reliable and high-quality response services. The City's policy is to respond to 90% of fire suppression calls with an engine company within 4 minutes of a 911 call and subsequent response with a full response within 8 minutes. This same policy applies to emergency medical services. Taking earlier comments into consideration, with the overall site plan, does the City feel that responders will be able to get into the Campana development should there be an emergency at 7:00 in the morning or 5:00 p.m. in the afternoon.

Stephen M. Cooper, attorney representing the Allendale residents. Stated that he will yield his time and may discuss their concerns at another time.

Bob McQuillan of Batavia said he's resided in the Fox Valley for 22 years with the last 2 in Batavia and gave a brief history of his upbringing living in the projects of Philadelphia with his single mother in what was considered low income housing. He understands the need for low income housing and affordable housing. This project; however, has several major issues that need to be addressed prior to approval. The potential financial cost to Batavia and Geneva residents is a top priority and these financial costs may result in an increase in property taxes. Evergreen is a for-profit business. Their goal is to make a profit. As stated, they will probably sell the property within 15 years, making millions on their original 10-million-dollar investment. Evergreen has stated that they will be receiving financial assistance from several grants, federal home loans, etc. They indicated that no local monies would be used but federal, state and county money comes from local tax payers. Evergreen stated that teachers from Batavia and Geneva could qualify for this housing as single earners, but there is no way to verify this and the statement is misleading. How can Evergreen be trusted if they provide false information to the City? What monies the City will realize from the Campana project will not come close to paying for the public services the City will be providing. The Geneva school district expenses will far exceed the benefits of this project. Additional costs will also be incurred by the Park District, Library, Township, etc. This project will never pay for the public service expenses it will incur. What benefits will the current residents receive by developing Campana other than increased property taxes? This proposal provides affordable, low-income housing, whose residents will be chosen by the Aurora Housing Authority. No local elected official or resident will have a say on who is chosen to reside there. Evergreen will receive \$20M in grant/loan money and will make millions when they sell the building. The residents will be stuck with paying for the services used by the Campana residents forever. This will come on top of increased electric utilities, sales tax, state tax, etc. His agenda is no increase in his property taxes. Do not add to the burden by ignoring the additional operating costs that each taxing body will incur. Requested that all taxing bodies in both Geneva and Batavia give input to how much this development increases their expenses. This development does not work for the residents of Batavia or Geneva.

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Valinda Kennedy of Batavia stated her degree is in the computer sciences so she also did research to understand the impacts from a mathematical perspective. A study from Stanford University, *Is Affordable Housing Good for the Neighborhood*, talks about when doing an assessment of making changes for a neighborhood, the impact, and how to identify the characteristics of the neighborhood to evaluate. If low-income housing is placed into an environment that is directed to that population, you will not see changes in how the property values are evaluated. In high income areas, there would be a strong drop, very locally, and then regulated outward, over time. These drops can remain even after 10 years. This is very pertinent when looking at the surrounding property values. She moved to Batavia, Illinois because of the environment and the school system and made a conscious choice to move to Illinois. Her husband is a British citizen and they made a conscious effort to move to the United States. She spoke with a realtor about the environment they wanted to move into. She grew up in West Virginia and agrees with the need to provide affordable housing to those in need. Per the article "Low Income Housing Has No Impact on Nearby Home Values", after claiming there's no impact, it continues to say there is no significant impact with a few exceptions. A study in Cambridge, Massachusetts, showed that low-income housing projects had a negative impact on nearby homes in terms of price per square foot - a loss of between and \$18-\$19 per square foot. This is an impact on property values. If the Commission, after hearing all the presentations and studies, feel that the neighbors will not be impacted, she requested that the Commission include contract clauses that confirm, if indeed an impact is realized, the homeowners will be protected. She requested that in the contract, there are clauses that state; if there is a rise in traffic incidents or issues, that the Cities of Batavia and Geneva will be compensated. If there is a loss in property values, they will be compensated. They've made an investment to live in this area, they want to make sure as neighbors come in, they have the same goals and objectives.

Shari Lindy of Geneva stated that no one can say that we don't need low-income housing. Everyone knows there is a need for that. As a resident living in Allendale, she's very worried about children. She comes from a family of teachers, and being a teacher herself, worries about the kids getting to and from the school. There is talk about a transport van, but as everyone knows, this doesn't always happen. Someone will be late; someone will be left behind, even going to and from friend's houses. The sidewalks stop at the Campana building. It's unknown how someone in a wheelchair would be able to make it to the bus stop. There are no sidewalks to make the connection. Evergreen stated at a previous meeting that the prediction for students for the Geneva School District would be approx. 10-26 students. Evergreen is now predicting that approximately 41 children would be going to Geneva schools.

LaLonde stated that there are still a number of people wanting to speak. Requested everyone be brief and try not to repeat what has already been stated. The meeting will be ending around 10 p.m.

David Dempsey of Allendale, appreciates the opportunity for Geneva residents to voice their concerns. It appears that the majority of the decisions are being handled by Batavia. In a memo regarding "Request for Proximate Opportunity Area Consideration" (Addendum D), it appears that Geneva is considered an "Opportunity Area" and Batavia is not. The memo further states that if a project is within a half mile of an "Opportunity Area" but not in the "Opportunity Area", the applicant can apply to be considered part of the "Opportunity Area". If the applicant is considered part of the "Opportunity Area", they receive 10 extra points on the application for low-income housing tax credit funds. The higher a proposal scores, the more likely they are to receive an award of the low-income housing tax credit. Evergreen asked that the low-income housing tax credits be considered part of Geneva towards extra points on their application. Evergreen stated that the site is only included in the City of Batavia and not the City of Geneva as a quirk of historical boundaries. Virtually all the rest of the land north of Fabyan Parkway is included within Geneva's boundaries. Regarding which community can claim the affordability housing credits, Batavia

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would be given the credit; however, an intergovernmental agreement may be put in place to redistribute the number of affordable housing units a community can claim to have in its boundaries. Evergreen used Geneva to gain more points on its application and ultimately, be awarded a tax credit. Even though the decisions are being made by Batavia, the development is using Geneva data to support the project. Since the project is in Geneva Township, Geneva Schools, Geneva Library, is adjacent to Geneva property owners, that Geneva will be feeling the impact of any zoning and planning decisions, and the fact that Evergreen was given extra points because they were considered part of Geneva, is Geneva's voice being represented anywhere in this development process?

Lynn Vazquez has lived in Geneva for over 20 years and her family lives in Geneva. She's a low-income single mother with 2 children and understands the concerns about traffic and taxes. Her concern is being able to put a roof over her head for her children. She is here to represent 1 face for the Campana project. One person whose life would be improved representing millions of people or, in this case, a couple hundred people. She represents the demographic of those who would be qualified to live in this building. Works hard, goes to school and raises her children and she's not alone. The US Census Bureau estimated that in 2015, there were over 40 million people in the United States living below the poverty level. That number includes more single parent families than any other family status group. She encourages the renovation of the Campana building so that others, like herself, can build a life, can be a contributing member of a great community and can have their children attend wonderful schools. She suggested to put yourself in another person's shoes whether it's a single mother trying her best to build a positive future for her children, an elderly or disabled person still capable of living on their own or a vet who has served our country and has little assistance or limited resources. Everyone deserves housing that they can afford.

Tequila Ahmed stated she is a single mother living in Geneva for the past 2 years, trying her best to start from the bottom up and have her children attend the schools and have a great start to a life that they will one day have and be able to contribute to society. She supports the project.

Dallas Heikkinen stated he's a resident of Batavia for 32 years. The Campana building is very important to him. It is a landmark that he and his neighbors love. Everyone was so excited about restoring this building and providing affordable housing. He's happy that Evergreen is making a profit off this project. If they weren't making a profit, he wouldn't trust them.

Matt Baldwin stated he lives adjacent to this project and believes that this project is a unique opportunity for both Batavia and Geneva to work together. As a Civil Engineer, transportation focus, he works on projects all the time with multiple jurisdictions involved. He believes that Geneva should be involved in the process, at least on some level. He's concerned about safety, traffic, mobility, parking, drainage and noise abatement. Concerned that this project is being rushed through. There doesn't seem to have been enough time to thoroughly review the KDOT proposal or list of comments, which are substantial. It discusses bus turnouts, turn lanes, right ins and outs, the change in circulation that would be experienced, etc. None of this is reflected in any of the studies or sited at this point in time. There needs to take the time to see what that plan would look like and understand what the impacts are before deciding on whether this is a responsible development. Whether there is more traffic or less traffic, this site already has several deficiencies and they should be considered before moving forward. There needs to be a comprehensive review of this site and not just band aids put on it based on this improvement so everyone understands moving forward how to make this a safe development. How do we make this a safe site, what does that require? The feasibility study done in 2005 goes a little way in making recommendations, but none of those are reflected in this plan. None of these have been built or constructed. The KLOA study states that a southbound right turn lane is warranted, but the warrant for that turn lane is 150 right turns. The existing condition is 220. This project is only going to add to this number. Not having this right turn

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lane is part of the reason for the long backups. This is not a safe intersection and a lot of the proposed changes, will increase the safety of this intersection and should be considered as part of the development. The current furniture store at the site is the lowest developer of traffic of any retailer. What happens when another retailer comes in? Parking and drainage seems to be disregarded. There was no grading or contours presented, as well as no retention. This may be the time to discuss a noise abatement ordinance. This property is going to be experiencing some real changes to include a lot more activity. Would like to see a noise study or noise abatement that considers all these issues. There is a long way to go with the site plan before we have a responsible development.

Rob Byrnes stated that he represents the office park north of the Campana property and is concerned with traffic, drainage, retention ponds and if there is room for them, and will retention be directed underground because there is no room anywhere else. The land tilts to the north and if drainage isn't handled properly, everything will run onto their property. He's concerned about erosion damage, which could prevent them from building on their own property. Currently the place where the water runs out is on their property, not the Campana property, and runs under Route 31 to the river. He requested a meeting with the City of Batavia and was turned down. Studies have been conducted for Batavia, but Batavia stops at Fabyan Parkway. It is common knowledge to the traffic community that a right-hand turn lane is necessary heading south on Route 31. KDOT had indicated that the improvements were put on hold due to the recession. That recession appears to have improved. There is talk about making Fabyan Parkway 3 lanes, each way. As someone who has studied this intersection and watched it for many years, knows it is unsafe. The Batavia Police Department reported 70 accidents at this intersection in the last 3 years 5 months, that is a lot of accidents. The Holmstad is also worried about accidents. The office park and the Holmstad are the 2 largest businesses, near this property. It is time that someone looks at this intersection and the City of Batavia should give serious consideration to the traffic situation no matter what goes into the Campana property. This location cannot handle more traffic. Ten years ago, a development for the Campana property was shot down because KDOT stated that the 2 entrances to the property are too close to the signal lights. When intersections are too close to signal lights, it causes traffic problems. The latest KDOT report, repeats these statements. Things aren't any better than 10 years ago, they are worse. The KLOA report has found similar conclusions.

Dan McLaughlin, an employee of the Chicago Regional Council of Carpenters, is a Union Representative and has been doing this job for over 16 years. This project has the potential to employ a few hundred people and continue adding jobs afterwards. With an aging building like the Campana building, renovations must be done responsibly. There are some very big concerns from the neighboring communities and as a member of the Union for almost 22 years, actually worked on this building. He would love to speak with the Commissioners and City about this project. They have individuals with over 20 years experience in construction and care needs to be taken when addressing this renovation. As much as he supports this project, there is still a lot of homework that should be done.

Natalie Weiss of Geneva said she was raised by a single working mother so she understands the need for affordable housing but does not feel that the Campana project is suitable what is being proposed. She's concerned about affordable housing units being able to evolve with families. When a young family decides to grow with the addition of young children and their one-bedroom unit is no longer appropriate for their needs, will they be displaced and put to the bottom of the waiting list? Will they be forced to file a formal complaint, such as was filed with the City of Elgin Code Compliance Division, when a resident in a one-bedroom apartment with 3 children was told by the management that they would be moved to a two-bedroom. They have since been informed that there are no two-bedroom apartments available and has been put on a waiting list. This is a code violation and is unacceptable. What is the plan for accommodating the needs of growing families.

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Tom Simonian said he lives in Geneva and owns 3 homes in Batavia and believes three of the zoning code sections are critical because they are going to set precedent moving forward. Zoning Code Section 2.505 B addresses the coverage of vision glass. There's a reason mason glass block is not considered vision glass. This building was built as a factory and still is a factory. If this is to be done right, historic preservation should remove this requirement and allow the developer to put in windows to accommodate living conditions. Giving a variance on this code is a mistake. Zoning Code Table 24.204 specifies the number of parking spaces required. Mayor Schielke stated in one of the first meetings that he wouldn't support any number less than what the zoning code specified. Allowing a land bank isn't the answer. If the code requires 301 parking spaces, make the developer build 301 parking spaces. Zoning Code Section 4.704 C.1 does not allow residents in buildings as a support structure for wireless communication facilities. Putting a façade around the telecommunications tower does not address the issue. How will the City address the issue when a number of other developments want to put telecommunication antennas on their buildings. It was noted that the development will allow for 2 people per bedroom. The proposed development has 130 bedrooms, 260 tenants. These many tenants will be sending more than 26 students to Geneva Schools. Believes the number will be closer to 80. This development would have to provide \$1.7M in property taxes to accommodate the \$1.2M needed to educate these children. He doesn't have a problem with the project but does have a problem that everyone is subsidizing this project except the developer. Doesn't think it is fair and doesn't think it is right. There will not only be an impact to the Geneva School District but also the Batavia public services. Stated there were 96 incidents at the Elgin complex to include; sexual offenses, fights, burglaries, retail theft, unlawful possession of drugs, unlawful distribution of drugs, thefts, criminal damage to property, battery, obstruction justice, etc. Inquired how many of these 96 incidents, were evicted. Evergreen stated they evict residents who are a nuisance to their neighbor. How many residents have been evicted from any of their properties over the years? Stated he would change his opposition if 4 items were addressed: 1) If 26% of Batavia residents would be eligible to reside in this housing, what is the percentage of qualified residents in Geneva or St. Charles. He would like to see the Tri-City residents taken care of and only allow Tri-City residents who qualify be able to reside here. He doesn't want to see the Aurora Housing Authority manage this residence for the City of Chicago; 2) Would like to see Evergreen be a true partner to this development and let them pick up the shortfall; 3) Follow thru with their comments that they evict people who bother their neighbors and have an eviction process that will protect the neighbors and the residents within the community; 4) Transport the children to the Batavia School District. Let Batavia manage this process.

Emily Erickson stated she lives in the Allendale neighborhood. The City of Batavia's Comprehensive Plan describes issues identified with transportation and circulation elements in order to maintain safe and efficient transportation. She quoted from Batavia's Comprehensive Plan on traffic, circulation and safe and efficient transportation, which included the goals of the plan and remarked that studies show that there are more than sufficient market rate rentals available in the area. Due to the increase in apartment housing in the Tri-City area, believes the Campana project will fall short is renting the market rate units. As there is a shortage in rental units for individuals making under \$35,000; the developer should consider converting the market rate units into other types of income driven units. She questions how many people from Batavia and Geneva will be living in this complex. There are 25 Aurora Housing Authority (AHA) vouchers assigned to Campana. The waiting list for these vouchers is full and are closed for future applicants. The AHA does not accept applications when the waiting list is full. Given this status, will anyone from Batavia or Geneva ever have an opportunity to fill these units? When will the waiting list be opened again?

LaLonde stated that they have heard a lot of comments about traffic and for the sake of expediency, if any of the speakers have concerns about traffic, to state simply they have concerns about traffic.

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Maggie Haroldson stated she's lived in Geneva for 50 years. There are lots of people in Allendale who are in favor of this project. As a retired school teacher, she doesn't understand how the school costs are being calculated. They have always made due with what they had. They didn't have to hire more teachers. You just have 26 students in your class instead of 25.

LaLonde reminded the audience that they need to remain respectful and allow each person to state their position.

Denise LaCure of Geneva expressed concerns with the cell tower antennas and the dangers that come with it and with the crosswalk. If it is dangerous to have sidewalks along Fabyan Parkway, isn't it dangerous to have a crosswalk at the Fabyan/Route 31 intersection? The engineering study also stated that an internal roadway connection between the east residential parking and the west commercial parking lot is not recommended due to the potential of cut-through traffic from Route 31 to avoid congestion at the Fabyan/Route 31 intersection. The commissioned studies are stating this is a bad idea and yet the Commission is moving forward with it. Also, she doesn't believe that Batavia or Geneva residents will have any opportunity to live within this facility, there is no guarantee. The AHA application process has been closed for a long time. Property values aren't based on statistics, they are based on facts and to say that this facility won't affect property taxes, isn't true. You can't know who does or does not desire to live next to a project such as this. CDU – Condition, Desirability, Utilities determines value. She's unsure if a project like this goes through that the residents backing up to the project will have the desirability to live there.

Scott Sutterlin of Geneva noted Evergreen's application stated that they would retain the commercial spaces in the southern wing and the warehouse on the western end. The country currently has more than a 20 trillion-dollar national debt. Evergreen will be receiving millions of federal dollars, from tax payers. Many million more in subsidies, from the tax payers. Some people can't afford to live in their homes due to increase property taxes. Things must be paid for. (Went off topic) Loves Geneva and all the historical districts. A lot of money is put into these districts because we want to preserve our towns.

Sandra Pintsak has lived in Geneva for 49 years and has seen a lot of changes and a lot of proposals come and go. She asks the Commission – no way – no to Campana and the project before them. They have a lot invested here. She's amazed that Evergreen brought up the prospect of elderly residents. This was never mentioned before and discussions were held about elderly housing with this project. She agrees that something needs to be done with Campana, and is concerned about traffic being directed onto Allen Drive. People use Allen Drive as a cut-through to Western Avenue. There is a park on Allen Drive with a lot of children. She doesn't want to see increased traffic through this area. She inquired if Batavia had occupancy standard rules and will these rules apply to Evergreen, that is, people per square foot. Buening noted that there are codes based on the occupancy per square foot. Inquired who would be responsible to make sure that these standards are always maintained. Buening stated that the City of Batavia has a rental inspection program and this building will be subject to that.

Michael Frost of Geneva stated that the pedestrian traffic really needs to be "hammered". He requested that Batavia looks at the Wilson/Kirk intersection and the amount of pedestrian traffic that crosses Kirk Road to go to the gas station. When that gas station was built, it only took a couple of months for the Batavia Pantry on Wilson Street to close, due to a lack of business, primarily the pedestrian traffic from the Batavia Apartments. This proposed development has a lot of people, who don't have cars, and will have to walk significant distances to reach some retail locations. Crossing the Fabyan Bridge is totally unsafe for any residents to do so. To get an idea, watch the pedestrian traffic at Wilson/Kirk. Heard a lot

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at this meeting about housing for disabled and elderly. This was not discussed at the prior meetings. He's concerned with 16 ft. ceilings, loft bedrooms, staircases, and he's not sure how the elderly/disabled will be able to transverse these units. The original proposal's vision was working families. With 80 units and approximately 26 school age children, that makes .3 children per unit. The average family has 2.4 children. So, 12 of these units would have an average family. He's not sure who will be living in the other 68 units. He heard a lot about the benefits for Evergreen, the benefits for the City of Batavia, benefits for the disabled and elderly; have not heard any benefits for the current residents of Geneva because there doesn't seem to be any benefits. There are many concerns about the quality of life that haven't been addressed.

LaLonde stated that the Commission would be concluding the meeting for this evening. The public hearing will continue Wednesday, August 16, 2017 beginning at 7:00 p.m. in the City of Batavia Council Chambers.

The Applicant thanked everyone for their comments. Stated they had about 6 pages of notes that they will have their professional team address that are in their purview. Will be prepared to address as many of these comments as possible at the next meeting. Block stated that this project is still in the early stages and are happy to continue the conversation.

**Motion:** To continue the public hearing to August 16, 2017  
**Maker:** Joseph  
**Second:** Harms  
**Voice Vote:** 5 Ayes, 0 Nays, 1 Absent. All in favor. Motion carried.

## **9. OTHER BUSINESS**

None.

## **10. ADJOURNMENT**

There being no further business, motion to adjourn by Commissioner Joseph. Second by Commissioner Harms. Voice Vote. All in favor. The meeting was adjourned at 10:05 p.m.

Respectfully submitted by Cheryl A. Shimp, Recording Secretary

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