

CITY OF WARRENVILLE
PLAN COMMISSION
AMENDED Minutes of Joint Plan Commission and City Council Meeting
Held on January 12, 2026
At Warrenville City Hall
28W701 Stafford Place

A. CALL TO ORDER

Chairman Cosgrove called the meeting to order at 6:30 p.m.

B. ROLL CALL

PC Present: Tim Cosgrove, Jim Martina, Mark Taylor, Rachael Fawell
Chris Wilson, Tom Smillie, Katy Ebbesen, Natalie Clemens

PC Absent: Jessica Tullier

Also Present: Mayor Andrew Johnson
Alderman John Lockett
Alderman Clare Barry
Alderman Kathryn Davalos
Alderman John Paul Augustynowicz
Alderman Bill Weidner
Alderman Craig Kruckenberg
Alderman Stuart Aschauer
Alderman Judy Wilkie
City Administrator Cristina White
Assistant City Administrator Alma Morgan
Community and Economic Development Director Amy Emery
Community Planner Jack Maszka
Police Chief Sam Bonilla
Finance Director Kevin Dahlstrand
Public Works Director Phil Kuchler
Assistant Community Development Director Kristine Hocking
Chief Code Official Michelle Lilley

C. IL ROUTE 59 CORRIDOR DISCUSSION

1. Introductory Comments by Mayor Johnson

Mayor Andrew Johnson provided a brief introduction of the joint workshop between the Plan Commission and the City Council. Mayor Johnson reiterated that the meeting is not a formal public hearing. Finally, Mayor Johnson reiterated that this meeting was the beginning of a several months long planning process that will include future opportunities for public input and community involvement.

2. Existing Land Use, Zoning and Plans

Community Planner Jack Maszka provided a summary of existing planning documents, zoning, and development patterns.

Overview of Planning Documents

Planner Maszka provided an overview of existing planning documents by:

- Summarizing the relationship between planning documents and zoning regulations, similar to blueprints and tools.
- Providing background on the Comprehensive Land Use Plan (1984) stating it provided a foundational framework for the development of the Route 59 Corridor.
- Providing information on the Southwest District Plan, a year-long planning process that resulted in an updated land use plan and guiding standards for development in the Southwest District.
- Covering the Warrenville Homes for a Changing Region Housing Action Plan and its main action items: exploring middle and senior housing options, preserving existing affordable housing.

Zoning Overview

Planner Maszka summarized existing zoning throughout the corridor by:

- Reviewing the existing mix of zoning designations throughout the corridor including commercial, office, and residential.
- Summarizing Zoning Ordinance regulations including:
 - Permitted and special uses
 - Parking standards (updated in 2023)
 - Sign regulations – scheduled for update on a future workplan. Signage regulations may be considered as part of this planning project if desired by the elected and appointed officials.
 - Landscape requirements – suggested looking to Culvers and Thorntons for existing landscaping regulations.
 - Performance standards (noise, light, glare, etc.)

Existing Development Patterns

Planner Maszka provided a summary of existing land uses along the corridor including:

- South of Route 59 and Route 56 intersection – recent developments such as Everton Townhomes, Everton Flats, Lexington Trace, Thorntons, Culver's, and under-construction projects.
- North of the Route 59 and Route 56 intersection including the Route 59 and Batavia Road – longstanding commercial strip centers and multi-family residential projects.
- Staff indicated limited expectations for land use change north of Batavia Road.

Market Conditions Overview

Community and Economic Development Director Emery reviewed existing market conditions affecting development.

- Director Emery stated that the market drives development – planning and zoning shape the form of development, not demand.
- Most frequent inquiries received by staff include:
 - Multi-family housing
 - Fast-casual and drive-through restaurants
 - Gas stations
 - Warehouse/light industrial uses
- Regional factors include:
 - The market influence of Naperville, Aurora, and Wheaton
 - The trade area and its effect on retailer locations
- Housing trends
 - Data shows a decline in single-family construction since 2008 and a significant rise in multi-family housing demand
 - Smaller household sizes also increase housing unit demand
- TIF #4
 - Runs until December 31, 2039 (approximately 13 years remaining)
 - TIF health is strong and generating increment
 - The critical 10-year payback window for commercial projects is approaching

Discussion Facilitated by Mayor Johnson

Mayor Johnson facilitated question and discussion of the background information provided by staff. Questions included:

Commissioner Fawell requested clarification on the importance of the TIF payback window. Director Emery stated that developers require sufficient time to recover investment before TIF expiration – the shorter remaining duration reduces payback feasibility.

Chairman Cosgrove commented that developers are reimbursed through the TIF. Reimbursements occur only from generated increment after the development – no upfront public funding without increment is available.

3. Corridor Study Process and Scope Introduction

Community Planner Maszka summarized the outline of the project including:

- A review of the path towards beginning the formal corridor planning process
- Emphasis that the project is currently in the scoping phase. An RFP has not been issued for the project.
- Scope may include signage and landscaping regulations, updated land use and zoning recommendations, market and feasibility analysis, and strategies for City-owned properties

Mayor Johnson opened the floor to questions and discussion regarding the scope and project process. There were no questions or comments.

4. Opportunity and Challenge Discussion

Planner Maszka and Director Emery presented and reviewed a survey completed by the Plan Commission and City Council. Questions included, but were not limited to, inquiries about existing and future vision terms, importance of City involvement in attracting new businesses, and pointed questions about the Route 59/Route 56 and the Route 59/Batavia Road intersections.

Plan Commission, City Council, and staff discussion included:

- A discussion of “community needs” which elected and appointed officials stated may include:
 - Affordable and senior housing
 - Infrastructure – including stormwater and sidewalks
 - Community amenities such as a park, plaza, or community center
 - Child learning center
 - Financial education/support services
- Commissioners raised concerns about locating housing, both market rate and affordable, directly on the high-traffic corridor as it may not be the highest and best use.
- When discussing the Route 59 and Batavia Road intersection, appointed and elected officials voiced strong support for:
 - Improved signage standards
 - Façade upgrades
 - Landscape enhancements
 - Walkability improvements
- Staff briefly summarized the façade grant program currently in development
- When discussing the Route 59 and Route 56 intersection, discussion included:
 - City-owned property
 - Existing zoning designations
 - Consideration of a mixed-use concept by Synergy Development
 - Mixed support for a mixed-use development, including residential and non-residential uses at the northwest corner of the development
 - An emphasis on safety, connectivity, and public gathering space.
- Appointed and elected officials discussed their preferred scope for the project:
 - Alderman Lockett voiced the opinion that the scope of the plan should only focus on City-owned properties. Stated that they may be a catalyst for development throughout the corridor.
 - Commissioner Smillie agreed with Alderman Lockett that the focus should be on leveraging City-owned properties.
 - Alderman Kruckenberg stated he believed the scope of the plan should include the entire Route 59 corridor to address the current fragmented and disjointed

perception of the corridor. Suggested a possible pilot project on City-owned properties.

- Alderman Weidner agreed with previous statements and added that the corridor plan should include a focus on connectivity and walkability.
- Commissioner Wilson stated the importance of including both intersections in the corridor plan but also stated that IDOT's regulations, especially regarding signage, are often restrictive and cumbersome.
- Alderman Clare Barry agreed with portions of what Alderman Lockett stated, she did not think holding off on a planning project and development is the best option of the City. She stated that the concept plan for the northwest corner of the Route 59 and Route 56 could be a catalyst for retail development along the rest of the corridor.
- Commissioner Clemens stated preference that the corridor plan include the entire corridor with special emphasis on City-owned properties. Marketing and development of the City owned properties should occur until after Public Works completes its capacity study. The corridor should make a statement and be uniquely Warrenville.
- Alderman Aschauer stated his preference to focus on the City-owned properties in the corridor as the City has unique tools to leverage them. Stated that he was not in favor of any residential component at the northwest corner of the Route 59 and Route 56 intersection.
- Alderman Davalos reiterated the importance of the market in driving development. Also requested information or a report about the long-term implications of building multi-family and higher density housing throughout the corridor including, but not limited to, impacts on police, fire, schools, and utilities.
- Commissioner Ebbesen stated her preference to view the corridor as a whole. She noted that both intersections are unique and should be viewed with unique priorities. Stated she was open to residential development at the northwest corner of the intersection of Route 59 and Route 56. Suggested allowing the development of the northwest corner of the intersection first as a way for the City to increase their leverage on the property.
- Alderman Weidner stated that while IDOT may be difficult to work with, the City has had successes with IDOT as seen in the landscaping along Butterfield Road.
- Alderman Barry provided her experience with IDOT during the Butterfield and Batavia Road project sharing that it was a long and expensive project.
- Alderman Weidner stated that La Grange Park recently successfully lobbied IDOT in Springfield to reduce a speed limit within their jurisdiction.

Mayor Johnson thanked the Plan Commission, Zoning Board of Appeals, City Council, and members of the community for their engagement and attendance in the meeting.

D. PUBLIC COMMENTS

Phil Domenico of Synergy Development, currently pursuing development at the northwest corner of the Route 59 and Route 56 intersection, provided background on Synergy Development, presented the rationale for market-rate family housing, explained smaller unit sizes and sharing amenities as affordability mechanisms, and emphasized responsiveness to staff and community feedback.

E. ADJOURN

CHAIRMAN COSGROVE MOVED, SECONDED BY COMMISSIONER FAWELL TO ADJOURN THE MEETING AT 8:46 P.M. CHAIRMAN COSGROVE ASKED FOR A VOICE VOTE. MOTION PASSED UNANIMOUSLY. MOTION CARRIED.

Jack Maszka, Community Planner