

Council QA – June 4, 2019

Wednesday, May 29, 2019 4:59 PM

I. CONSENT AGENDA:

1. **19-562** Approve the regular City Council meeting minutes of May 21, 2019

2. **19-568** Approve the City Council meeting schedule for June, July & August 2019

Q:	What time is the Comprehensive Workshop?	
A:	The workshop scheduled for June 24 th has been changed to 7:00 pm , originally scheduled for 6:00 pm.	CMO

3. **19-481** Approve the award of Bid 19-135, 2019 Sanitary Sewer Manhole Upper Structure Rehabilitation, to Performance Pipelining Inc. for an amount not to exceed \$353,789, plus a 5% contingency

Q:	Would the company who did not have time to review the bid submit a proposal if given more time?	Kelly
A:	The estimator may be able to submit a proposal if given additional weeks, but it was not determined if the company would have a crew available to do the work within the timeframe.	Blennis

4. **19-488** Approve the award of Bid 19-058, 2019 Small Diameter Cured-in-Place Pipe (CIPP) Sanitary Sewer Main Lining, to Michels Corporation for an amount not to exceed \$509,920, plus a 3% contingency

5. **19-528** Approve the award of Bid 19-134, Palo Alto Firewall Upgrade, to Continental Resources, Inc. for an amount not to exceed \$256,260 and for a one-year term

6. **19-530** Approve the award of Bid 19-060, Storm Sewer Rehabilitation (8"-30") Cured-In-Place Pipelining (C-I-P-P), to Hoerr Construction Inc. for an amount not to exceed \$739,710, plus a 3% contingency

7. **19-532** Approve the award of RFP 19-112, Downtown Streetscape Phase II Design Engineering, to Civiltech Engineering for an amount not to exceed \$128,831.35

Q:	Is this in an effort to redesign the area with wider pedestrian sidewalks?	Gustin
A:	Yes, this effort will result in wider sidewalks, specifically on the east side of Main Street and the south side of Jefferson Avenue. The conversion of the angled parking to parallel parking results in wider sidewalks and amenity areas that do not exist today.	Novack

8. **19-548** Approve the award of Change Order #2 to Contract 17-020, Custodial/Janitorial Services for the Central Business District, to Smith Maintenance Company for an amount not to exceed \$35,000 and a total award of \$262,283.54

Q:	18. Please explain how you get to the \$262,283.54 amount.	Hinterlong
A:	The original two-year term award for Smith Maintenance was \$227,283.54. The change order for \$35,000 brings the total award to \$262,283.54.	Dublinski

9. **19-549** Approve the award of Sole Source Procurement 19-158, ESRI Enterprise License Agreement, to Environmental Systems Research Institute, Inc. (ESRI), for an amount not to exceed \$300,000.00 and for a three-year term

Q:	Until we fill the Director of IT, who is coordinating all IT contracts for the city to make sure each contract is identified and necessary and we are not getting into multiple duplicative IT contracts by each Department? Will there be one contact or list of all IT contract broke down by Department?	Gustin
A:	The procurement services team works with the various departments to track the City's contracts and review procurements to limit duplication of purchases by individual departments. The procurement officer responsible for IT purchases coordinates with the IT staff and the other procurement officers to ensure that there is not a duplication of efforts.	Mayer

10. **19-560** Accept the public underground improvements at Carillon Club Unit 7, Phase 3A & 3B and authorize the City Clerk to reduce the corresponding public improvement surety.

11. **19-241D** Pass the ordinance rezoning the properties bounded by School Street, Wright Street, Columbia Street, and Franklin Avenue to the CU Zoning District (Little Friends)- PZC 19-1-18

Q:	In a CU Zoned District, what, if any, authority does city staff and/or City Council have in approving development plans specifically related to parking, building type, size and green space/parks? What limits exist in these areas in the Master Plan for a CU Zoned district?	Sullivan
A:	Section 6-7G-10 of the Naperville Municipal Code provides specific requirements related to North Central College (see attached). These requirements include: setbacks, height/bulk limitations, parking policies to accommodate need as the campus expands, and landscape requirements. City staff will review all proposals submitted for this site for technical compliance with the attached standards. Planning and Zoning Commission and City Council review will only be required if any entitlements, such as variances, are requested by North Central College. It should be noted that any renovations, additions, or demolition requested to any portion of the existing building(s) which are visible from a public right-of-way will require review and approval of a Certificate of Appropriateness by the Historic Preservation Commission (HPC). The HPC has final authority on these requests, unless their decision is appealed by the applicant to the City Council. HPC review does not include site improvements.	Mattingly

Q:	If HPC grants a COA for any future plan and variances are not requested, would PZC or City Council have any authority to approve the future building and/or parking plans?	Kelly
A:	Please see response above.	Mattingly

12. **19-503B** Pass the ordinance amending Chapter 11 (Comprehensive Plan) of Title 1 (Administrative) of the Municipal Code to approve the downtown streetscape standards

Q:	Have the concerns or suggestions of Mrs. Marilyn Schweitzer been incorporated or considered in this plan and has the Sustainability Taskforce reviewed this for approval? If so, please provide the comparisons or comments from both parties?	Gustin
A:	Because the Sustainability Task Force was just recently created, they were not part of the formal process. Mrs. Schweitzer has actively participated in the streetscape project since it began in late 2015. Staff has had many conversations with Mrs. Schweitzer that have contributed to the development of the standards. To the best of our knowledge the standards address concerns raised by Mrs. Schweitzer throughout the project.	Louder

13. **19-557** Pass the ordinance establishing temporary traffic controls and issue

Special Event and Amplifier permits for Ribfest 2019

- 14. **19-565** Pass the ordinance amending Title 1, Chapter 6, Article A of the Naperville Municipal Code to provide the City Manager authority to enter into right-of-way use agreements as required by 9-1B-1 of the Naperville Municipal Code
- 15. **19-426** Approve the award of RFQ 17-220, Downtown Washington Street Bridge Improvements Phase II Consultant Services to Ciorba Group for an amount not to exceed \$745,362.30 (Item 1 of 3)

Q:	115. When do we decide on the aesthetics of the bridge mainly how it will look? Being our main bridge it should be a special bridge to welcome people and tone setter for our downtown.	Hinterlong
A:	The aesthetics of the bridge were addressed as part of the Phase I engineering and are part of the project development report. There were several public meetings and additional outreach to select groups including the Riverwalk Commission and the Downtown Advisory Commission. There will be small details that will be worked out in Phase II, but for the most part the aesthetics are set.	Novack
Q:	When does the City receive the federal government payment of 80%?	Gustin
A:	The City pays all of the engineering bills, and then can seek reimbursement from IDOT. Depending on the length of time and value of the contract we may simply send an invoice after all of the engineering is completed or we may seek reimbursement at interim intervals if the time and value is high. A map of the Washington Street bridge is attached.	Novack

- 16. **19-453** Adopt a Resolution approving an appropriation for an amount not to exceed \$745,362.30 for Phase 2 design engineering services of the Downtown Washington Street Bridge Project (CIP Project #BR031) (Item 2 of 3)

Q:	What is the projected timeline for the proposed engineering services, and what is the projected start date for construction?	Kelly
A:	As soon as the Illinois Department of Transportation and the Federal Highway Administration approve this contract then our consultant will start on the project. We have been informed that the approval from those two groups is expected in the next few weeks. Construction cannot be placed out for bid until the engineering plans are complete and approved by IDOT and all of the right of way and easements have been secured.	Novack

- 17. **19-471** Adopt a Resolution approving the local-public agency agreement with the Illinois Department of Transportation for Phase 2 design engineering services of the Downtown Washington Street Bridge Project (CIP Project #BR031, Section # 16-00167-00-BR) (Item 3 of 3)

- 18. **19-579** Adopt the resolution authorizing execution of a collective bargaining agreement between the City of Naperville and MAP Ch. # 744.

Q:	118. How many employees does this contract cover?	Hinterlong
A:	Twenty-two	Pancottine

- 19. **19-541** Approve the fireworks display application and issue a permit for the June 29, 2019 display at White Eagle Golf Club
- 1. **19-558** Conduct the Public Hearing for Substantial Amendment #1C to the Community Development Block Grant (CDBG) Program Year 2018 Annual Action Plan to revise project scopes and reallocate funding for a total of

\$185,832 (Item 1 of 2)

2. **19-564** Approve Substantial Amendment #1C to the Program Year 2018 Community Development Block Grant Annual Action Plan in the amount of \$185,832 by canceling the Naperville Park District project and revising the award and scope of Naperville Elderly Homes, Little Friends, Inc., and Turning Pointe Autism Foundation projects (Item 2 of 2)
3. **19-533** Conduct the Public Hearing for the Community Development Block Grant (CDBG) Program Year 2019 Annual Action Plan (Item 1 of 2)
4. **19-567** Approve the Program Year 2019 Annual Action Plan allocating \$687,016 in Community Development Block Grant (CDBG) funds (Item 2 of 2)

Q:	Please provide a description of infrastructure improvements? The city has a sidewalk plan to spend approximately \$300,000 from the general fund for sidewalks throughout the whole city. It is on a slow track for completion. Our handicapped residents cannot get around our community with no sidewalks or deteriorating sidewalks; it is currently the landscape of the city. Can we use the CDGB funds to expedite the city's sidewalk plan? Plus can we use block grant money for solar panels on public housing?	Gustin
A:	<p>The PY2018 CDBG Annual Action Plan includes \$3,000 for the Sidewalk and Curb Maintenance Program. The funding is designated to assist low- and moderate-income homeowners pay for their portion of sidewalk replacement costs and will be used in 2019. The PY2019 Annual Action Plan did not include funding for assistance in order for staff to evaluate the program's success in PY2018. In the past, requests for assistance have been less than anticipated. If a significant number of eligible applications are received this year, the PY 2019 plan can be amended or the program can be included in the PY2020 plan.</p> <p>TED and the Department of Public Works did not identify any areas for general sidewalk improvements/expenses this year. However, the low- and moderate-income concentration map has been updated and now includes areas eligible for CDBG funding in PY 2020.</p> <p>As to the solar panels, the DuPage Housing Authority does not own or operate any traditional public housing units in Naperville. Income-restricted complexes owned by non-profit organizations might be eligible for funding for this purpose, but we have not received any applications for this.</p>	Broder

L. ORDINANCES AND RESOLUTIONS:

1. **19-500B** Pass the ordinance amending Chapter 7 (Tattooing and Body Piercing) of Title 4 (Health and Sanitation) of the Naperville Municipal Code.

Q:	Do we have information on which zones (other than B3) that the salons wishing to perform microblading are currently doing business in?	Sullivan
A:	We do not. To date, the City has only been approached by a limited number of operators wishing to perform this service; to staff's knowledge, these operators do not currently have a Naperville business location.	Laff

Q:	Please provide an option to separate Microblading from the city's original tattoo ordinance. The State of IL law has Microblading covered under a separate license (Cosmetology). Microblading uses different tools, dye, procedure, and level of derma penetration than tattooing.	Gustin
A:	<p>The Illinois Department of Public Health (IDPH) website states they (IDPH) regulate all establishments that perform body art procedures such as tattooing, permanent makeup – including microblading, piercing, etc. These procedures do not fall under the license of cosmetology or esthetics and therefore shall not be done under the guise of a cosmetologist or esthetician but under the required body art establishment registration as a body artist. Although microblading may not involve placement of ink in the same derma layer as tattooing, the State definition of tattoo does not mention a derma layer and is simply defined as "puncturing the skin and inserting indelible color."</p> <p>Staff is of the opinion that microblading and tattooing are substantially similar because both make permanent marks on the skin by puncturing the skin with a</p>	Foley

<p>needle and inserting indelible colors. Under the current ordinance as written, there is no difference between tattooing and microblading.</p> <p>If Council would like staff to develop an ordinance establishing a difference between microblading and tattooing, the matter should be tabled to allow time to draft such an ordinance.</p>	
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Q:	If possible, what do we need to do to separate this from traditional tattooing?	White
A:	<p>It is not recommended that microblading and tattooing be considered separate forms of body art considering the Illinois Department of Public Health requires both to be licensed under body art establishment registration, and both use the same general principle - placement of ink under the skin by a needle.</p> <p>If City Council finds there is a legitimate governmental purpose to regulate the two styles of body art separately, staff would need additional time to create an ordinance.</p>	Foley

M. AWARD OF BIDS AND OTHER ITEMS OF EXPENDITURE:

- 19-424** Approve the award of Cooperative Procurement 19-156, Unit 322 Ladder Truck Replacement, to Global Emergency Products for an amount not to exceed \$1,350,000

Q:	Chief, can you provide more information on the current repair costs of 322? Is \$486K the cumulative cost of the repairs? How does that compare with the repair cost of the other ladder trucks? Was there a specific issue or two that drove the repair cost? If so, then were those repairs more of a one time “fluke” or do you anticipate them being a recurring problem? If we kept Ladder 322 through its life cycle, what is the estimated cost over the next six years?	White
A:	<p>The repair costs for the vehicle are being researched by Fleet Services. Yes the cumulative cost of #322 is \$486K. This is far in excess of other ladder truck costs as this vehicle underwent a series of mechanical defects throughout its history unlike the other trucks we have. The decision to spend approx.. \$50k over the past year was made and to date the truck is in service and functioning well. Prior to having the work accomplished, the truck was useless to the city and was problematic to sell based on the repairs needed.</p> <p>I do not anticipate recurring problems with vehicle #322 due to all the work that was recently accomplished. However, a truck is due to be replaced and I would recommend placing #322 in reserve status and replacing another truck in the fleet which we have discussed between fire staff and fleet services. Therefore, the cost over the next several years for #322 should be minimal until such time as this vehicle will be replaced and taken out of reserve status in approximately the next 3-5 years.</p>	Pukna itis

O. REPORTS AND RECOMMENDATIONS:

- 19-574** Concur with the Special Events Team recommendation to approve re-opening the 2019 Special Events Calendar and issue Special Event and Amplifier permits for the first annual Yuletide Fest and Fair at Naper Settlement scheduled for three weekends in December 2019

Q:	Has Naper Settlement requested SECA funds for the Yuletide event other than the light request in O3?	Kelly
A:	Yuletide Fest is separate from the light request. Star Events, a for-profit organization, submitted the Special Event application and is ineligible to receive SECA Grant funds. Star Events will be billed for all City services required to support the event.	Gallahue

- 19-559** Concur with the Special Events Team's recommendation to re-open the 2019 Special Events calendar, pass the ordinance establishing temporary street closures, issue Special Event and Amplifier permits for the WGN Morning News Block Party scheduled for Friday, July 12, 2019, and

allocate a CY19 SECA Grant Fund award toward City services charges as appropriate.

3. **19-576** Concur with the SECA Commission and deny the Naperville Heritage Society request for \$15,000 in SECA Grant funding for additional holiday lighting at the Naper Settlement

Q:	We have a block party and Yuletide event where staff has requested approval outside of the approved SECA calendar. Please provide your reasoning for denying the lights? Would these be lights to support the Yuletide event?	Gustin
A:	Neither the Water Street en Blanc Dinner nor the Yuletide Fest are eligible for SECA Grant funding as they are both being organized by for-profit entities. The Heritage Society is requesting SECA Grant funding for lighting. The SECA Commission is recommending denying the request because it was submitted outside of the SECA Grant year and after the cancellation of Christkindlmarket.	Gallahue

4. **19-554** Concur with the recommended parameters of the Ogden Avenue Pole Sign Replacement Grant Program and pass the resolution authorizing certain relief from Section 6-16-5 (Signs on Commercial and Institutional Property).

Q:	I would prefer that the Zoning Administrator provide a recommendation to City Council for final approval of any land (setback) variances.	Gustin
A:	Noted. If City Council concurs, the proposed resolution may be amended from the dais to reflect this change.	Laff

5. **19-520** Approve the Commuter Parking and Access Work Plan

Q:	<ol style="list-style-type: none"> 1. Regarding spot check audits in 2019 - how was the number 10 chosen as the number of random spot checks to take place each month? 2. What are the measurable criteria from spot checks that will determine whether staff will choose to conduct a detailed audit of all vehicles parked in lots on a quarterly basis? 3. If a permit holder is asked to submit an Account Update Form with proof the car is registered to the permit holder's address, how long do they have to comply before their permit is revoked? 4. Is there an adequate budget set aside for the project to pilot an online reservation system for 2020? 5. For clarification, what does "active account management" in this context of this plan mean? 6. About what percent of those on a waitlist for 5th avenue permits live in the area close to the Rt. 59 that staff will be promoting the availability of Rt.59 permit? 	Sullivan
A:	<ol style="list-style-type: none"> 1. Ten vehicles per lot was chosen based on the anticipated work effort required to conduct the spot audit. The information collected from the thirty vehicles is brought back to the office and compared against the commuter account information. Where discrepancies are noted, staff then communicates with the account holders to address the issues as appropriate. 2. Staff anticipates that implementing the proof of vehicle registration requirement and elimination of the carpool program will significantly reduce the number of instances where the hang tag and license plate do not match when a spot audit is conducted. Once these are in place, a match rate of less than 70% in a given lot would trigger a detailed audit of all vehicles in that lot. At a rate where seven out of ten vehicles match, staff believes it is more important to focus on addressing the three that did not match. Where less than seven vehicles match, there may be a larger issue that needs to be investigated, and the detailed audit would provide valuable information. It should be noted that records will be kept of which vehicles are spot audited and different vehicles will be selected each month. 3. The process through which all current permit holders will need to submit proof of registration has not been fully determined yet. However, because the permits are renewed and issued on a quarterly cycle, the notifications will likely be timed with the start of a quarter so that permit holders can submit the necessary information with sufficient time to verify the account in advance of the renewal for the following quarter. 4. Staff will include the expenses associated with the online reservation pilot in the proposed Commuter Fund budget for 2020. Similar to other commuter parking programs, such as Pay-by-Phone, there would be an associated fee for the reservation system. A corresponding revenue for the program would be included in the 2020 budget. 	Louden

	<p>5. Active account management means that commuters on the waitlist will be responsible for re-applying each year to maintain their position on the waitlist.</p> <p>6. The waitlisted commuters will be selected through detailed mapping. Staff will determine a geographic boundary that incorporates residential areas from which a commuter could reasonably commute to the Route 59 Station instead of the Naperville Station. Waitlisted commuters that reside within that boundary will be contacted. Staff conducted an initial query of how far the waitlisted commuters live from the station and determined that 27% live less than five miles from the Route 59 Station.</p>	
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<p>Q:</p>	<p>A progressive suggestion under the multi-modal was a people mover system which is not included for future consideration. Example in other communities such as an electric trolley to various out lots that would reduce the Washington street and residential side street congestion. Has that multi-modal option been taken off the table again? Naperville owns its own electric company; it may be a good partnership. https://www.neworleans.com/plan/transportation/</p>	<p>Gustin</p>
<p>A:</p>	<p>The people mover was a concept that several communities were vying for in the 1980's. Naperville was pitching it to provide access to the Route 59 train station. Naperville was not chosen as the community to build the people mover, and the community that was chosen has not constructed it to the best of my knowledge. My belief is that it never was constructed due to the very high capital costs of the system.</p>	<p>Novack</p>

6. **19-561** Approve changes to the composition of the 5th Avenue Steering Committee, as presented, and direct staff to add discussion of the six 5th Avenue Project outstanding issues to the June 18, 2019 City Council agenda.

<p>Q:</p>	<p>1. Can this agenda item be split into separate items? Approving changes to the 5th Avenue Steering Committee seems to be a separate decision and discussion than directing staff to add discussion of the project to the next meeting.</p> <p>2. What is the thought process behind losing the "At Large" member of the Steering Committee and substituting a DCM rep?</p> <p>3. Has adding a representative from the Sustainability Task Force and the Housing Advisory Commission been considered?</p> <p>4. Is it feasible to have the City Advocate to organize and facilitate Steering Committee meetings in lieu of the developer (Ryan Companies) going forward?</p> <p>5. Staff is asking to for policy direction from Council as soon as the June 18th meeting. What factors are present that make this the ideal method and timeline to make these decisions? Are there factors that would make having a workshop and/or waiting for the new 5th Avenue Steering Committee to reconvene and provide recommendations to Council a less advantageous way for the City, staff or Council to proceed on this project?</p> <p>6. There has been no mention of discussion regarding whether it is most advantageous financially or legally for the city to sell the land or enter into a land lease for this project. When will that question be addressed for Council and how will it be communicated?</p>	<p>Sullivan</p>
<p>A:</p>	<p>Q1: Yes. Separate votes can be taken.</p> <p>Q2: The "At Large" seat was not filled through the same process as the neighborhoods that self-selected their Steering Committee representatives. Mayor Pradel was specifically designated for this seat due to his knowledge and perspective of Naperville and residing nearby. The DCM Working Group findings recommended that the museum remain on the property. As such, staff recommended a DCM representative be added to the 5th Avenue Steering Committee because of the unique position of the museum being the only tenant on the subject properties under consideration with this project. In addition, staff believes the Steering Committee discussion will be more productive with DCM directly in the dialogue sharing their perspective.</p> <p>Q3: The purpose of 5th Avenue Steering Committee is to provide community input</p>	<p>Emery</p>

and direction, both as communicators (sharing residents' concerns with Ryan and explaining progress back to residents) and as an advisory group similar to a peer review committee. When the Steering Committee was initially developed, the community and Council recognized that there are many stakeholders in this process and questioned whether additional seats would be added for the business community or others. Instead of adding these seats, these groups were and continue to be included in the process. Throughout the initial phase of the project, many special interest groups were included in a variety of ways, including as representatives on the Working Groups and/or specific individual meetings with Ryan Companies (e.g. Housing Advisory Commission, School District 203, Park District, DuPage Housing Alliance, North Central College, etc.). Accordingly, staff has not recommended adding representatives from these groups to the Steering Committee.

Q4: It is feasible, however this role is outside of the scope of the contract and would likely add substantial city cost to these early discussions. The Advocate contract is primarily focused on negotiations after the baseline concept has been established.

Q5: The City Council's input is sought in order to prepare Ryan Companies to develop a baseline concept to work from. The policy questions before City Council were identified by the seven Working Groups, 5th Avenue Steering Community, and community. The Steering Committee weighed in on these topics in 2018. City Council direction on these issues is not binding. This project, like all development projects, has a number of competing priorities. The Council direction on these questions will guide the preparation of the baseline concept and will be open to additional discussion and modification after the concept has been prepared. If there is additional information that would assist City Council in the discussion, please let us know.

Q6: Questions surrounding lease or purchase of the properties will not happen until a baseline concept has been developed. The City's Advocate and Ryan Companies have both stated it is not possible to appreciate financial feasibility with confidence without a baseline concept. The City Advocate will have a key role in this analysis.

Q:	Does Council or the steering committee itself have authority to decide who should organize and facilitate the steering committee meetings?	Kelly
A:	The City Council formally established the 5 th Avenue Steering Committee. Accordingly, City Council has the authority to decide who should organize and facilitate the 5 th Avenue Steering Committee meetings.	Emery

Q:	Please provide a comparison between staff's recommendation and prior Councilwoman Obarski's suggestions. Thank you.	Gustin
A:	<p>A copy of former Councilwoman Obarski's remarks is attached for reference. In her message to the Mayor and Council she:</p> <ul style="list-style-type: none"> • Asks questions regarding the appointment of a DCM member as a replacement for the at-large community seat (staff recommends DCM member due to unique tenant situation); • Suggests the City Advocate facilitate future 5th Avenue Steering Committee Meetings (staff notes cost concerns) • Agrees with staff recommendation to remove Ryan Companies and City Staff positions on the 5th Avenue Steering Committee • Recommends an additional 5th Avenue Steering Committee Meeting and City Council Workshop before council offers its initial policy input on the key issues to Ryan Companies. (The questions before City Council have not changed since August 2018. Some direction is needed at this time from City Council to give the community and Steering Committee a baseline concept to consider further.) <p>Please refer to responses to Councilwoman Sullivan's Q2, Q4, and Q5 for additional detail.</p>	Emery

6-7G-10: - REQUIREMENTS APPLICABLE TO THE NORTH CENTRAL COLLEGE MASTER PLAN AREA:

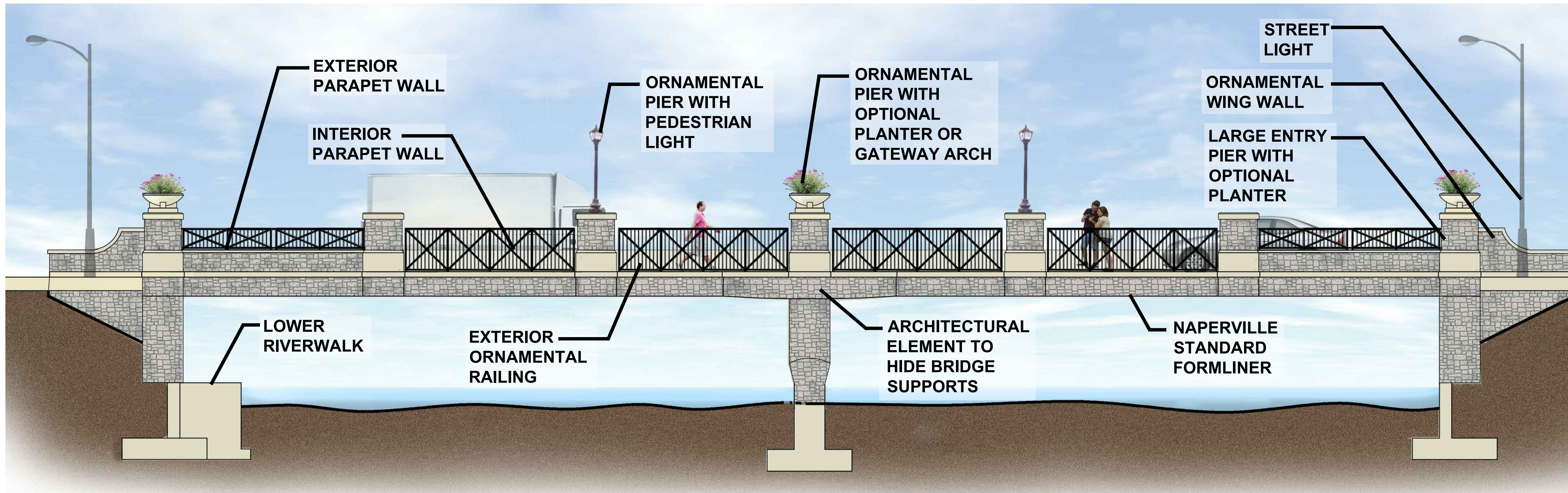
1. Intent: This district is created in recognition of the fact that North Central College and the surrounding residential and business uses constitute a single neighborhood which must develop and grow in a harmonious and compatible manner. It also recognizes that the stability of North Central College is integral to the viability of the neighborhood. Therefore, the district is intended to provide flexibility to North Central College to develop and expand as it deems necessary to meet the changing requirements of higher education, with a minimum amount of impact on surrounding areas. The North Central College master land use plan dated April 2010 was approved by the City Council on July 20, 2010. This plan supersedes the North Central College master plan (including text dated November 30, 1988, and accompanying map dated February 18, 1988) which was approved by City Council on January 16, 1989, and the master land use plan dated September 2000, as amended in April 2001, May 2001, and September 2001 (including text and map), which was approved by the city council on September 18, 2001.
2. Required Conditions: The following conditions shall be required for North Central College:
 - 2.1. The requirements of Chapter 11 (historic preservation) of this Title shall be applicable to North Central College.
 - 2.2. North Central College shall utilize single-family and two-family dwellings within the district according to the following criteria:
 - 2.2.1. The college will attempt to utilize houses at their present location for such purposes as student housing, faculty offices, classroom facilities or other functions consistent with the mission of the college.
 - 2.2.2. If the college determines that it is not feasible to utilize houses at their present location (for reasons including, but not limited to, architectural, structural, accessibility or economic considerations), then the colleges may take any of the following actions:
 - 2.2.2.1. Relocate the houses within the boundaries of the master land use plan area.
 - 2.2.2.2. Relocate the houses in the immediate neighborhood.
 - 2.2.2.3. Join houses at their present or new locations within the master land use plan area in order to increase usable floor space without altering the residential character of such houses.
 - 2.2.2.4. Raze the houses and replace them with purpose built facilities.
 - 2.2.2.5. In addition, the college may raze garages and/or outbuildings in order to provide necessary on site parking adjacent to such houses which it may develop for college purposes.
 - 2.2.2.6. The college shall undertake the above enumerated actions in accordance with the established criteria of the City of Naperville ordinance 86-100 (an ordinance creating an historic preservation district).
 - 2.3. The number and the location of North Central College parking spaces and loading spaces to be provided shall be as indicated on the master land use plan. In addition, the college may construct off street parking spaces and loading spaces in the rear and sides of any lot or parcel of land within the master land use plan area, provided that spaces are accessory to the building, structure or land use located on the lot or parcel. Notwithstanding this provision, off street parking shall be provided as necessary for the proposed fine arts center, and additions thereto, to be located on the west side of Ellsworth Street between Jefferson Avenue and Chicago Avenue through the conditional use process. Parking for the facility shall be mutually

determined by the City of Naperville and North Central College prior to commencement of construction.

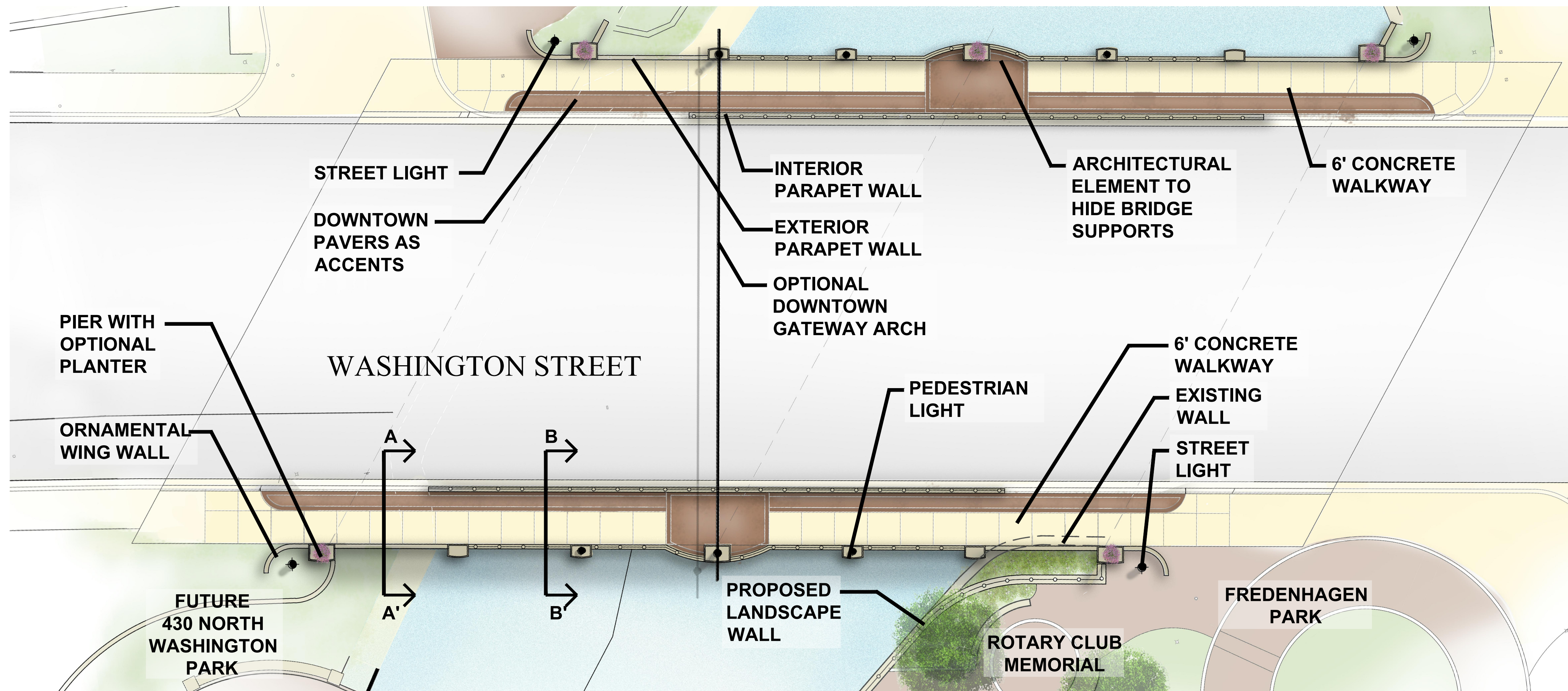
- 2.4. Notwithstanding the provisions of Subsection 6-7G-5.4 of this Article, the provisions of Subsection 5-10-3.5.1 (relating to parking lot islands) of this Code (landscaping, screening and tree preservation) shall not be applicable to North Central College. However, North Central College shall install within the perimeter parking lot landscaping a portion of the parking lot island landscaping which would have been required; landscaping shall be mutually agreed upon by the college and the City.
- 2.5. Prior to applying for a building permit to construct new buildings or to construct additions to existing buildings designated on the North Central College master land use plan, North Central College and the City of Naperville will work together to resolve any issues related to the construction of new buildings or additions in the following areas:
 - 2.5.1. Emergency vehicle access.
 - 2.5.2. Storm water management.
 - 2.5.3. Tree preservation.
 - 2.5.4. Refuse and loading areas.
 - 2.5.5. Architectural design of building elevations.
 - 2.5.6. Exterior lighting.
 - 2.5.7. Parking.
- 2.6. The college shall seek neighborhood input regarding Subsections 6-7G-10.2.5.1 through 6-7G-10.2.5.7 of this Section.
3. Area Requirements: Permitted uses other than the college/university use shall follow the area requirements of the R2 district.
4. Lot Width Requirements: Permitted uses other than the college/university use shall follow the lot width requirements of the R2 district.
5. Yard Requirements: The yard requirements for North Central College shall be as follows:
 - 5.1. There shall be provided a building setback of not less than twenty-five (25) feet and an off street parking setback of not less than ten (10) feet along all public rights-of-way (except alleys) serving as a boundary of the North Central College district.
 - 5.2. There shall be provided a building setback of not less than fifteen (15) feet and an off street parking setback of not less than ten (10) feet along all public rights-of-way (except alleys) located within the North Central College district.
 - 5.3. There shall be provided a building setback and off street parking setback of not less than five (5) feet along all other boundaries of the North Central College district. This does not apply to properties not within the district, but located within the confines of the plan.
 - 5.4. There shall be provided a building setback of not less than fifteen (15) feet plus one foot for every two (2) feet by which the structure exceeds twenty-eight (28) feet and an off street parking setback of not less than ten (10) feet along all rear and interior side lot lines of property owned by North Central College and adjacent to other properties located in the plan area but not owned by North Central College.
 - 5.5. The yard requirements for single-family detached structures and duplexes shall be the same as the R2 regulations.
6. Height Limitations/Bulk Regulations: The height requirements/bulk requirements for North Central College shall be as follows:

- 6.1. The maximum height for all buildings and structures in the North Central College master land use plan area constructed after the effective date of these provisions or for all additions to existing buildings and structures constructed after the effective date of these provisions shall be four (4) stories not to exceed fifty (50) feet.
- 6.2. The height limitations/bulk regulations for single-family detached structures and duplexes shall be the same as the R2 regulations.
- 6.3. Notwithstanding the provisions of this Subsection 6-7G-10.6, the maximum height of Old Main, Carnegie Hall, Pfeiffer Hall, Goldspohn Hall, and Merner Field House shall not exceed the height of that building existing on the date of the adoption of the North Central College master land use plan dated September 2000, as amended.
7. Rezoning: If North Central College expands beyond its boundaries as delineated in the latest Master Land Use Plan approved by the City Council, North Central College may request that the City of Naperville rezone said real property to the College/University District.

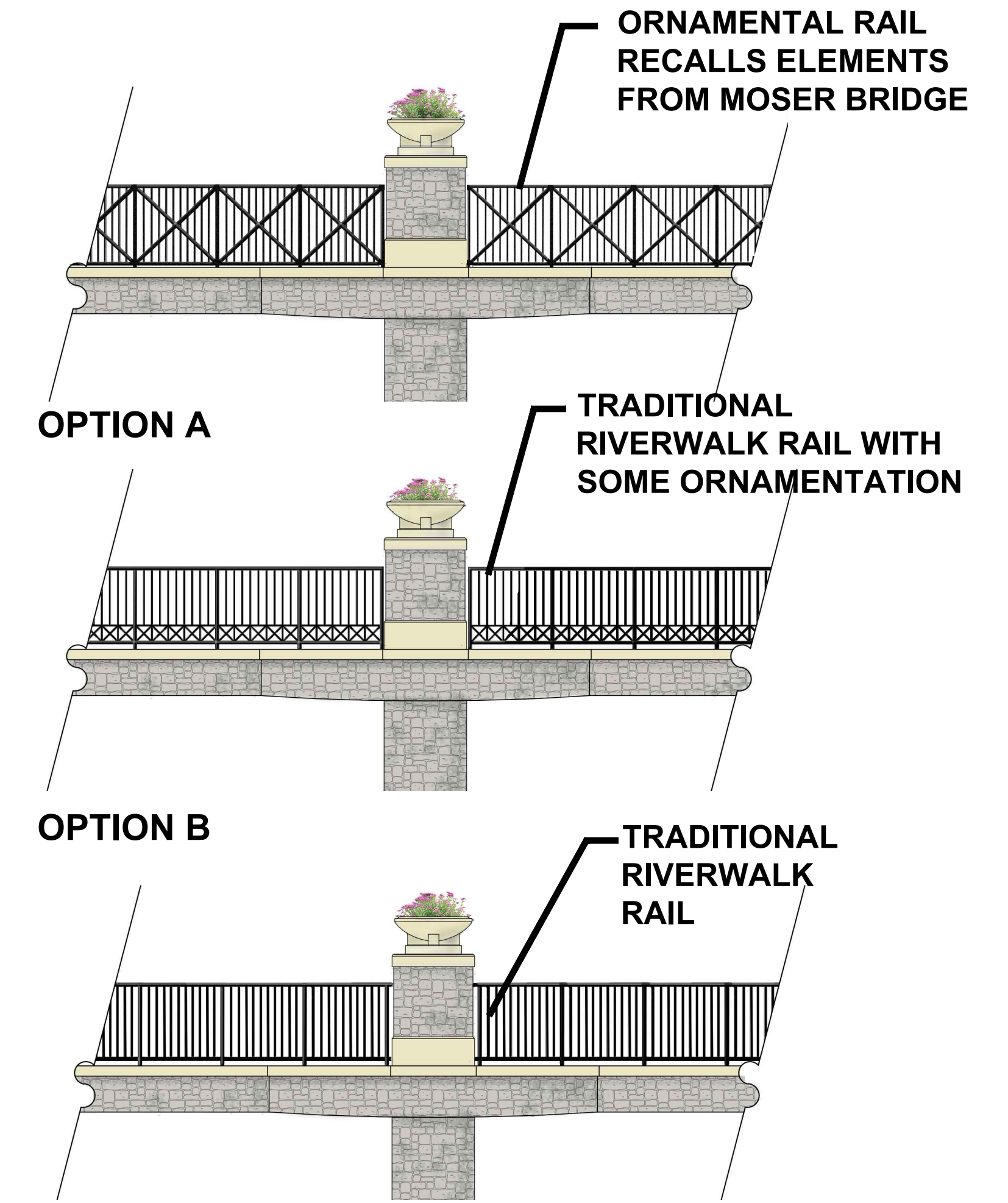
(Ord. 01-188, 9-18-2001; Ord. No. 10-084, § 3, 7-20-2010)



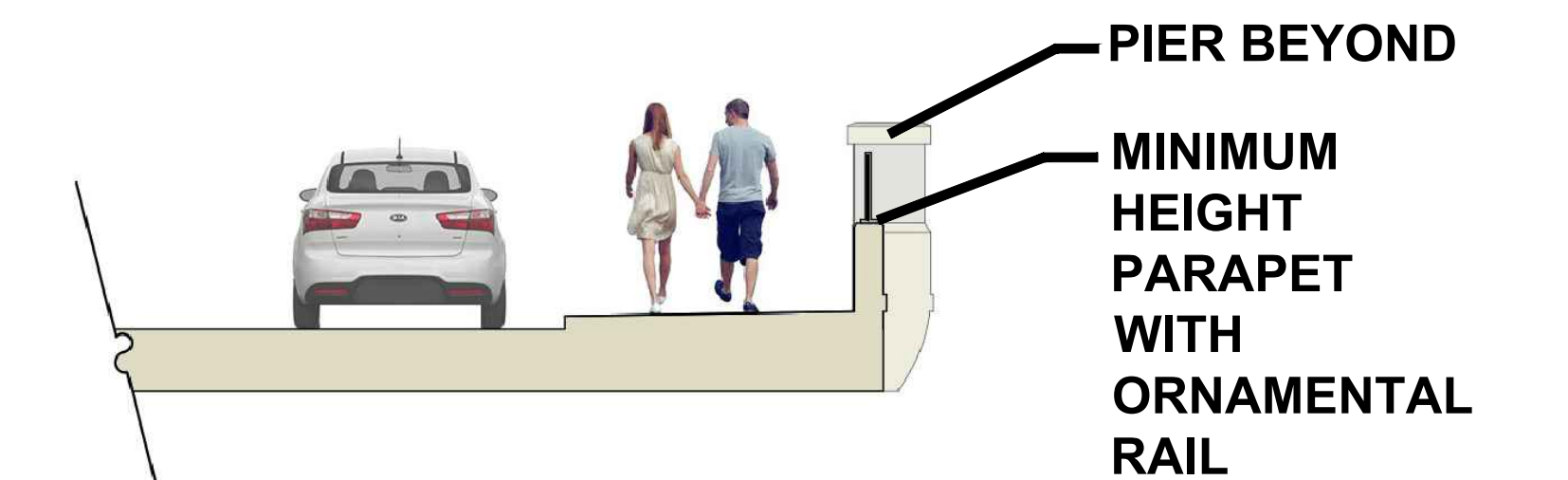
ELEVATION
LOOKING WEST



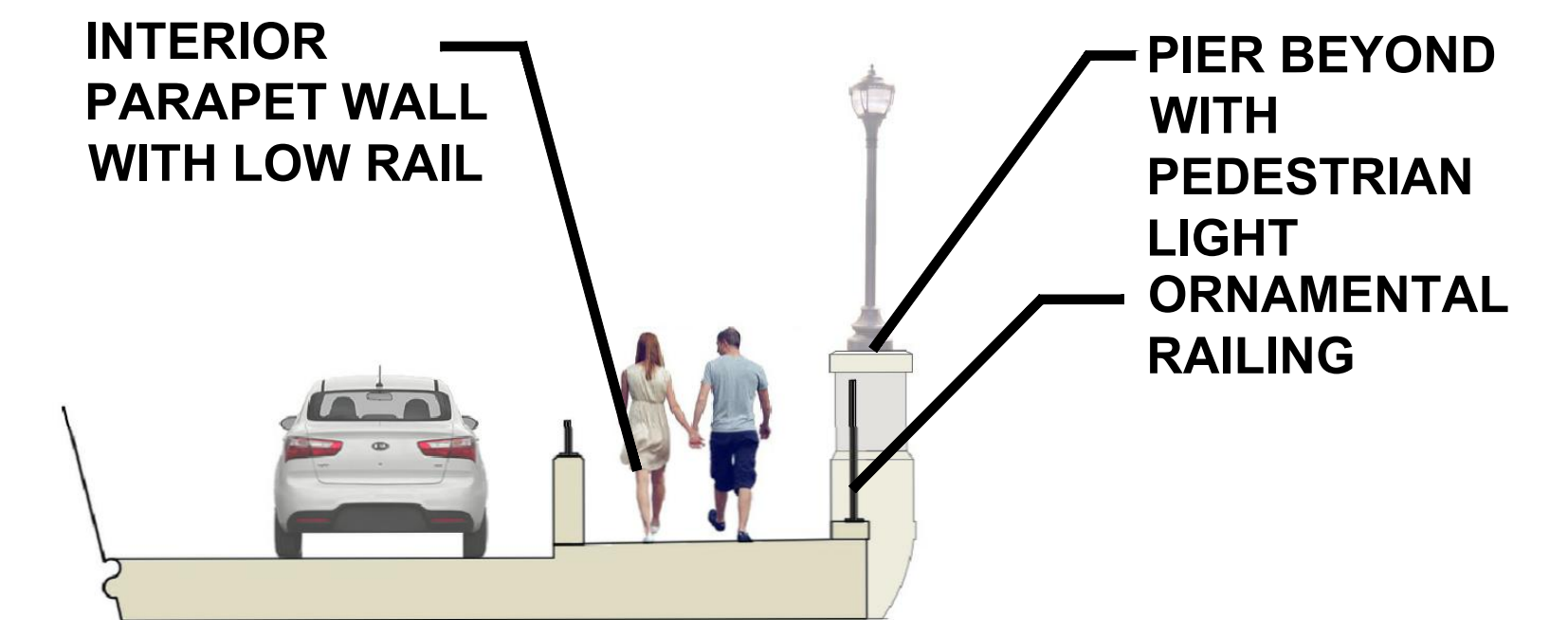
PLAN VIEW
SCALE: 1"=10'-0" NORTH



OPTION C
ORNAMENTAL RAILING OPTIONS
SCALE: NTS



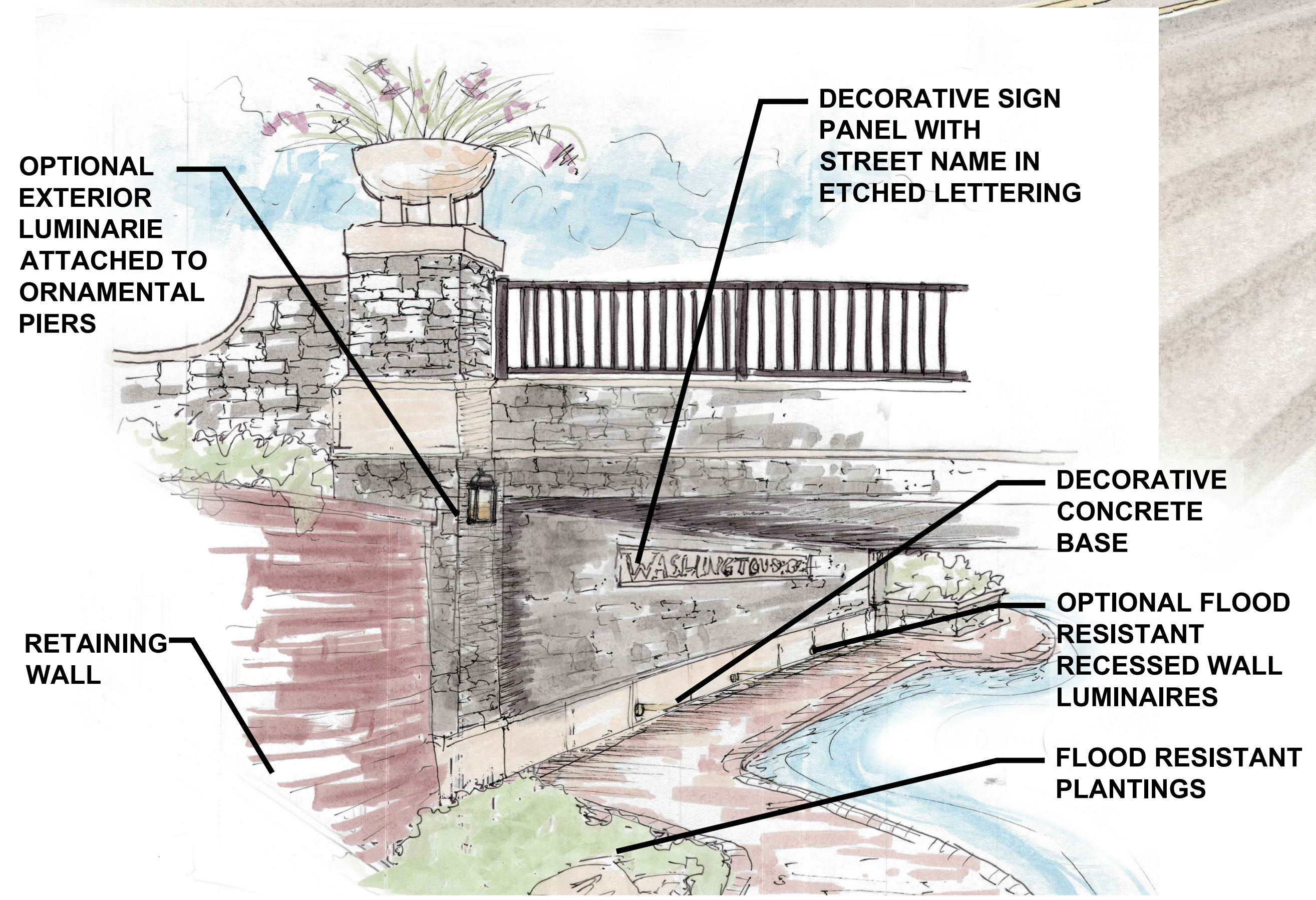
SECTION AA'
SCALE: NTS



SECTION BB'
SCALE: NTS



STREETSCAPE PERSPECTIVE



- OPTIONAL EXTERIOR LUMINARIE ATTACHED TO ORNAMENTAL PIERS
- DECORATIVE SIGN PANEL WITH STREET NAME IN ETCHED LETTERING
- RETAINING WALL
- DECORATIVE CONCRETE BASE
- OPTIONAL FLOOD RESISTANT RECESSED WALL LUMINAIRES
- FLOOD RESISTANT PLANTINGS

LOWER RIVERWALK PERSPECTIVE



From: Rebecca Obarski
Sent: Sunday, June 2, 2019 11:01:40 AM
Subject: Revised Email on 5th Ave

Good morning again,

A couple of typos in the last message were brought to my attention.

Please use this version.

Thank you,

Rebecca

Mayor and Council Members:

I am writing to request that you consider alternative actions to the staff recommendations on the 5thAvenue project in Agenda Item 19-561.

1. I question the designation of a seat on the 5th Avenue Steering Committee to a representative of the DuPage Children's Museum (DCM), and in particular the seat that was characterized as "at large" and held by former Mayor Pradel.

The DCM would not add an "at large" perspective to the Steering Committee. It is a stakeholder. But unlike the other stakeholders that sit on the Steering Committee hoping to have their voices heard and considered, the DCM holds the cards to the development on that parcel. That is not the appropriate seat for the DCM.

2. I completely support engagement of the DCM. Staff should today be at the table engaging DCM representatives in open dialogue toward an amendment to the current lease. That is a key parcel to the success of the project and in improving the quality of the commute for hundreds of commuters. It would be very beneficial to know the needs and wants of the DCM. For example, how many parking spaces does the DCM wish to have (+ or - its current number), where would they prefer the "front door" of the DCM be located, and would they like outdoor space to be incorporated above the parking deck. Note, I do not expect the DCM is ready to hand over a term sheet. I expect that some of their terms will vary with the scope of the proposal for that parcel. That is why it is imperative that this be an open dialogue with them. The City has been a good friend of the DCM in the past, I believe DCM will be reasonable in this negotiation, but please do not repeat the mistake of the past and let a developer render a design concept that would be rejected by DCM.

3. I agree with City Staff and Ryan employees being removed as voting members of the Steering Committee. I believe it would be beneficial to go one step further, I suggest that the City Advocate take the role of facilitating the Steering Committee meetings rather than Ryan Companies. I suggest that for the following reasons: (i) the City Advocate does not have a financial interest in the outcomes of the recommendations of the Steering Committee; (ii) we did not have the City Advocate when the Steering Committee was initially formed; and (iii) while the City Advocate has technical and financial expertise, it does not yet have a clear sense of the community concept for this area, as facilitator of the Steering Committee they would be immersed in the concerns, wishes and tolerances of the stakeholders. That would serve them and the City well when evaluation and negotiation of concepts begin.

4. I suggest that you give yourselves a moment to re-focus on this project before jumping into policy decisions. It has been many months while we waited for a decision on the Children's Museum, other events have occurred, community awareness may have changed, and you have two new Council members. I believe it would be beneficial to the overall process if you request that the Steering Committee revisit the issues in the context of events that have occurred since it last met and then if Council participated in a Workshop. The Workshop format is much better suited to these type of decisions than a Council meeting (although the votes will eventually be taken in a meeting). The Workshop would allow time and opportunity for up to date information to be provided, broader discussions, and understanding of the intersection and interdependence of certain issues.

These are not simple matters. They impact the lives of thousands of Naperville residents. This is a unique project, the City did not have a road map to follow, nor does it have one now. I would hope though that the City has seen that it would be well served (as would its residents and other stakeholders) if the project proceeds with a more measured approach.

Thank you for patiently reading through this verse dense message. These things are easier to say than to write. I would be happy to discuss any of these comments with you further.

Best regards,
Rebecca