

Sept 18 2018 QA

Wednesday, September 12, 2018 4:40 PM

F. AWARDS AND RECOGNITIONS:

1. **18-757** Proclaim September as Hunger Action Month

I. CONSENT AGENDA:

1. **18-735** Approve 08/02/2018 thru 08/31/2018 Cash Disbursement for \$39,137,757.36
2. **18-758** Approve the regular City Council meeting minutes of September 4, 2018
3. **18-647** Approve the award of Cooperative Procurement 18-191, Four Water Utility Springbrook Roofing Projects, to Garland/DBS, Inc. for an amount not to exceed \$159,323, plus a 5% contingency

Q:	Who will be doing the actual roofing work?	Hinterlong, Paul
A:	Garland/DBS, Inc. will hire a subcontractor, RB Crowther, a union roofing contractor, to perform the work. This roofing contractor has done several other roofs for the City and the work has been satisfactory.	Ries, Amy

4. **18-710** Approve the award of Bid 18-185, 2018 Molded Rubber and Cold Shrink

Products, to G & M Sales, Universal Utility Supply, Anixter Power Solutions, WESCO, and RESCO for an amount not to exceed \$136,408.33 and for a one year term

5. **18-648** Approve the recommendation by GCG Financial to award the dental insurance renewal to Delta Dental of Illinois for a three-year term and for an amount not to exceed \$108,900

Q:	What are the enhancements to be provided to keep with the market?	Gustin, Patty
A:	The new dental plan improvements include covering sealants at 100% (up from 80% coverage) reimbursement, offering night mouth guards at 50% reimbursement and offering dental implants at 50% reimbursement.	Sheehan, Jim

6. **18-724** Approve the recommendation by GCG Financial to award basic life insurance, AD&D insurance and voluntary life insurance renewal to Reliastar Life Insurance Company through Voya Financial for a two-year term and for an amount not to exceed \$252,000

7. **18-754** Approve the award of Change Order #9 to Contract 11-117, Multi-Functional Copiers - Cost-Per-Copy, to Canon Solutions America for an amount not to exceed \$3,242.28 and for an additional six months (Item 1 of 2)

8. **18-415** Approve the award of Change Order #3 to Contract 15-181, Multi-Functional Copiers - Cost-Per-Copy, for Phase IV to Canon Solutions America for an amount not to exceed \$204,083.80, plus a 2% contingency

and for a five-year term (Item 2 of 2)

9. **18-751** Approve the award of Change Order #1 to Contract 18-163, S&C Electric Switchgear Equipment, to S&C Electric Company for an amount not to exceed \$95,872 and a total award of \$167,776
10. **18-759** Accept the public improvements at Mayfair Development Phase 2 and Ellsworth Station and authorize the City Clerk to reduce the corresponding public improvement surety.
11. **18-762** Approve the City Council meeting schedule for September, October, November and December 2018.
12. **18-705B** Pass the ordinance amending Sections 3-3-11:1 and 3-3-11:2 of the Naperville Municipal Code pertaining to the Class G - Beer and Wine Package Sale and setting the limit of available Class M - Recreational liquor licenses at 13.
13. **18-727B** Pass the ordinance approving a major change to the Naper West PUD with deviations to allow for the outdoor storage of vehicles and to reduce the amount of required off-street parking at the subject property located at 504 - 510 S. Route 59, Unit 504, Naperville, IL, subject to conditions (Avis Rent-A-Car) - PZC 18-1-090

Q:	What affect will vehicle storage have on the mall in general as you have Chuckie cheese but other retail type uses? Staff, Will this give an appearance of declined business health in the area? How will the cars be maintained, if looks abandon may promote criminal activity. How long can a car be stored and not moved on the site?	Gustin, Patty
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A:	<p>The majority of the vehicles are to be stored on the north side of the building near the tenant space and located away from the entrances to the other tenant spaces on the west side of the building. The tenant space previously functioned as an Enterprise Rent-A-Car and staff did not receive any complaints regarding the business.</p> <p>Additionally, the approval ordinance is conditioned upon a maximum of 30 rental vehicles being stored on site at one time and additional landscaping to be planted to screen the vehicles. Per the petitioner, it is the goal of the business to rent the vehicles and not store them on the site.</p>	Venard, Erin
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L. ORDINANCES AND RESOLUTIONS:

- 1. **18-599B** Option 1: Concur with staff and the petitioner to pass an ordinance revoking conditional uses, releasing a covenant, and rezoning the property located at 821 E. Chicago Avenue to TU (Transitional Use District) - PZC 18-1-053; or Option 2: Concur with the Planning and Zoning Commission to deny the rezoning of the property located at 821 E. Chicago Avenue - PZC 18-1-053

Q:	<p>1. (18-599B) 821 E. Chicago Please explain this permitted use in the TU zoning: “residential dwelling units located in multi-tenant buildings, provided no more than one unit is permitted in each building”. What is that?</p>	Boyd-Obarski, Rebecca
A:	<p>This use is intended to permit a "live-work" unit, which allows both a residential unit and a service use within the same building. The limitation to provide "no more than one [residential] unit in each building" is intended to limit the overall intensity on the property.</p>	Venard, Erin

Q:	Please provide a list of all current TU uses in the area?	Gustin, Patty
A:	<p>Currently there are no TU zoned properties in the area. The properties to the north, south, and west are zoned R2. The property directly to the east is zoned R3.</p> <p>Due to the subject property's location along a minor arterial, adjacency to single-family residential, and its current use, staff finds it to be an appropriate location for rezoning to TU.</p>	Venard, Erin
Q:	Are there any plans for this lot? Should revert back to residential zoning if any changes are made. It's a residential neighborhood.	Hinterlong, Paul
A:	<p>The petitioner currently does not have any plans to redevelop the lot.</p> <p>If the property is not rezoned by Council to TU, the zoning will remain OCI, subject to the use restrictions established by Ordinance 84-021. If the City Council would like to see a residential zoning designation on the subject property, they would have to deny the current petition and direct staff to initiate rezoning of the property in accordance with Section 6-3-5 (Procedures for Processing Petitioners Under this Title) of the Naperville Municipal Code; this petition would be subject to a new public hearing before the PZC. Note: the petitioner has not expressed an interest in residential zoning to date.</p>	Venard, Erin

M. AWARD OF BIDS AND OTHER ITEMS OF EXPENDITURE:

1. **18-736** Approve the recommendation by GCG Financial to award the Medical Insurance renewal to Blue Cross Blue Shield of Illinois (BCBSIL) for an amount not to exceed \$3,022,595 and for a one-year term (Item 1 of 3)

Q:	<ol style="list-style-type: none"> 1. (18-736) Medical Insurance – renewal of Blue Cross Blue Shield of IL <ol style="list-style-type: none"> a. What percentage of employees are on each of the 4 plans? 	Boyd- Obarski,
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	<p>b. Is the increased cost of administrative fees in the HMO included in the calculation of an overall 7% decrease over 2018 projections?</p> <p>c. What is the cost increase or decrease over 2017 actuals and 2018 actuals to date (projected now with 4 months to go)?</p>	Rebecca
A:	<p>a. Participation percentages for the 4 current medical plans are as follows (as of July 2018):</p> <p>39% Cost Plus HMO 38% PPO Traditional 8% PPO CDHP 15% PPO HDHP</p> <p>b. The overall cost projections include all administrative fees for the HMO and PPO plans.</p> <p>c. The projected costs for 2019 (based on a blended trend projection calculated by Blue Cross Blue Shield, CVS Caremark and GCG) are below the 7 month actuals and projections for the final 5 months of 2018. Total healthcare costs for 2019 are projected at \$16.4 million which is a 7% decrease from 2018 projections.</p>	Sheehan, Jim

2. **18-746** Approve the recommendation by GCG Financial to award the Pharmaceutical Management Services renewal to CVS-Caremark at no cost and for a one-year term (Item 2 of 3)

3. **18-747** Approve the recommendation by GCG Financial to award the Specific Stop-Loss Reinsurance Policy renewal to OPTUM-Unimerica Insurance Company (OPTUM) for an amount not to exceed \$459,286 and for a one-year term (Item 3 of 3)

O. REPORTS AND RECOMMENDATIONS:

1. **18-711** Approve Ryan Companies to initiate Phase II (Concept Refinement) of the Concept Creation process for the 5th Avenue area for City Council consideration.

1.	<p>Q:</p> <p>1. (18-711) 5th Avenue Redevelopment Project</p> <p>a. Were any comments received by from the public via the websites? May we see them?</p> <p>5thavedev@ryancomapnies.com or http://fifthavenuedevelopment.com/concepts</p>	<p>Boyd-Obarski, Rebecca</p>
	<p>A:</p> <p>Attached are written comments received via the City's Web Page or sent directly to staff.</p> <p>Attached are comments received via the Ryan Companies Web Page.</p>	<p>Emery, Amy</p>

Q:	<p>A request was made at the prior meeting to identify commuter parking needs of today, scrub the current parking lot wait and actual user lists and identity current commuter users, i.e. Naperville, Lisle, Woodridge residents understanding one lot is owned by Metra.</p>	<p>Gustin, Patty</p>
A:	<p>Staff conducted an audit of the Kroehler and Burlington/Parkview permit waitlists in 2016. The goal of the audit was to confirm all accounts, eliminate accounts due to commuter request or non-response, and update the wait times. Approximately 250 commuters were removed from the waitlist through the audit. The wait times did not change as over 1,100 commuters remained on the lists at the conclusion of the audit. The Steering Committee requested additional information regarding current commuting patterns for commuters on the waitlists. While staff does not have data on other modes being used, we can determine how many hold a permit for a different lot. Staff is currently analyzing this data and will provide a report through the Manager's Memorandum in the coming weeks.</p>	<p>Louden, Jennifer</p>

	There are over 1,500 permits issued for the lots surrounding the Naperville Metra Station. An audit would require direct communication with each commuter. Direction regarding the parameters of the audit would need to be established prior to initiating an audit.	

Q:	I'd like to see more options explored.	Hinterlong, Paul
A:	This comment has been provided to the Ryan Companies.	Emery, Amy

2. **18-766** Receive the report on property taxes, debt reduction, and cash reserves as part of the 2019 financial priorities guidance discussions and direct staff accordingly

Q:	<p>1. (18-766) Financial Priorities for 2019 Budget development</p> <ul style="list-style-type: none"> a. What capital projects/expenditures were “deferred” in 2018 to 2019? b. Briefly, what capital projects/costs have we had lined up in the CIP for 2019 over the last 2 years? c. What is the basis for the staff’s use of the 4% EAV growth? d. What is the current “average home value”? 	Boyd-Obarski, Rebecca
A	A. Attached is a listing of the capital projects that were part of the original 2018 request. The second column shows projects that were deferred or delayed.	Hallgren, Erik

- B. Attached is a list of the capital projects that were planned for 2019 as part of the 2018 submittal and a list of the projects that were planned for 2019 in the 2017 submittal.
- C. The basis for the 4% EAV is a conservative estimate based upon a three-year trend. The average EAV growth since 2015 is 5%, with the most recent year being 4.25%. Generally, the townships will provide their EAV growth estimates in October, and staff will update estimates based upon their input.
- D. The average home value is \$393k based upon sale information collected from the real estate transfer tax information. Based upon the EAV growth estimates, we project the average home value will increase to \$409k.

From: Patrick Kelly

Sent: Monday, September 17, 2018 3:26 PM

To: Council <Council@naperville.il.us>

Cc: Jim McDonald <Jim.McDonald@RyanCompanies.com>; Emery, Amy <EmeryA@naperville.il.us>

Subject: Re: 5th Avenue Council Meeting

Council,

My family is flying back to town from a vacation tomorrow afternoon, and depending on what time we get it, I may not make it to the council meeting. In case I do not make it to the meeting, I thought I would share my thoughts regarding where things with the 5th Avenue project:

- 1) I sent out another survey to Pilgrim's Addition to get feedback on the initial two concepts. If you would like to review the results, you can use the following link: <https://www.surveymonkey.com/results/SM-6PW2TFPBL/> Please note that Questions 3, 4 and 5 were on a 1-5 scale, even though the results page makes it appear that the scale was 1-10. I think it is clear from the results that a strong majority within Pilgrim's Addition thinks that the size and density of the project are too great. A number of neighbors noted in the survey (and many have told me in person as well) that the visuals of the concepts are appealing but that there are simply too many residential units being proposed.
- 2) On the issue of the number of residential units, you may already be aware that the steering committee asked Ryan to prepare a Concept C that would include no more than 200 residential units, and Ryan said it would be able to prepare such a concept if directed to do so by Council. I hope that you will direct Ryan to prepare a Concept C with no more than 200 residential units (and perhaps a shorter office building, more green space, etc.) so that we can at least see what such a plan would look like before moving forward with concept refinement.
- 3) On the issue of concept refinement, I know that the agenda item is currently asking Council to "[a]pprove Ryan Companies to initiate Phase II (Concept Refinement) of the Concept Creation process for the 5th Avenue area for City Council consideration." While I think that we should generally move forward with Ryan at this point, I do not think it would be appropriate to move to Phase II quite yet. The City's website says that Phase II Concept Refinement involves "Ryan bringing forth one working concept using feedback from the creation phase." Because the steering committee is asking for an entirely new Concept C, and because there are other key questions that still need to be answered (I will discuss a few below) I do not think we are really all that close to narrowing the focus to only one working concept.
- 4) While I do not think that the official Steering Committee recommendations from our last meeting include a specific request for a fourth concept, there was a significant amount of discussion regarding a merged version of Concepts A and B that would include the building heights of Concept A, the larger plaza of Concept B, the residential/parking development on the public works site of Concept A and the Kroehler Lot townhomes of Concept B. That would eliminate the "flex space" for potential future development, but would combine what many neighbors think are the best parts of the two current concepts. Personally, I think it would be great to see a Concept D that merges A and B, in addition to the Concept C referenced above.

5) As you know, a new pedestrian tunnel west of Washington Street is critically important to Pilgrim's Addition. I was very happy to see that a new tunnel was included in both concepts, but we still do not know if the tunnels can actually be built and if Metra and BNSF will grant approvals in light of the signals that are directly above where the tunnel would be located. This is another issue that I think needs to be resolved before we move to a single concept in Phase II. A new tunnel is particularly important if a significant amount of parking is going to be added to the DCM lot, so I would like to ensure that the necessary discussions with Metra and BNSF take place before Council directs Ryan to proceed with a single concept.

6) Last, but certainly not least, I do not see how we can move to Phase II with a single concept without knowing what will happen with the Children's Museum. The museum's impact on the rest of the development (not to mention the neighborhoods) is enormous. I have heard that the museum is not willing to consider a move to one of the strip mall locations (Ogden Mall, Dominick's, etc.) but that there is one off-site location that they may be willing to consider. If so, I think that all parties involved should focus on that potential location to determine if a move is agreeable/feasible or if the museum will wind up remaining in its current location. Until that question is answered, I think it is impossible to move forward with a single concept, regardless of who pays for what and how many units might be included.

Hopefully that all makes some amount of sense, and if anyone would like to discuss any of this prior to tomorrow night's meeting, please just let me know.

Thank you,

Patrick

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Neither 5th Avenue Redevelopment Concept is Ready for Refinement

Both Concept A and B in Ryan Companies' August 20, 2018 5th Avenue Development Concept Creation focus on realizing a theoretical market demand and downplaying residents' interests. The concepts are more dense and less transit oriented than even Ryan Companies' May 23, 2017 initial sketch. As several residents stated throughout this process, this is Ryan Companies' vision, not the vision of the Naperville Community.

I would love to see something truly innovative that takes resident feedback into consideration along with market demand. Something that is more transit oriented. Something with a smaller footprint. Something that enhances the pedestrian experience. Something that is well integrated with the surrounding area. Something that encourages future business/residential growth.

I wish the City Council would view the redevelopment more as stimulus to encourage a business and higher density residential corridor between Ogden Avenue and the downtown Naperville. It should be a welcoming area to encourage connectivity by providing a public transportation portal, adequate parking, public greenspace, and pleasant pedestrian throughput. My view does not preclude adding residential, retail, and office space into the mix. The concept should seed the area, not consume it.

During the August 28th Steering Committee Meeting, there was a discussion regarding whether the DuPage Children's Museum was being pushed or desired to move out of the area. Councilwoman Brodhead mentioned that inadequate parking and greenspace were the primary reasons the DCM wished to find a new location. Their goals seem to be right in line with the majority of respondents to the recent Land Use survey. As the Executive Summary states, "Priorities become very clear when residents are asked to rank their top three preferences, with parking and greenspace clearly the most important overall (housing ranked a distant third)." Both concepts keep the commuter parking quantity as is. Concept A diminishes the public greenspace. Concept B, when one accounts for the lost greenspace on other parcels, adds only about 11,500 sq ft of decentralized public greenspace with the impact of considerably taller buildings. Neither concept is a "win" for parking or public greenspace.

The 5th Avenue redevelopment presents a rare opportunity to enhance the transit area with improved public greenspace along with some residential, retail, and office space. The Steering Committee's request for a concept with only 200 residential units is a good direction. So is the recommendation for City Council to adjust or explain the current parking limitation. With fewer residential units and less wrapped parking, a smaller footprint would be required allowing the accommodation of actual public greenspace. These features, including reducing the residential units by 50%, are significant alterations amounting to an additional concept and should be presented to the public, Steering Committee, and City Council before proceeding to the concept refinement stage.

Sincerely,

Marilyn L. Schweitzer

Naperville Resident for over 30 years

September 12, 2018

Attachment: Further feedback on the August 20, 2018 5th Avenue Redevelopment Concepts

Appendix: Feedback on the August 20, 2018 5th Avenue Redevelopment Concepts

On August 27, 2018 I provided some detailed feedback on the concepts. I hope you have taken the time to review it. Subsequent to the August 28th Steering Committee Meeting, I have the following additional comments:

- 1. Lack of Permanent PACE/Taxi/Kiss-n-Ride Area:** Though it hardly counts as a traffic study, I have randomly observed between 3 to 13 vehicles waiting in the Burlington Lot during non-peak commuting hours both on weekdays and weekends. Such traffic is seemingly unaccommodated in the concepts. Waiting until the Concept Finalization to review loading activity is too late in the process. If the area is to remain a transit hub, a study of the loading activity should be conducted alongside the other traffic and parking issues within the Concept Refinement phase.
- 2. Proposed Closing of Main Plaza to Vehicular Traffic:** If the Main Plaza is periodically closed off as proposed, the parking garages between Center Street and Ellsworth will need to serve as a street. (Access to the commuter and use parking cannot be block by preventing access at 5th Ave.) Such a plan seems unsafe and disorienting. Anyone unaware of the closure, say someone picking up an Amtrak passenger, will have a difficult time meeting their party.
- 3. Wayfaring for Parking Garages Entrances:** Wrapping parking structures can make the entrances more difficult for drivers to see and for pedestrians to be wary of. It's not clear in the concepts whether the entrances on Center, North, and Loomis are wrapped or have architectural finishes. Signage is extremely important especially due to the complexity of types of parking for a transit area. It is not as simple as the Water St development where public versus hotel parking are so nicely denoted. Daily commuters and tenants will figure it out, but visitors and non-daily commuters will have a harder time. Already it seems the expectation is for people to check the Naperville City website before venturing into the 5th Avenue transit area. An upfront effort should be made to simplify or make access to the area more welcoming.
- 4. USE Parking Spaces per Unit:** I believe the number of USE parking spaces per unit is expected to be decreased because tenants adjacent to a transit area are thought to require fewer vehicles. This may be true, but the lack of street parking in the area and the strained commuter parking gives visitors few options.
- 5. Lack of Pedestrian Access to Parking Garages from the Main Plaza:** The retail centric concepts do not provide a pedestrian entrance from the Main Plaza into the Burlington Lot parking garages. It seems the only pedestrian entrances are on Ellsworth or Center St.
- 6. Eight Feet Wide Sidewalks Are Too Narrow:** The recommendation in the 2009 Washington Streetscape plan (<https://www.naperville.il.us/contentassets/7fed1bf2ba19496fa9a037f019616748/cmp-esp-5th-avenue-study.pdf>) to improve the pedestrian environment was to increase the separation between pedestrians and vehicular traffic. That plan suggested 12 foot wide sidewalks with a walking area of 6 feet, an amenity zone of 4 feet, and a carriage walk of 2 feet. Were retail space to be added, it would seem the width should even be more. For example, something more in line with the proposed Downtown Streetscape Standards (See City of Naperville File #18-237 <https://naperville.legistar.com/View.ashx?M=F&ID=5875960&GUID=25F38840-1A00-4699-B47B-353036FF5564>) where the base design is 13.5 to 16.5 feet. This allows for a minimum desired walking area of 8 feet, an amenity zone of 4.5 to 8 feet, and a carriage walk of 16 inches. Washington Street in the core downtown is too narrow to even meet this standard. Walking on Washington Street in the core downtown during peak traffic times is dismal, yet that seems to be the best that both Concept A and B wish to achieve.
- 7. Office, and Multifamily Space on a leased Lots:** The Upper Burlington Lot is owned by the BNSF and leased to the City. Yet a 5 story office building and a portion of the multifamily buildings are shown on top of the lot. Using leased land in this manner may be possible, but is more risky and costly. The Property Description (<http://www.naperville.il.us/globalassets/media/projects/ted-business-group/fifth-avenue/fifth-avenue-redevelopment-property-descriptions.pdf>) states "Redevelopment concepts for this parcel shall address staging of the existing Pace Suburban Bus, kiss-and-ride vehicles and taxis." This seems to be a far more practical option and transit oriented than the use of this lot as shown in concept A and B.
- 8. Number of Brownstone Units and Flex Space:** Concept A and B shows only 12 units on 5th Avenue when calculating the square footage of green space on page 39 and 40. 13 units are shown in all other instances. This is misleading. Page 17 implies Concept B has 24 brownstone units on the Kroehler Lot, yet the diagrams seem to show 30. This

is confusing. Why not have a concept that only has brownstones on the Kroehler Lot? 11 could be on Loomis and 11 could be on 6th. That would be 22 units. Keeping the brownstones off of Sleight in this manner would allow the greenspace to be more public and contiguous with Kroehler Park.

The Flex Space on the corner of 5th and Washington could be located in place of the 13 5th Avenue proposed brownstones which would allow more of a set-back from greenspace on the southeast corner of Washington and 5th. It is not clear why Concept A shows more Flex Space on page 17 than Concept B. Page 10 shows Concept B having added Flex Space on the DCM lot without reducing any Flex Space on the Burlington Lot.

9. **Trees:** Trees should not be an afterthought, but designed into the plan from the start. To do otherwise results in death or extensive maintenance. Healthy, mature trees should be appropriately preserved when possible. At some point a Tree Survey and Preservation Plan must be done. A Tree Survey would be helpful in the concept refinement phase along with the FAR study which has already been noted.

Please read this particularly nice summary of trees in urban design: https://www.cnu.org/sites/default/files/trees_in_urban_design.pdf. Their point about "Planting a Liability or Growing an Asset" is well made. Sadly, downtown Naperville seems to have planted a liability and is now coping with its aftermath. The 5th Avenue redevelopment should be careful not to follow down the same path.

10. **Why I Care:** I lived in a community that primarily poured its sidewalks with its curbs. For a pedestrian, it was dismal. For a pleasurable outdoor experience, I needed to drive or bicycle somewhere else. My number one consideration for seeking a new home in the far western suburbs of Chicago was that it be pleasantly walkable. I wanted to walk out my front door and enjoy a walk. I wanted to be able to walk to a grocery store or a restaurant and be within walking distance to a METRA station. Naperville fit the bill. The dead and dying trees though in downtown Naperville have diminished that area as a pleasant pedestrian destination. My walk to the METRA station is currently nice. I fortunately can avoid Washington Street and 5th Avenue. I would love to see a 5th Avenue Redevelopment concept that envisioned the area as a walkable destination. The concepts thus far are enclaves unto their own. At the moment I am thankful that I live over a mile from the METRA station. Otherwise, like the DCM, I too would consider relocating.

As discussed at last evening's meeting, there is an option for the Kroehlor lot parcel than could incorporate an alley and also address storm water management issues. See my attached sketch and the issues listed below. Despite what Jim and Ryan says, this is not that complicated. In fact I printed their previous concept and did this sketch in 30 minutes freehand at my desk during lunch. This is what we do everyday in my business. It's Design 101.

So, here are the highlights of this concept.

- 21 total town homes at 2 stories each fronting Loomis and Sleight Streets with a north-south running alley approximately mid-block between 5th and 6th.
- Each town home has an attached garage with additional short driveway space to provide added parking and keep cars from parking on the street.
- Each attached garage can be built on top of or have a deck on top. This is a vary common application in the city.
- The alley and driveways are made of permeable pavers with an aggregate base and sub-base to retain storm water. Additionally, a "storm trap" system of pre-cast connected vaults can run the length of the alley. Again, I've used this approach on many urban projects and on multiple occasions. It is effective for use in parking lots, alleys and secondary access roadways.
- Green space can be provided at the northwest and southeast corners of the parcels with storm water vaults under each of these areas. A bigger vault can be at the southeast and the green space in that area can align with the adjacent existing Koehler Park. The northwest green space would help soften the transition to the neighborhood. These areas could be planted with shrubs, grasses and landscape elements but not any trees that would interfere with the vaults.

So, please present this as an option at the Steering Committee meeting tomorrow. Again, this was just my first pass at this sitting at my desk for a few minutes with a couple of pens and highlighters. Despite what Ryan portrays, it's not about the presentation, it's about the concept and the design or planning thought that is behind the concepts.

Please let me know your thoughts. This is just a starting point for discussion, but I think it brings up some issues that can be addressed with the Steering Committee. If you give me a good solid weekend, I could basically redesign this whole development with my own concepts, but I'll leave that to the Ryan boys since, in theory, that is what they are supposed to be doing.

Regards,
Jeff Havel

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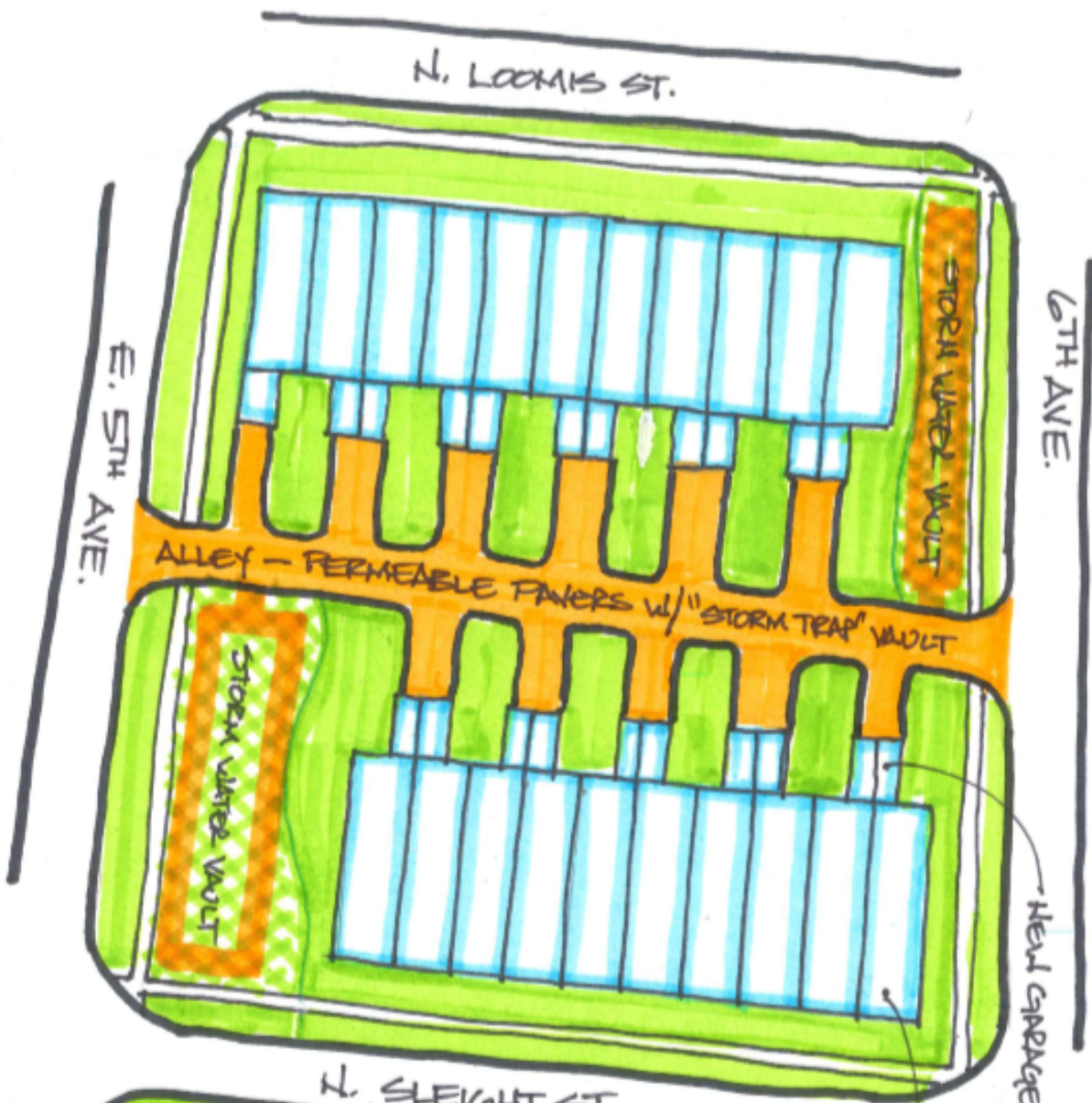


N. LOOMIS ST.

6TH AVE.

E. 5TH AVE.

N. SLEIGHT ST.



STORM WATER VAULT

ALLEY - PERMEABLE PAVEMENT w/ "STORM TRAP" VAULT

STORM WATER VAULT

Head Garage (TRP.)

NEW 2 STORY TOWNHOME (TRP.)

EXISTING PARK

① PROEHNER LOT - ALLEY AND

SCALE: NTS

PKT

8/21/18

JEFFREY WARE - SR. I

Feedback on the August 20, 2018 5th Avenue Redevelopment Concepts

The 13 acres definitely warrant redevelopment. Infrastructure can definitely be improved. Change is definitely desired. Yet much resident feedback is simply dismissed as being anti-development, anti-change, or outside of the scope of the RFQ. Open minds, desire to listen, and willingness to compromise would very much be appreciated.

Commuting and Commuter Parking (both Permit and Daily Fee)

The plans seem out of sync with the concept of honoring and enhancing the area as a transportation hub. None of the renderings or animations show people commuting. Existing residents who use or wish to use public transportation seem to be pushed aside to make room for new residents who most likely will compete for already congested rush hour trains. Some specific concerns:

1. It is difficult to comprehend what the plan is for the plan is for the PACE/Kiss-n-Ride on the north side of the tracks. The animations show children and pedestrians primarily in the Main plaza/street area between Center St and Ellsworth by the tracks. One bus is shown in the Virtual Reality, but none of the cars and taxis that typically wait for people through out the day. There is no waiting zone nor any short term parking. There is nothing to delineate pedestrian space, play space or traffic space. Apparently the plaza may also be used as festival space. If so, what happens to the non-peak hour commuters? (BNSF trains run at least every 2 hours even on the weekends between 6AM to 12AM.) Overall, it seems commuters are expected to exit on the north side of the tracks, go under the Ellsworth tunnel to use the existing PACE/Kiss-n-Ride area on the south side of the tracks.
2. The plan for the PACE/Kiss-n-Ride on the South Side has not been specified. The difficulty accessing the north side for pick-up/drop-off as proposed will place even more of a burden on south of the tracks. The Working Group Report proposed paving over 1/3 of Burlington Square Park and as the concepts are presented to date, there seems to be little alternative. While this may be a benefit to commuters, it reduces the public greenspace in the area.
3. There is no increase in the number of commuter parking spaces nor anything done to improve public transportation to and from the station. To use PACE, travel must be made during peak daily commuter times. This adds to the already congested trains and is contrary to Metra's goals to encourage people to travel during non-peak times. The redevelopment as shown will not help this. Instead, all indications are that peak commuter congestion will be worse due to the additional residents in the new densely populated area.
4. Distributing the parking may make it easy for permit holders to commute as they have a dedicated space. Non-permit holders, though will most likely have a harder time hunting down parking over dispersed multi-level parking garages. To track down spaces, they will spend more time on already congested streets circling around North Ave, Washington, 5th Ave, and Loomis to find garages with available spaces. Please devise a plan to accommodate non-permit holders. Were there such a plan and space allocated to park, they might be more willing to commute during non-peak hours.
5. Parking has been allocated between "Use" and "Commuter" such that commuters will be parking farther from the station than they are now. The development is catering to potential new residents and workers over existing residents. It is a safety issue, not merely an inconvenience. With the development, more commuters will be returning to remote, walled-in and isolated multi-level garages. They will be walking down closed in passage ways. While the garages may be monitored with security camera, they do not offer the same level of security as disembarking a train directly to an open lot.

Pedestrian Safety

The concepts offer some nice pedestrian safety features, but do little to improve the pedestrian experience. Examples are:

1. Mixing pedestrian, car, bicycle, and bus traffic as proposed in the Main plaza is simply frightening. The space provided is too cramped to handle the typical traffic either during peak and off-peak travel. Fumes and noise from trains and automobiles are also a concern.
2. There are no more parkways on the south side of 5th ave between Washington and Ellsworth. Instead of providing a median, the parkways could be widened to serve as a better buffer zone between pedestrians and traffic. Medians, while nice, also have a tendency to encourage jay-walking, adding to another safety issue.

3. The diminished greenspace on the east side of Washington gave some sense of security, but this has been eliminated. The 2009 Washington Streetscape plan was preferable. (See especially page 43 of <https://www.naperville.il.us/contentassets/7fed1bf2ba19496fa9a037f019616748/cmp-espa-5th-avenue-study.pdf>) May portions of it be revived?
4. The west side tunnel and passageway seems to be about 15 feet wide and runs along a wooden fence belonging to the townhomes on the West and along either a 3 to 6 story buildings on the East. There is no open grassy area to the west as implied by the concept drawings This walkway is creepily unsafe and unattractive, particularly in concept B. (To put the 15ft width in perspective, the paseo east of 15 W Jefferson is about 12 ft.) Also, in concept A, according to the greenspace rendering, it ends in the DCM parking lot rather than extending to Spring St. The Washington Street underpass, as unattractive as it is, seems more desirable. If the buildings are to be so massive, the 15ft would allocated as green space on the west side of Washington. Perhaps even widening the Washington tunnel on the west side could be explored.

Greenspace

Overall, the redevelopment is converting a 2-dimensional asphalt area into a massive 3-dimensional glass and concrete area. Some concerns are:

1. It was touted that the plan adds 3 acres (i.e.130,680 sq ft) of open space. Roof top greenspace is wonderful, but it is private greenspace, only available to office and residential tenants. It does nothing to enhance the street level experience. It does not decrease the existing impermeable space.
2. It is touted that on page 45 of the concept document that concept A adds 78,000 sq ft of public/greenspace. Yet, the heading of "Greenspace" is misleading as the square footage includes 51,800 of plaza space:
 - A plaza is a paved public space. It is hardscaping. It is not greenspace. Trees do not grow on a plaza. Grass does not grow on a plaza. Greenscaping a plaza is like greenscaping a parking lot. Holes must be cut through the surface or planters must be installed on top. Typically this is done so badly that plants do not thrive and typically require extensive and costly maintenance. (See <https://www.dailyherald.com/article/20160919/news/160918829/> for an article about the demise of downtown Naperville streetscape trees.) It is difficult to tell whether any pervious pavers, trench drains, suspended pavements, etc. will be deployed to help tree health, but the plantings look cramped, artificial, and afterthoughts.
 - The plazas in the designs are overwhelmingly pedestrian walkways with a few trees and planters. The Main plaza doubles as a street. The plaza have no grassy areas for anyone to play or relax within. Much like the existing 13 acres, it is largely paved over.
 - The "plaza" at the top of the northeast corner of the DuPage Children's Museum is reduced in both concepts from its current design.
3. Plan A claims greenspace of 26,300 sq ft., yet:
 - The 1,500 sq ft at the southwest corner of Loomis and 5th already exists.
 - The 12,800 sq ft around the brownstones on 5th Avenue, seems private, part of the brownstone owner's space, not public. Even for the brownstone residents, there is no area to play or relax in. Much of the 7500 sq ft area is a paved walkway.
 - That leaves the 12,000 sq ft between the BNSF tracks and the Children's museum. This fenced off area is currently somewhat undeveloped, but it is not part of the DuPage Children's Museum lot. (This area has two PINs associated with it: 0713502002 and 0713216001.) It is a narrow stretch about 40 feet wide directly adjacent to the tracks. It is an area that was not part of the RFQ and if it were to be acquired, its primary benefit seems to be as a passageway down to the proposed tunnel.
 - No public greenspace is centrally located near the station for commuters to enjoy.
4. Neither concept discusses the existing permeable areas that will be paved over:
 - The 40 ft wide swatch of greenspace on the east side of Washington Street and the Parkview lot will be paved over. Instead of grass and trees, there will only be trees in small pits. This currently seems to be about 13,500 sq ft.
 - The swatch of greenspace on the west side of the Children's museum will be paved over. Currently it seems to be a retention pond and about 12,000 sq ft. It is not great open space, but at least it is a not pavement.

- As dismal as they are, there are no longer parkways in the development areas along Washington St north of the tracks, 5th Avenue, Ellsworth St, or Center St. The bits of greenspace that serve as a buffer between the tracks and commuter parking within the Burlington lot will also be paved over. In all, this amounts to about 20,000 sq ft of lost greenspace.
 - The potential of paving over 1/3 of Burlington Square Park to be expand the south side PACE/Kiss-n-Ride has not be ruled out or mentioned. This could amount to an additional loss of about 20,000 sq ft of greenspace in a historic park.
5. Plan B provides public park of 57,000 sq ft, but it comes with a very heavy impact of considerable taller buildings. This greenspace is not centrally located enough to be of much benefit to commuters. It is also laid out in a fashion that seems to be private rather than public space.
 6. It seems practically every mature tree in the redevelopment area will be destroyed. Many of these are planted in areas of soil. Their replacements will be smaller varieties, primarily confined in trees small pits/ planters, and, quite often, too close to buildings reach their full potential. (The redevelopment should honor Naperville's Tree Preservation Ordinance. See https://library.municode.com/il/naperville/codes/code_of_ordinances?nodeId=TIT5BURE_CH10LASCTRPR_5-10-5TRPR)
 7. Despite the City of Naperville's stated commitment and encouragement towards planting native species (see <https://www.naperville.il.us/government/sustainability/healthy-yards-and-healthy-communities/>), the only hint of native plantings in the renderings is the east-west passageway behind the 5th Ave brownstones.

Building Heights, Density, Design

Both concepts are very claustrophobic from pretty much every perspective except, perhaps, if one is on a roof. The design is cluttered, piecemeal and uninviting. The resulting shadows are dramatic. The goal seem to be to maximize what a theoretical market demand might be able to sustain and to set aside the desires of many residents, particularly commuters and home owners in the neighboring areas. Surely there could be a plan C or D with compromise. Some thoughts:

1. How about some concepts that provides, say, only 50% or 75% of what the market might bear? Such concepts could increase building setbacks, reduce building heights, open passage ways, and actually add more public greenspace. They could also be laid out to allow for future growth and reduce the risk of the current proposals.
2. Parking does not have to be wrapped in retail, residential, or office space. It can also be architecturally finished such as the Van Buren parking garage which has a more open appeal.
3. The east-west passage way between the 5th ave brown stones and 4 to 6 story residential buildings has little appeal. More appealing from a pedestrian standpoint might be a north-south passage extending from the Main Plaza through the 5th brownstones. Perhaps the passage could even pass under the residential buildings. Perhaps it could connect to the east-west passage that is north of the proposed 5 story Washington St office building.
4. The Land Use survey said up to 6 stories would be acceptable on the Water Tower lot. Why is the height of this lot being relatively low (4 in concept A and only 1.5 in concept B) while other lots are pushed to heights above what the majority of residents want? For example, why not add 2 more stories to the Water Tower Lot building as shown in concept A to reduce the height and bulk on the Parkview or Burlington lots?
5. There is nothing in the design that welcomes people to a transportation hub. Driving down Washington or 5th Avenue one would have no idea that a station is tucked in behind the massive residential, office, and retail structures. Even coming north on Washington there is no clue that the station is to the east. Wayfaring should be central to the plan, not an afterthought.
6. In terms of inspirational imagery, these are some designs with appealing elements of some features pertinent to the 5th Ave redevelopment:
 - <http://www.landscapeonline.com/template-art-a.php?number=29528>
 - <https://landscapeperformance.org/case-study-briefs/advocate-lutheran-general-hospital>
 - <https://landscapeperformance.org/case-study-briefs/south-grand-boulevard-great-streets-initiative>

- <https://landscapeperformance.org/case-study-briefs/bagby-street-reconstruction>
- <https://landscapeperformance.org/case-study-briefs/uptown-normal-circle-and-streetscape>
- <https://landscapeperformance.org/case-study-briefs/thomas-jefferson-university-lubert-plaza>
- <https://landscapeperformance.org/case-study-briefs/dutch-kills-green>
- <https://www.site-design.com/projects/80th-avenue-metra-station/>
- <https://www.site-design.com/projects/western-illinois-university-quadcities-riverfront-campus/>
- <https://www.site-design.com/projects/the-university-of-chicago-58th-street-west-streetscape/>
- <https://www.site-design.com/projects/chicago-circle-interchange/>
- <https://www.site-design.com/projects/field-museum-terrace-natural-landscape-master-plan/> (5th Ave is not a museum campus, but the new native landscaping is simply stunning.)

Some Attachments to Help Illustrate this Feedback

Attached are some images that may help visualize this feedback.

- Figures 1 through 3 simply show how the current aerial would compare to the concept A and B aerials.
- Figures 4 and 5 show a before and potential after view of the southeast Corner of Washington and 5th. The concept is massive. It lacks greenspace, wayfaring, setbacks for pedestrians safety, and traffic controls.
- Figures 6 and 7 show a before and potential after view of the Burlington Lot looking southeast toward the underground passage. The concept is barren and unsafe. Pedestrian, car, bicycle, and bus traffic are intermixed. Greenspace buffers near the tracks are gone. There is no taxi/automobile/bus waiting zone. The current waiting zone is behind the view of the photographer.
- Figures 8 and 9 show a before and potential after view of Washington at North looking north toward the underpass. Rather than including a parkway as a buffer, the greenspace has been replaced with trees in small tree pits. The cantilevers make the walkway dark and uninviting. Long shadows are cast across the street.
- Figure 10 shows the current southwest corner of 5th and Center and figure 11 the proposed southwest corner of 5th and Ellsworth. (There was no concept rendering for 5th and Center.) Again, the concept is massive, less green, and has no pedestrian buffer from traffic.
- Figures 12 through 14 show the future of poorly planned and planted urban trees. Figure 15 shows a well planted urban tree. Urban trees and plantings should not be an afterthought to simply make an architectural rendering look nice. They need careful planning to ensure a healthy future.
- Figure 16 is to help visualize the west side tunnel/passageway. While there seems to be plenty of width, the amount allocated seems far too narrow. Figure 17 shows the retention basin which apparently would, for the most part, be replaced with 3 or 4 story parking. Figure 18 shows the plaza on the north end of DCM parking lot looking west. The fenced off area is not currently part of the 5th Avenue Redevelopment parcels, yet is shown in the Concept A to be the largest addition of public greenspace. South of the fence, including apparently the mature trees, will be consumed by the 3 or 4 story parking garage.

Thank you for the opportunity to give feedback and thoughtful consideration given to it.

Sincerely,

Marilyn L. Schweitzer

Naperville Resident for over 30 years

August 27, 2018



Figure 1: Current Aerial

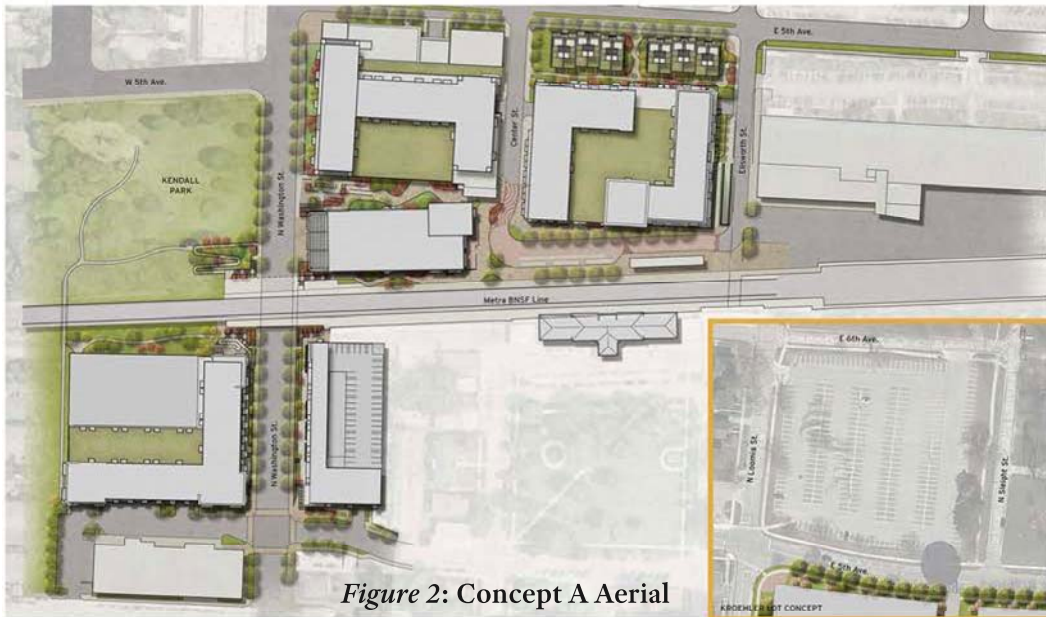


Figure 2: Concept A Aerial

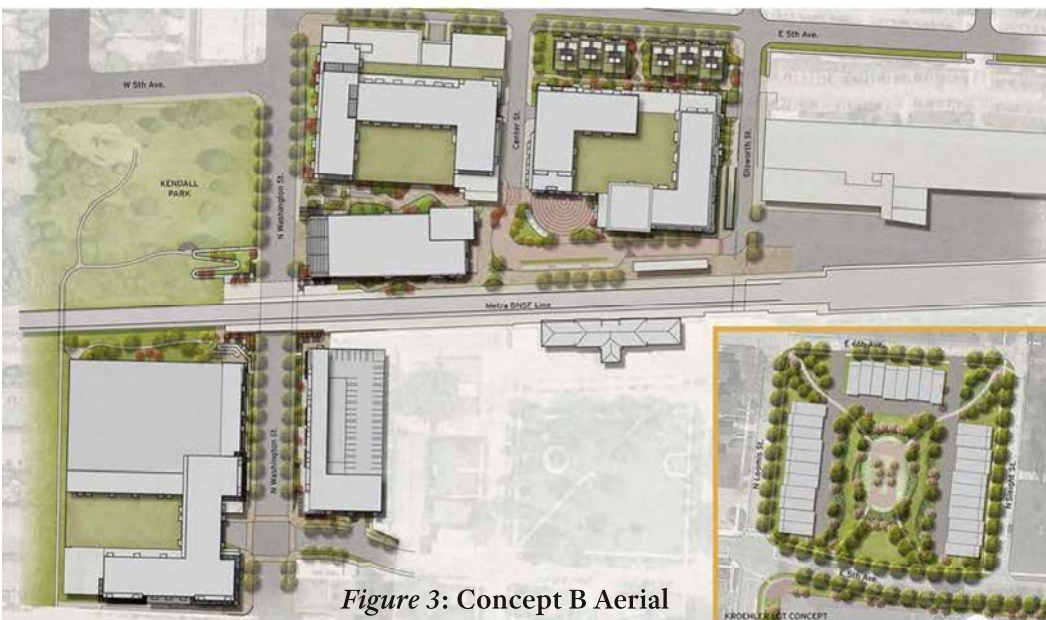


Figure 3: Concept B Aerial



Figure 4: Southeast Corner of Washington and 5th – Current



Figure 5: Southeast Corner of Washington and 5th – Concept B



Figure 6: Burlington Lot looking southeast toward underground passage – Current



Figure 7: Burlington Lot looking southeast toward underground passage – Concept A



Figure 8: Washington at North looking north toward the underpass – Current



Figure 9: Washington at North looking north toward the underpass – Concept A



Figure 10: Southwest corner of 5th and Center – Current



Figure 11: Southwest corner of 5th and Ellsworth – Concept A



Figure 12: Main Street Downtown Honey Locusts



Figure 13: Jefferson Street Downtown Honey Locusts



Figure 14: A Sampling of Downtown Empty Tree Grates



Figure 15: Burlington Square Park Honey Locust



Figure 16: Spring St looking north into the DCM western parking lot



Figure 17: Looking north onto the retention basin west of the DCM parking lot



Figure 18: The plaza on the north end of DCM parking lot looking west

From: Michelle Dearing

Sent: Wednesday, August 22, 2018 3:57 PM

To: 5thavedev@ryancompanies.com; Council <Council@naperville.il.us>; Emery, Amy <EmeryA@naperville.il.us>

Subject: 5th Street

I was disappointed to see the plans for the 5th Street development don't seem to adequately address concerns about overcrowding in our schools — the school, Ellsworth, that area feeds into is tiny and already close to capacity. Many of the others are not much better with space. I think adding 500 new housing options would require the possibility of building a new school.

In addition, the parking looks like it would barely expand and not provide additional space for these 500-1000 new cars OR how METRA will be able to offer service when it is already near capacity just with Naperville stops.

The shopping and office space could be a nice addition but the concepts seem uninspired and not in fitting with our historic downtown. Streets are already busy and additional traffic does not look like it would be addressed in the neighborhoods.

Like many parents I am not able to attend the evening meetings as I have responsibilities that keep me busy so I can not attend the meeting but strong object to the current proposals.

If we want a thriving center near the train how about more activity based opportunities like a theater (which is sadly lacking in our community) and is currently only served by a couple of small spaces and storefronts. In Springfield IL, an area not so nearly cosmopolitan as Naperville would like to be, there are FOUR major theater and event stages downtown not associated with a college. FOUR. This space could be used by local groups, rented for author visits to Anderson's who has to go outside Naperville for some of their larger events, larger name performers could be brought in, etc. all of which brings business to restaurants and established downtown business. Currently any event like this in Naperville is held outdoors which is limiting.

I fail to see how a bunch of boring apartments that will stress our city is an improvement. Retail and public space can bring more tax dollars and not just put money in individuals pockets. Let's make this a true community area and not just the opportunity for a select few to make money at our neighborhood's expense. I'd rather just have more parking spaces.

Please limit the housing to townhomes and provide a real indoor community space.

Sincerely,
Michelle Dearing
Springhill

From: Scott Zmrhal

Sent: Wednesday, August 22, 2018 2:15 PM

To: Chirico, Steve <ChiricoS@naperville.il.us>; Council <Council@naperville.il.us>; Emery, Amy <EmeryA@naperville.il.us>; Schatz, Marcie <SchatzM@naperville.il.us>

Subject: 5th Avenue Development Concepts

Mr. Mayor. City Council. City Staff.

Unfortunately, I will not be able to attend tonight's public concept meeting as I am traveling for work. As such, I wanted to share some thoughts and observations I have already shared with the Park Addition neighborhood. Perhaps some of this will be discussed tonight.

First and foremost, I am more than a little disappointed in how these concepts are being presented. The document published presents these as options, something we review and discuss and then ultimately converge on something that likely leverages aspects of both. Essentially, a process engineered to have an ultimate design somewhere between Concept A and Concept B. This is concerning. As I previously argued for criteria to evaluate Ryan's progress in the past, it is imperative we have something that can be used to publicly and transparently evaluate concepts. We cannot possibly let this be a "gut feel" or "you know it when you see it" like we are picking out tile for a bathroom. This is much more important than that.

In the absence of a stated vision or goal for this property and a method to then evaluate progress against it, the number of potential concepts any person could come up with is limitless. This lack of direction and vision this dates back to the original RFP and selection process. If the City cannot provide vision, guidelines, preferred outcomes, etc., then what is the criteria by which we are supposed to evaluate concepts? The reason I bring this up is this:

- if the goal of this PROPOSED development were to maximize quality of life and aesthetics for the existing neighborhood, then these concepts are an abject failure.
- if the goal of this PROPOSED development is to maximize tax revenue/dollars for the City and Ryan and a disregard for the local community, ding ding...we have 2 winners.

I acknowledge that these are extremes, but that is the point. Ryan has only presented options that maximize dollars. The City and our community should stand up and question the narrow focus of these concepts. My request is Ryan come back with concepts that are less focused on density and dollars and more about improving the area, NOT just building it up. That is what facilitates 2-way conversations, constructive dialogue - not 2 VERY similar concepts that are really Concept A and

Concept A-1. I understand that concept might not be in Ryan's best interests, but why should it be? They don't own the land. This is not their project. We should be exploring a range of options and concepts that satisfy different potential outcomes so we all understand what could be and then make an informed decision. We would see a markedly different concept if the remit were to beautify the area, make it more amenable to neighbors and commuters, and keep the area looking and feeling like an actual neighborhood and not a major urban development. Imagine a concept where:

- Kroehler Lot is 100% greenspace – water storage underneath.
- No buildings are taller than 4 stories, most 2 or less
- Parking deck at Water Tower lot no taller than existing structures with designed exterior
- Small parking decks on Burlington and Parkview with "wrapper" for some retail, minimal floors above for office space. Goal is to visibly improve the area and provide some retail for commuters and neighbors and income from offices.

Incomplete, yes. Radically different than Ryan's and something that espouses a walkable, livable city like Daniel Burnham had for Chicago, yes and yes.

As people review these concepts, I encourage the City to let people know that you do not need to pick one. If you are happy with one of them, that is your choice. If you feel as I do that both of these are extremely dense / heavy / overbearing, then we should be encouraging people to please speak up and not be forced down a set of concepts with a more profit-oriented outcome. Let's challenge ourselves to see the full spectrum of what can be done.

The first time I ever spoke at City Council I spoke about the concept of "anchoring". It is a classic negotiation tactic that parties use where they get you to "anchor," or start, from a certain position...usually a position of strength for the other party. In this instance, by showing 2 concepts that are very dense, Ryan is trying to anchor us to a certain position like Concept A where we then make trade-offs from a position of weakness. My position is that we should anchor the conversation to what we have today and the City and Ryan should have to justify every floor that is built or proposed townhouse sketched. That has yet to be done.

I thank you for your time and look forward to driving the best outcome for the neighborhood, the commuters and the City of Naperville.
scott.

From: Andrew Wodziak
Sent: Wednesday, August 22, 2018 11:10 AM
To: Emery, Amy <EmeryA@naperville.il.us>
Subject: Where is the Metra parking?

Hello,

We don't need more retail, condos and rental units near the Naperville train station. We need more parking at the train station. There is over a ten year waiting list for a parking permit. We need more commuter parking! This plan is way over the top. The infrastructure in the area will not be able to handle the traffic. We don't need another RT 59 in downtown Naperville.

Thanks,

Andrew Wodziak | Engineer, Systems Engineering
Intercontinental Exchange | ICE | NYSE | ICE Data Services
353 N Clark St | 32th Floor | Chicago, IL, 60654
Office: 312-836-6498 | Mob: 630-335-6399
andrew.wodziak@theice.com
www.theice.com

From: Julie Flores
Sent: Tuesday, August 21, 2018 12:38 PM
To: City Council
Subject: 5th Avenue Development

All,

Thank you for publishing the preliminary concept plans. I look forward to hearing more about the development on Wednesday evening.

I offer a few preliminary questions for your consideration:

1. How many City Council members or Ryan employees commute using Metra?
2. How many of the aforementioned individuals have experienced first hand commuting during peak rush hours?
3. How many of the aforementioned individuals waited for years to receive their commuter parking permit?
4. How many of the aforementioned individuals park in one of the commuter parking lots and have experienced the congestion while attempting to enter or exit the commuter lot(s)? (Your planners actually believe a parking structure will improve congestion and safety??)
5. How many of the aforementioned individuals have stood on a Metra train for over 45+ minutes due to overcrowding and Metra delays?

My family and I have lived in Naperville since 1997. For those 20 years, I have commuted into Chicago from Naperville. It has not always been a pleasant experience, but I am confident that the 5th Avenue redevelopment plan, as proposed, will far surpass all negative experiences I have ever endured thus far.

This plan has but one purpose and that is to generate revenue at the expense of the residents. The Metra "transportation hub" is just that - a transportation hub. To seek to add commercial and residential amenities to this area is a forward-thinking approach if introduced and implemented gradually, over time. However, the extent at which the proposed plan completely redevelops and removes valuable and intrinsic components of this area is complete ignorance. The current infrastructure of the City of Naperville cannot even accommodate the present population - how do you plan to accommodate the additional 8,000+ people who are expected to infiltrate the City as a result of this plan?

I am certain that measures will be taken by City Council and the Mayor to ensure that should the current council members be removed from office, this development plan will survive, making it nearly impossible for residents, now or in the future, to interfere with so-called progress.

Sincerely,
Julie Flores

From: Daniel Di Santo
Sent: Tuesday, August 21, 2018 5:34 PM
To: City Council
Cc: Krieger, Doug <KriegerD@naperville.il.us>; Emery, Amy <EmeryA@naperville.il.us>; Jim.McDonald@ryancompanies.com
Subject: Re: 5th Avenue - Pilgrim's Addition

Members of the City Council -

Let me take this opportunity to again thank you for your continued public and deliberate process of redeveloping the 5th Avenue corridor. Last I wrote you my top priority was reopening the cow tunnel at Webster Street for much needed improvements to pedestrian safety and connectivity from the Pilgrim's Addition neighborhood to downtown (more details on the benefits in my previous email below). A tunnel would also greatly reduce conflicts between pedestrians and commuters that currently exist and would be exacerbated by further development. I was surprised to find that creating a new tunnel at Main Street would cost the same amount as reopening the Webster Street tunnel, and I was pleased to see that constructing the Main Street tunnel was part of the Working Group recommendation. I believe a tunnel at Main Street would not only benefit existing residents on both sides of the tracks, but also better connects with the redevelopment and makes for a better project.

Now that I have had a chance to review the concept drawings unveiled by Ryan yesterday, I have the following feedback for your consideration:

- I am thrilled to see Ryan listened to the Working Group and included the Main Street pedestrian tunnel in both of their concept drawings. I am interested to see further design on the south side of the tracks to ensure that the proposed parking deck does not create a cavern effect to pedestrians using the path. The path area should be warm and welcoming and should not feel dark and foreboding like a back alley.
- I am also happy that Ryan proposes long needed pedestrian improvements to Kendall Park by installing an accessible sidewalk along the worn out mud path frequented by commuters.
- I believe retail on the first floor of all buildings along Washington and 5th Avenue is essential. The first floor in these areas should maximize uses that attract walk-in customers and spur additional impulse activity within the redevelopment and in Downtown. This is the one chance we have to secure this valuable square footage along these main corridors for retail/restaurant use.
- I support the modern architecture shown in the drawings, full of glass and modern materials. Downtown architecture is nostalgic for a time past (with good reason), while 5th Avenue allows the City the freedom to design buildings reflective of this era, and for Naperville's future.
- I support the land use planning shown in both concepts. Ryan's plan is thoughtful in that it includes 2-story brownstones facing single-family neighborhoods while maximizing development along the tracks and Washington Street with 5 and 6 story buildings. I find this respectful of neighboring land uses while making the most of this redevelopment opportunity.
- I am glad to see the mix of rental and condominium multi-family units, which add variety and diversity to Naperville's Downtown housing stock.
- I love the idea of a fitness center within the plan that could be accessed by all Downtown Naperville residents, meeting the healthy development goals of this project.

Those are my comments so far. I look forward to hearing from my neighbors and others at tomorrow night's meeting. Thank you again for taking the time to not only hear from the neighbors, but to involve us in the planning phase and to take our suggestions into the concept drawings.

Dan Di Santo
140 W 5th Avenue
630-989-4051

On Wed, Feb 21, 2018 at 1:11 PM Daniel Di Santo wrote:

Members of the City Council -

I want to personally thank each one of you for your unanimous support last evening to include the Pilgrim's Addition within the scope of the 5th Avenue Project in terms of impacts to storm water, Kendall Park, and most importantly pedestrian connectivity including reviewing the cow tunnel.

I live at 140 W 5th Avenue, the only property abutting Kendall Park, which is two doors down from the cow tunnel and is one of the few properties that will look directly upon this project just a few hundred feet away. There is no question my family and I will be significantly impacted by this project.

I grew up in Downtown Naperville and purchased this property years ago in great part because of the excitement of what is to come of the 5th Avenue Project. I love the plans that I have seen so far from Ryan and am impressed with the very public and deliberate process the City is leading. Aside from the opportunities for restaurants, entertainment, and revitalization of severely underutilized public property, I am most looking forward to the pedestrian connectivity improvements that can be accommodated by this project.

The current underpasses at Washington and Mill have their issues; conflicts with commuters, closeness to speeding cars, inaccessibility to those with disabilities, flooded sidewalks, and indirect access to Downtown and schools to name a few. Redevelopment will only exacerbate these issues. Improvements to these connections would result in more neighbors walking Downtown, more kids walking to schools, better access to Kendall Park, more handicap accessibility, and a better feeling of safety and connectedness. The option that most directly solves these issues is the cow tunnel, and I will continue advocating for its re-opening. Serving as a bypass to any pedestrian congestion, opening the cow tunnel would alleviate any foreseeable concern I have with the 5th Avenue Project. Again, I thank you for keeping this conversation open with your support last night.

My job requires night meetings the same evenings as your Council meetings or else you would see me more often. I have and will continue to attend other meetings on this important project as I am able.

Thank you all and keep up the great work.

Dan Di Santo
140 W 5th Ave
630-989-4051

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
21-Aug	Marilyn Schweitzer	Email	My initial take on the concepts is that they are pretty awful. The desire to have the area to be commuter centric has been dropped or pushed under the table in favor of housing, retail, and office. The animations don't show commuters or commuter traffic. No solution for the PACE or Commuter drop off/pick up are indicated. On the south side, the situation remains as is unless the City in the future wishes to diminish Burlington Square Park. (The development is so dense, that would be the only choice.) On the north side, it seems the plaza area might allow Bus perhaps during peak hours, but certainly not off hours. (The animations show children and pedestrians primarily in the plaza/road area between Center St and Ellsworth by the tracks. No busses, no cars waiting for people. Nothing that delineate play space versus traffic space. Yikes!) In terms of public green space, there is less in concepts than currently exists. Including the the private green space around the private brownstones in the totals is rather disingenuous. There is only public open space, takes the form of plazas with trees primarily in planters/grates. Trees do not do well in such confined space. One only needs to see the stumps, gravel, and declining trees in downtown Naperville to know this is not viable. It seems all mature trees on the redevelopment lots will be destroyed. Accept for commuting, where people have little other options to go into the area, there is nothing to draw existing Naperville residents to go to the area. The area is simply designed for the new residents and workers in the redevelopment area. There is no visual appeal - the design is simply ugly.
20-Aug	Jim Raaf	Email	My first impression of the design plans is that the overall density of the project is out of step with the neighborhood. I can find no mention of the traffic impact of the project, particularly the impact of putting 4-6 story buildings on the current DuPage Children's Museum site, directly across from a school. Spring Street does not have the capacity to handle this increase in traffic nor do the other surface streets west of Washington, all of which serve primarily single family homes.
20-Aug	Josh Cusack	Email	I was hoping that during such a large scale redevelopment every party involved would be able to see their situation improve. I believe one of Naperville's greatest advantages when compared to other suburbs is the ease with which residents can commute downtown and this advantage should be built on when the opportunity presents itself. Merely replacing the 1,681 commuter parking spaces is a wasted opportunity. Increasing the number of available commuter parking is a way for Naperville to enhance its image as a commuter friendly community and will make it much easier for daily commuters to complete their commutes. To be clear I am a commuter and I think the redevelopment should include more than the original 1,681 commuter parking spaces because this would greatly increase the utility of this development for what in the grand scheme of things would not be that great of a cost.
20-Aug	Christine Jones	Email	Your new plans for 5th Ave look great. I just have one suggestion. Downtown Naperville is missing a convenient food store. This would also be a huge benefit for residents of your planned community, for commuters who need to pick something up as they come and go, and for the downtown community in general. I suggest that you visit the Mariano's- Lakeshore East in downtown Chicago for a perfect example of what Naperville needs in your plan. This urban grocery store has a condensed floor plan with a focus on perishables such as fresh produce and bakery (the things commuters would need to stop in and purchase). They also feature quick food options (smoothie bar, coffee bar, gelato, sandwich bar, sushi bar, wine bar, prepared meals, salad bar) and draws a crowd all day for both groceries and meals. This would be a linchpin in your plans!
21-Aug	Julie Flores	Email	Thank you for publishing the preliminary concept plans. I look forward to hearing more about the development on Wednesday evening. I offer a few preliminary questions for your consideration: 1. How many City Council members or Ryan employees commute using Metra? 2. How many of the aforementioned individuals have experienced first hand commuting during peak rush hours? 3. How many of the aforementioned individuals waited for years to receive their commuter parking permit? 4. How many of the aforementioned individuals park in one of the commuter parking lots and have experienced the congestion while attempting to enter or exit the commuter lot(s)? (Your planners actually believe a parking structure will improve congestion and safety??) 5. How many of the aforementioned individuals have stood on a Metra train for over 45+ minutes due to overcrowding and Metra delays? My family and I have lived in Naperville since 1997. For those 20 years, I have commuted into Chicago from Naperville. It has not always been a pleasant experience, but I am confident that the 5th Avenue redevelopment plan, as proposed, will far surpass all negative experiences I have ever endured thus far. This plan has but one purpose and that is to generate revenue at the expense of the residents. The Metra "transportation hub" is just that - a transportation hub. To seek to add commercial and residential amenities to this area is a forward-thinking approach if introduced and implemented gradually, over time. However, the extent at which the proposed plan completely redevelops and removes valuable and intrinsic components of this area is complete ignorance. The current infrastructure of the City of Naperville cannot even accommodate the present population - how do you plan to accommodate the additional 8,000+ people who are expected to infiltrate the City as a result of this plan? I am certain that measures will be taken by City Council and the Mayor to ensure that should the current council members be removed from office, this development plan will survive, making it nearly impossible for residents, now or in the future, to interfere with so-called progress.
21-Aug	Dawn Summers	Email	I have not been closely following the 5th Avenue project plans, as I live in South Naperville and haven't felt that it closely impacts me. I have been excited to know that there are improvements planned for this area, but after reading details today and seeing that this adds a large number of residential properties, I would like to ask whether the city planning team is working closely with Metra as these improvements are planned? The BNSF Metra line is already overcrowded. Metra recently implemented schedule changes that reduced the number of express trains coming to Naperville @ 5th Avenue and Rt 59, which also serves a large portion of Naperville tax payers. Now our commute times are increased and there are fewer options for travel. The 5th Avenue project will greatly multiple the number of commuters, as has the Station Boulevard/Metro 59 apartments on Route 59 (Aurora). We love the improvements to the city, but as the population continues to increase without the appropriate infrastructure upgrades, it decreases the quality of living here by making traffic and commuting a miserable experience. So I would love to know more about how the City of Naperville is coordinating with Metra.
21-Aug	Daryl Basaraba	Phone	Will there be any places to buy a home and will any be 1 story for seniors? What kind price range for this unit? When is the expected completion date?

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
22-Aug	Daniel Disanto	Email	<p>Members of the City Council -</p> <p>Let me take this opportunity to again thank you for your continued public and deliberate process of redeveloping the 5th Avenue corridor. Last I wrote you my top priority was reopening the cow tunnel at Webster Street for much needed improvements to pedestrian safety and connectivity from the Pilgrim's Addition neighborhood to downtown (more details on the benefits in my previous email below). A tunnel would also greatly reduce conflicts between pedestrians and commuters that currently exist and would be exacerbated by further development. I was surprised to find that creating a new tunnel at Main Street would cost the same amount as reopening the Webster Street tunnel, and I was pleased to see that constructing the Main Street tunnel was part of the Working Group recommendation. I believe a tunnel at Main Street would not only benefit existing residents on both sides of the tracks, but also better connects with the redevelopment and makes for a better project.</p> <p>Now that I have had a chance to review the concept drawings unveiled by Ryan yesterday, I have the following feedback for your consideration:</p> <ul style="list-style-type: none"> -I am thrilled to see Ryan listened to the Working Group and included the Main Street pedestrian tunnel in both of their concept drawings. I am interested to see further design on the south side of the tracks to ensure that the proposed parking deck does not create a cavern effect to pedestrians using the path. The path area should be warm and welcoming and should not feel dark and foreboding like a back alley. -I am also happy that Ryan proposes long needed pedestrian improvements to Kendall Park by installing an accessible sidewalk along the worn out mud path frequented by commuters. -I believe retail on the first floor of all buildings along Washington and 5th Avenue is essential. The first floor in these areas should maximize uses that attract walk-in customers and spur additional impulse activity within the redevelopment and in Downtown. This is the one chance we have to secure this valuable square footage along these main corridors for retail/restaurant use. -I support the modern architecture shown in the drawings, full of glass and modern materials. Downtown architecture is nostalgic for a time past (with good reason), while 5th Avenue allows the City the freedom to design buildings reflective of this era, and for Naperville's future. -I support the land use planning shown in both concepts. Ryan's plan is thoughtful in that it includes 2-story brownstones facing single-family neighborhoods while maximizing development along the tracks and Washington Street with 5 and 6 story buildings. I find this respectful of neighboring land uses while making the most of this redevelopment opportunity. -I am glad to see the mix of rental and condominium multi-family units, which add variety and diversity to Naperville's Downtown housing stock. -I love the idea of a fitness center within the plan that could be accessed by all Downtown Naperville residents, meeting the healthy development goals of this project. <p>Those are my comments so far. I look forward to hearing from my neighbors and others at tomorrow night's meeting. Thank you again for taking the time to not only hear from the neighbors, but to involve us in the planning phase and to take our suggestions into the concept drawings.</p>
22-Aug	Dawn Summers	Email	<p>While I would love to attend the meeting, I am unable to make this one. I hope you will record my comments and incorporate them.</p> <p>Metra has stated that the trains are currently at capacity and that there is no bandwidth to add more cars to existing trains or schedule additional runs, as the tracks are full. So even if only a 1000 new commuters are added, there is no room for them.</p> <p>Furthermore, I certainly hope the city will look at past developments in Naperville and Aurora that were thought to appeal to seniors or singles. I am no census taker but it seems the influx is still working families. Sometimes there are multiple generations under one roof but seniors seem to be leaving due to the increasing property taxes.</p> <p><u>Adding this many new homes will only further crowd our already full schools, roads and trains.</u></p>
22-Aug	Andrew Wodziak	Email	<p>We don't need more retail, condos and rental units near the Naperville train station. We need more parking at the train station. There is over a ten year waiting list for a parking permit. We need more commuter parking! This plan is way over the top. The infrastructure in the area will not be able to handle the traffic. We don't need another RT 59 in downtown Naperville.</p>
22-Aug	Michelle Dearing	Email	<p>I was disappointed to see the plans for the 5th Street development don't seem to adequately address concerns about overcrowding in our schools — the school, Ellsworth, that area feeds into is tiny and already close to capacity. Many of the others are not much better with space. I think adding 500 new housing options would require the possibility of building a new school.</p> <p>In addition, the parking looks like it would barely expand and not provide additional space for these 500-1000 new cars OR how METRA will be able to offer service when it is already near capacity just with Naperville stops.</p> <p>The shopping and office space could be a nice addition but the concepts seem uninspired and not in fitting with our historic downtown. Streets are already busy and additional traffic does not look like it would be addressed in the neighborhoods.</p> <p>Like many parents I am not able to attend the evening meetings as I have responsibilities that keep me busy so I can not attend the meeting but strong object to the current proposals.</p> <p>If we want a thriving center near the train how about more activity based opportunities like a theater (which is sadly lacking in our community) and is currently only served by a couple of small spaces and storefronts. In Springfield IL, an area not so nearly cosmopolitan as Naperville would like to be, there are FOUR major theater and event stages downtown not associated with a college. FOUR. This space could be used by local groups, rented for author visits to Anderson's who has to go outside Naperville for some of their larger events, larger name performers could be brought in, etc. all of which brings business to restaurants and established downtown business. Currently any event like this in Naperville is held outdoors which is limiting.</p> <p>I fail to see how a bunch of boring apartments that will stress our city is an improvement. Retail and public space can bring more tax dollars and not just put money in individuals pockets. Let's make this a true community area and not just the opportunity for a select few to make money at our neighborhood's expense. I'd rather just have more parking spaces.</p> <p><u>Please limit the housing to townhomes and provide a real indoor community space.</u></p>
23-Aug	Kathryn Hardin	Email	<p>I am writing to express my concerns with the 5th avenue redevelopment project. I have been following and participating in the input gathering sessions the Ryan group has hosted for Naperville residents. One of the areas of consensus is that residents uniformly agreed that 4 stories would be the maximum acceptable height for any building. So, it was surprising to see the recently unveiled plans that included 5 and 6 story buildings. This is simply not in character or appropriate for the neighborhoods where these buildings will be located, and also does not incorporate any of the feedback that has consistently been provided by residents.</p> <p>I do think these lots are underutilized in their current form so I am not against all development, but I am very strongly opposed to anything over 4 stories being built in any location. I also am also very strongly opposed to converting North Avenue to two way traffic. North Avenue is already extremely busy, and making this street two way will substantially increase traffic volume. I am highly concerned about what this project means for our day-to-day experience living in our home. When we moved to Center Street we selected it largely for the character of the neighborhood - our house was built in 1875, and we love the quaint charm of living in a historic home. Living on a massively congested street in the shadow of a 6 story building is incongruent with the history and character of our home and the many others like it in our neighborhood.</p> <p>Please listen to Naperville residents and the feedback they have consistently been providing over the last several months - we want shorter buildings, more green space, and to see North Avenue kept one way. Thank you.</p>

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
23-Aug	Kevin Burke	Email	<p>Hello, my name is Kevin Burke, I believe that you know my father (Christopher Burke) and uncle (Brian Kinney). I work with Power Construction so I know you have worked with Pat Donley when he was with Ryan. My wife and I live in downtown Naperville area and were in attendance last night. We are actually in the preliminary process of building a new house kitty corner to Ellsworth Elementary, so we have a lot of interest in this development. I was going to introduce myself to you last night but we had to leave around 9PM so I apologize for not getting around to. With that being said I have a few quick questions and comments in regards to the development.</p> <ul style="list-style-type: none"> • Is there truly a demand in Class A office space in the far Western Suburbs? I acknowledge that everything is preliminary but I personally don't see the demand in office space around Naperville. For example, look at all the vacant office space on Diehl and above some of the storefronts in the downtown area. • I understand that they will be done, but I feel the traffic and storm water study are the most important things at this time. And this is not coming because of my families background. • One thing I recommend is maybe take a page out of the Village of Rosemont's book, create an "entertainment" district of sorts with a four seasons area (Ice Ring, green field etc.) • Construction Logistics – I personally recommend that Ryan put a lot of thought into it now because residents will freak out once they find out that commuter parking will be reduced during construction.
23-Aug	Paul Bernstein	Email	<p>I would appreciate some clarification on several items: When the majority of the surveyed people or participants ask for buildings not greater than 4 stories in height , why then do you present plans with 6+ storied buildings? This is like an insult to all who participated. You seem to ignore what the residents have told you. You seem to be addressing the current parking issue, but I must be missing the new parking that will take care of those people on the 7 + year waiting list for parking permits in the area. I would appreciate your addressing this. The one gentleman from your company spoke last evening about the next steps, as an example that you(Ryan) might purchase the land from the City. I heard at the City Council meeting that your company was only authorized to do the preliminary study and that the actual project would be put out for bid. Did I hear incorrectly?</p>
23-Aug	Shari Buma	Email	<p>Overall, I was pleased with the design and presentation. Several ugly pieces of land are being reused to be more productive and more attractive. Here are my comments: 1. The Naperville City Council should increase the number of commuter parking spaces by 50. While it is true that driving, transportation, and telecommuting are changing, the demand is so strong, the extra stalls will be used. That increase may also softened the commuter resistance a little bit. 2. Development proposals seem to start out high in density and height with the expectation they will compromise somewhat lower. I am okay with either plan, but the immediate neighbors are unhappy with the height and density. Maybe you are already planning on that compromise. 3. I like the green spaces and community areas. It is almost like a second downtown. I also like the connectivity to the existing amenities. I walk from my far north side home to the library using the tunnel and the train bridge to cross the tracks and Washington Street. 4. Washington Street is going to be even more congested than it already is. Spreading the parking to the north and south and east and west areas seems about all you can do. 5. I am glad you are using this opportunity to address storm water issues. That was my first concern. Are you using pervious pavers for the plaza? Native plantings? Thank you for the excellent work of balancing many stakeholders' interests.</p>
23-Aug	Jim Haselhorst	Email	<p>I think you did an outstanding job and were asked many questions on matters that were outside the scope of your presentation by people who either did not understand the purpose of the meeting or were seeking a platform to air their grievances with City Council, City Staff and the Mayor. Expecting you to provide reports on the impact to local schools and train usage are examples of red herring. There are people that just do not want to see this development happen and hope they can kill this project by putting these kind of pressures on you. They do not understand that the city wants these properties develop so it is going to happen either has one large development like you have been tasked to provide or piecemeal with each lot being developed independently. Couple of comments. When the city acquired the DCM lot from Moser they made several improvement to provide commuter parking. One of these was a side walk going from the northern-east corner of this lot to the train tracks and platform as well a perimeter roads to provide easy access to all the parking spaces. Meaning this perimeter road passes by the sidewalk leading to the train, which makes it a convenient place to stop in traffic and drop off a commuter. One person called this area a "kiss & ride", it is not. This area was not designed for this purpose and cars are not suppose to be blocking traffic to drop off commuters. The DCM lot is design strictly for parking and not any Kiss & Ride use. Shades. A big deal was made about your failing to provide any shade studies with one speaker implying your 6 story building would cast a 100 foot shade. From what I can see 5th Avenue is at least 50 foot wide, so if the backsides of the brownstones and other 2 story buildings along the South side of this street are more then 50 feet from the curb these shades would not even reach all the way across 5th Avenue. Failure to show what "real" traffic looks like on Washington Street in you simulations. What constitutes "real" traffic on Washington Street depends on what time of the day you chose. To my experience the traffic show in your simulations is a good approximation of what traffic is like on Washington during the day between traffic peaks and on the weekend. A lot was made about the noise and safety issues with your plaza along the tracks. Would it be possible to push this building up next to the K&R/Pace lanes with the stories about the 2nd overhanging these traffic lanes and push the plaza into the space between this building and the brownstones? This would solve the noise and safety questions</p>
24-Aug	Elizabeth Johnson	Email	<p>Just letting you know that I liked both concept drawings (obviously some tweaks, but I like the direction). I'm a Park Addition resident, but haven't been super involved to this point. If you have any questions, just let me know.</p>
24-Aug	Mark Odorowski	Email	<p>Please keep in mind the cost to the local residents in terms of peace and quality of life. I live in 5th Ave Station and can only imagine the construction noise and dust that will be with us for months if not years. Undoubtedly 5th ave will need to be widened to accommodate the massive increase in traffic that will accompany this development and that will only increase the stress for we who live here. So much too soon in such a small area is to thrust us into a downtown scenario akin to Chicago. So much for that small town feeling.</p>
24-Aug	Brian Hogan	Email	<p>I appreciate much of the concept design but I have a strong concern about parking plans, especially for commuters. There already isn't enough parking available and plan only includes replacement. What about city population growth and commuters growth. I think it's shortsighted to say no growth or even negative growth. Besides, with the increased housing, how is it certain there are enough spots considering number of vehicles per household and enough capacity for resident visitors and shopping/retail parking needs. Also appears there are parking garages which I think is great but I hope there was enough thought into traffic patterns in and out of the garages as well around them. No one wants to spend 20 minutes just trying to exit a garage. I encourage you to consider growth into the development plans.</p>
24-Aug	Victor Des Laurier	Email	<p>I'm stunned that neither option includes additional commuter parking. As jobs move to Chicago, Naperville will not be a great destination for new Chicago area residents. 11 year wait list will be a non-starter for most people. This is very short-sighted on the part of the city and its leaders. Once again, catering to the developers at the expense of the city. Very sad.</p>

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
			<p>As a commuter and a current parker in the Parkview lot, I am interested in how you expect to handle the over 4100 folks who get on and off trains at the station source : https://metrarail.com/sites/default/files/assets/planning/ridership/16count_smry_v01.pdf I know there are 1681 parking spaces. this document - extrapolated to 4000 commuters https://metrarail.com/sites/default/files/assets/planning/ridership/2016_od_survey-moa.pdf says that 8% walk (320) 48% drive alone (1920) + 2% carpool driver (80) = 2000 parking spots in use - indicates 300+ private parking spots in use 3% carpool passengers (120) . 19% are dropped off (760) . 11% are on pace (440) 1% each on taxi and rideshare (80) 5% on bike (200?) and 1% on other The 5% on bikes must walk. Pace, get dropped or taxi in inclement weather. December - March. Pace has 15 or more buses that service the station - yet your plan shows nary a bus. I have seen a quote for \$20K per space for construction of a parking garage - And an annual rental of 11% of the value of any real estate is considered reasonable. That makes the space worth \$2200 per year. Currently we pay \$480 per year (although I know people pay \$1200 for private spaces). Can you give me an estimate of how long it would take me to climb 5 flights of stairs, drive my car down 5 stories of garage and get out onto North Avenue with 4 times the number of commuters? That would likely send me to Pace even if the parking rate does not go up (and we all know it will, it has to) So I would really like to see : 1) a simulation of 400 people arriving every 15 minutes from 6:30 to 8:00 2) A simulation of 800 people each departing at 5:35, 6:00 and 6:20 - 400 parked cars, 15 buses , 80 walkers and 200 pickups each time, - include walk times to the tops of the garages and driving to the bottom and the anticipated flow out of each. I understand you are a real estate developer and you develop retail, commercial and residential - But you are rally building all of this on top of an already very busy train station - 4000 folks in and out each day means 5000 or more ride regularly - with their families they are 20,000 or more. And while I am sure you could develop a wonderful project - you really need a strong team of transportation engineers to develop how you will get the mass of people in and out of there. I hope you can do it -</p>
24-Aug	Ed Crotty	Email	<p>We live at the Train Station Townhouse dev. Our unit is within 10 ft from DCM border line. We are very concerned with the height of the new buildings in DCM area. Not only this will create a monster structure within few feet from our unit and our patio, but it will cause death to most of the trees and vegetation that separate our townhouse and DCM area.</p>
24-Aug	Sal Hamdi-Pacha	Email	
			<p>As long-time a resident of Naperville and Metra commuter I wanted to share my feedback on the proposals put forth by the Ryan Companies to redevelop the area around the 5th Avenue Station (the Station). I am deeply concerned by the two concept proposals presented on August 22nd, and support neither. I do not believe that these add to the character of the community, or result in net improvements to the City of Naperville and its residents based on the proposals for the Station area.</p> <ul style="list-style-type: none"> - The proposals do nothing for current commuters o If this project results in no addition to the number of commuter parking spaces then what's the point? There is a long list of people awaiting parking spaces to allow them to take Metra. Let's do something to address the needs of existing residents. The proposal ignores the needs of the community related to the purpose of the Station – facilitation of Naperville resident daily commuting. I'm offended by any proposal which doesn't add parking for commuters. o All I see in the proposals is an increase in congestion around the Station, and by cramming commuters into parking garages this will further complicate the process of entering and leaving the station. o Additionally, I doubt that the traffic congestion around the Station during peak commuting hours will be improved from this design with the addition of other buildings and offices. I believe that what is proposed will significantly degrade traffic around the area. Regardless of the number of turning lanes around the Station the traffic still needs to filter down Washington, and this is already congested at peak commuting hours. The proposal would appear to make the traffic significantly worse through the downtown area. - The proposals negatively impacts the character of the area o The size of these buildings is unbelievable and out of character for the area – whether 4 stories or 6 these are too tall. Both proposals create a hodge-podge of buildings, and add a congested collection of retail, office, apartment and residential spaces. If the goal here was solely to fill in the space with taxable property mission accomplished – I didn't think that was the goal. o Jamming in office space in this area will take away from the existing more residential characteristics of this area, and would add additional office space to an already saturated suburban office market. - The proposals ignore the current realities of where employers are choosing to locate o Employers are leaving the suburbs and returning to the City of Chicago to attract a modern and talented workforce, not expanding, or relocating to the suburbs. This plan appears to ignore to the current trends in locating office space in the Chicago area, as well as current trends in demographics. o An approach of “build it and they will come” seems to be a reckless approach for a massive development such as this. Until I see a long-term commitment from a sufficient number of tenants for office space in this project I believe these proposals are a developer's folly. - Concept B negatively impacts the DuPage Children's Museum o As a supporter of the DuPage Children's Museum (the Museum) I would like to better understand the impact to the Museum as this proposal will require its relocation. In the presentation this past week this point was cavalierly stated without apparent regard to this significant Naperville community resource. o A not-for-profit such as the Museum has scarce resources and relocation would negatively impact its ability to deliver on its mission, as well as impact its financial condition in any forced relocation. I would like to understand how the existing commitments to the Museum for their existing long-term lease for their space will be honored by the City of Naperville. <p>While the City of Naperville must improve the area around the Station, this should be done in a more logical and aesthetically pleasing manner, not forget the needs of existing Metra commuters, and consider the current realities of our workforce in the Chicago metropolitan area. I ask that the project team reconsider the design concepts by better addressing these points.</p>
25-Aug	Richard Gevis	Email	

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
26-Aug	Nancy Thomas	Email	I am not sure if this is the correct email address to use for a questions about the Naperville 5th Ave. development project. If it is not, can you please send me the email address where I can direct my questions. My current address is 812 Biltmore Court, which is to the east of the development area. As a commuter, I park in the Kohler lot every day. My question is where would the Kohler parking spaces be relocated to? I looked at your plans and was also present at the meeting on 8/22, but it was not clear to me where commuters using the Kohler lot would be moved. Also, would there be access from the east to this new parking lot? Another question I have is how would temporary parking be handled during construction? Thank you for your time.
27-Aug	Patricia Sonnenschein	Email	Overall I like
27-Aug	Chad Vargo	Email	Hello 5th Ave Dev Team, I have reviewed both Concept A and Concept B and had a concern about pedestrian safety around the train station. Currently, in the mornings, the traffic flow around the green space for the Chicago inbound side of the tracks is very congested with cars and buses causing pedestrian safety issues during passenger drop off. Also, in the evenings, on the opposite side of the tracks, there is significant vehicle and pedestrian traffic as the trains arrive into the station. It would be great to have additional walking and biking routes for pedestrians to keep them safe from vehicle traffic crossing 5th Ave. Overall, the concepts look great, but again, the concern is pedestrian safety. With a 12 year wait list for parking permits, many commuters are dropped off and picked up at the Naperville train station. Thanks, Chad Chad Vargo, CIH, CSP SH&E Manager at Cabot Microelectronics 870 N Commons Drive Aurora, IL 60504 Tel: 630.499.2729 Mobile: 630-303-0229 Email: chad_vargo@cabotcmp.com
27-Aug	Jack O'Connor	Email	After reviewing the proposed plans for developing around the Naperville 5th Avenue Metra station, I am writing to voice concern that the plans are infeasible, and will do more harm than good to current and prospective Naperville residents. I am principally concerned, and somewhat surprised, by the complete lack of commuter parking that will be available under the plans. At present, commuters seeking quarterly parking spaces at 5th Avenue Station must wait between 8 and 14 years before a space is made available. Based on the plans proposed, it appears that rather than alleviating this problem, the development will make it worse by eliminating existing parking spots, and eating up real estate that could otherwise be used to accommodate daily commuters. Furthermore, commuter trains leaving the station each day are often standing-room-only. All of the daily fee parking spots are typically filled by 6:30 a.m. on weekdays. Getting rid of existing spaces, and adding housing that is deliberately aimed at attracting more commuters to use the 5th Avenue Station, is a tone deaf means of developing the property around the station. The plans should be reconsidered, with an eye toward accommodating current Naperville residents who regularly commute from 5th Avenue Station, as well as prospective residents this development is intended to attract.
27-Aug	Mary Beth Nagai	Email	Ladies and Gentlemen of Ryan Companies: On behalf of the DuPage Homeless Alliance, I would like to extend our sincerest appreciation for the inclusion of 10% affordable housing units in the 5th Ave. design concepts Ryan presented to the public on August 22nd at the Naperville City Council chamber. Naperville is a community whose residents care deeply about helping others, as is evidenced by the residents' involvement in charity-sponsored festivals, food drives, clothing and Christmas present donations. Your inclusion of the 10% affordable housing in the 5th Ave. development shows that Ryan supports the values of our community. As we move forward into the next phase of the 5th Ave. project, the DuPage Homeless Alliance would like to partner with Ryan to not only define "affordable housing" for the residents who will benefit from these units, but to provide the support in making the planned affordable units a success for both Ryan and the residents. We look forward to your response regarding the next steps of this exciting project.

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
28-Aug	Laura Decker	Email	<p>City council members, Thank you for your thoughtful consideration reading many points of view on the 5th Ave. proposal. Cutting to the chase..... I break it down to 2 main thoughts....</p> <p>1.) The 5th Ave train station is unique because it is not in a downtown area. The question appears to be—do we want to make it a downtown area or do we want to keep the current neighborhood feel? I much prefer the current neighborhood feel. Greatly prefer that. I live in the Historic District and walk to work & to the train, when needed. Changes to 5th avenue will affect me every day.</p> <p>2.) What are the current most important problems in the area to be addressed? Current most important problems to be addressed? Train parking and congestion. I don't see how either proposals address these issues. Sadly, I see them making the congestion worse. Adding more train parking would also worsen congestion. Given the choice between increasing congestion due to new residents/workers/shoppers, I'd choose train parking/current commuter congestion. More thoughts on the proposal..... Driving through Naperville has become increasingly congested since I moved here almost 20 years ago. To the point that now I prefer to shop in Lisle, Wheaton, & other towns east of Naperville. I can even tell the added minutes getting through downtown that the Water St. development has created. It's becoming more inviting to spend my dollars in other towns, which is a shame. I am also concerned about the increase in enrollment in the northside schools. The last word from D203 was that the north end of Naperville was much fuller than the south end so adding more might tip the scales to redistricting. Having our children walk to school was a major influence in choosing our neighborhood. Even though I won't have kids in schools at that time, I would hate to see that change due to redistricting. Green space—Ryan & I have very different definitions of green space, which was not made clear during the survey. I do not consider planting a few trees in a plaza around hardscape to be green space. Nor do I consider someone else's yard to be my available green space. I wish that was more well defined earlier. Do we need the tax revenue? It would certainly be nice. But I think the price of the added congestion & radical neighborhood change is not worth the price. My hope is that there is a middle ground that we can find. I think Ryan has some great design ideas but are missing the ball and are not listening to the people who live nearby. With their hinted push to ask for variances in parking and 4-6 story heights they are looking at their bottom dollar, not the nearby neighbors who live there 24/7. My first reaction to their proposed plan was that it was nice looking. It's something I would like to see in a major urban area. But that's just it—we are not talking about a major urban area. Or are we? And what do we gain/lose in doing so? Most importantly, what problems do we need to address? And are we addressing them or making things worse? Once again I really do appreciate the time you all are taking to really think this through. Thanks for your consideration of my thoughts.</p> <p>Respectfully, Laura Decker</p>
28-Aug	Sean McCarthy	Email	<p>I am a Naperville resident along Plank, and wanted to share my feedback on the concept proposals. I indicated on the earlier input survey that my biggest desire is to see parking addressed, but am disappointed that the concept does not take this feedback into account. The current waitlist for parking means I will not be able to get a parking spot until years after I've hopefully retired. Instead, while the proposed buildings are largely attractive, this proposal is so dense that it will crush local residents in traffic and overwhelm these streets if successfully leased out. I watched the animations and looked at the drawings, and see a very unrealistic number of pedestrians and almost no traffic - these people having to be coming and going from somewhere, which means there will be queues of cars getting into and out of the hidden parking garages. I know traffic "enhancements" have been left to a later stage, but I expect this will turn 5th Ave into a major route and all stop signs becoming lights through Loomis/Columbia to Naper Blvd. I feel that this area could support perhaps 40% of the development proposed at most.</p>
29-Aug	Steve Kloos	Email	<p>Two things, in order: 1) Add a lot more commuter parking. 2) Plan B looks great to me - love the higher density and the benefits that come with that.</p>
8/22 Comm. Mtg	Barbara Haag	Comment Card	<p>You are putting too many people in the area. The traffic is already bad. People on their way to the train in the morning tend to disregard the stop signs. It will only get worse. \$350,000,000 where is that coming from (Not worth the cost)</p>
8/22 Comm. Mtg	Anne Swanson	Comment Card	<p>Where are these children going to school? Do you anticipate in every 400 units there will be few children? Ellsworth is already full. Retail downtown is not full, how do you anticipate more? Same with office space, we live in the suburb because we don't want the density. Do not move Children's Museum.</p>
8/22 Comm. Mtg	none listed	Comment Card	<p>The Children's Museum should not be moved. It's location near the train makes it accessible to children and families from out of town. Also it will provide a buffer between all these huge buildings and the Jr. High School directly across the street. You see to have forgotten about this school, the student pedestrians and school bus traffic to here and Naperville North High School. Are you adding stop lights at Ellsworth and 5, Center & 5th? Where will the cars exiting the west side parking enter and exit - onto Washington or spring if spring st, how are you going to protect student arrival during morning rush hour? Please provide info about this in your emails.</p>
8/22 Comm. Mtg	none listed	Comment Card	<p>Crime in the area increasing</p>
8/22 Comm. Mtg	Jeffrey Havel	Comment Card	<p>The density of this proposed concept is not acceptable. This would be the most dense area of the city.</p>
8/22 Comm. Mtg	Jeffrey Havel	Comment Card	<p>Too modernistic & too dense. Too many new parking spots. Not enough new infrastructure to handle traffic</p>
8/22 Comm. Mtg	Patrice Basso	Comment Card	<p>I'm still not clear on the amount of space that will be available on the north side of the track for cars to wait for outbound trains from Chicago. Right now people come in from 5th Ave into Burlington lot and snake around parked cars to wait to pick up family members. Won't this clog up plaza area especially on weekends with cubs games, concerts, etc. Uber & Taxis?</p>
8/22 Comm. Mtg	none listed	Comment Card	<p>Pedestrians in plaza will be in the way of Buses and cars. Seems very dangerous.</p>
8/22 Comm. Mtg	none listed	Comment Card	<p>Spring st has been forgotten about. Major bus route</p>
8/22 Comm. Mtg	Kelly Pecak	Comment Card	<p>Modern building in the middle of historic houses does NOT fit. Don't need more retail, have plenty downtown; Don't take childrens museum away. Some of us like to walk to experiences, not to just shop. Please don't take away green space from Burlington park. I live at 215 Center Street (1 block south of train). I already can't get out of my driveway or inot it easily with train/commuter traffic. It will only get worse w/ all these new parking spots & making north avenue 2 way. I don't know how I'll ever be able to make a left hand turn on north to make right on Washington to go to work. I'm also worried about my childrens safety. Plaza should not be adjacent to train, too much exhaust etc.</p>
8/22 Comm. Mtg	Marilyn Sullivan	Comment Card	<p>Size & density are too much. Neighborhood streets need to be protected. Looks like a starting line for a race track coming out @ 5th & Ellsworth. All that traffic cars/buses needs to stay on 5th Ave to collector streets E or W, not North!</p>
8/22 Comm. Mtg	Mary Derwinski	Comment Card	<p>Please use shielded lights to minimize light splash into the neighborhood and night sky. False dichotomy - green space/density</p>
8/22 Comm. Mtg	Bruce K Dixon	Comment Card	<p>It's the density- too much emphasis on growth for the sake of growth. Reduce height and reduce rental units</p>
8/22 Comm. Mtg	Mike Risley	Comment Card	<p>This is a shitty project. It fucks up my neighborhood. Too much traffic. Too many people. Where are these kids going to school. Build it in your subdivision</p>
8/22 Comm. Mtg	Sharon Buma	Comment Card	<p>I like the Ryan team & the general plans. The project is high quality. Thank you for being so patient. The questioners have good comments. I'm confident you will balance the needs.</p>
8/22 Comm. Mtg	Lee Schmidt	Comment Card	<p>Looks like a soviet metroplex. Over stuffed - little open space.</p>
8/22 Comm. Mtg	none listed	Comment Card	<p>Too dense. Too high. Where is the traffic flow addressed. Hate both concepts.</p>
8/22 Comm. Mtg	none listed	Comment Card	<p>To dense</p>

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
8/22 Comm. Mtg	Mike Bytnar	Comment Card	Thank you for this presentation & Q&A session. The visuals were excellent. Please address density and commuter parking permit wait list concerns. Thank you.
8/22 Comm. Mtg	Jim Ruhl	Comment Card	Not allow traffic thru the WHO neighborhood from concept deck.
8/22 Comm. Mtg	Mary Colleen Fissinger	Comment Card	Too dense. Too many rentals. Not enough retail - restaurants, etc. Too much office space. The community doesn't need the congestion at that site.
8/22 Comm. Mtg	MB Box	Comment Card	Too dense! Traffic will be horrible. Lack of green space.
8/22 Comm. Mtg	Jim Horton	Comment Card	I would like to see some consideration for the increase in traffic this will bring. Anything re-routing, one way designations, anything that might ease the already heavy volume.
8/22 Comm. Mtg	Stephanie Hamdi Pacha	Comment Card	Reduce height exposure of the parking structure and proposed multi-family at Dupage museum. Reduce the height exposure of new construction to the Naperville station townhomes. Thank you.
8/22 Comm. Mtg	Michael Dunphy	Comment Card	The proposed developments both seem too dense.
31-Aug	Mitchell Bialek	Email	Where is all the parking for the METRA commuters. It appears to be all gone. If you think multi story parking lots are a good idea, be present at the Naperville station for the evening rush hour trains and see the current congestion. I would think if any of the structures in Plan A or B actually facilitate parking I see nothing but a nightmare for METRA Commuters (perhaps you can get home for the 10:00 news instead of dinner) - Are you planning on eliminating commuter parking totally? - There would not be the long waiting list that exist if people were not still commuting into the city. - Aren't all the parking lots city owned now? - Are they selling the property to the developers? - If so what are the plans for the developers to maintain at least the current amount of commuter parking?
31-Aug	Sally Hauschild	Email	I don't understand why the problem of commuter parking is not being addressed. Currently there is a 13 year waiting list, even if less people will be commuting in the near future we still need more than we have. Also the city has used our money to purchase this land and is not fully addressing the people's needs. We do not need more housing we need better way to improve the flow of what we currently have.
31-Aug	Bobbi Burgstone	Email	I don't see much difference between the 2 concepts. You've included all boxy, look-a-like buildings with high density. It's hard to get excited about what's been presented. I would sent you back to the drawing board.
31-Aug	Deborah Dabulskis	Email	Per the email allowing additional comments, I hope the following are helpful: 1) as a Naperville citizen who waited eight years for a parking space, no ability to use the completely filled day parking (by 7:00 am) and living on the southeast side of the city with limited Pace bus service, additional parking (monthly and daily) are needed. 2) a better bus drop off pick up area is needed on the north side. 3) the prioritizing parking on the south side for those who live south is a good idea, although long term it may eventually shuffle back.
31-Aug	Anne Swanson	Email	I was at the August 22 meeting unveling Ryan Company's two proposals. I read the Steering Committee discussion of that meeting. Nowhere does the concern for too much density, too many residential come up. That was the great take-away I got from the residents at the August 22 meeting. Please listen to the residents. This space is too small for over 400 residential units. This is a suburban town. The area already has traffic congestion. The schools in the area are full. Forty residential units would be pushing it in my estimation. PLEASE LISTEN TO WHAT THE RESIDENTS IN THE AREA ARE SAYING. BOTH PROPOSALS ARE TOO, TOO DENSE!
1-Sep	Sharon Neumann	Email	I attended the Ryan Company presentation to the community on August 22nd. My family lives at 644 N Webster Street in Pilgrim's Addition. We have lived here for a little over a year after relocating from Pittsburgh. We love our neighborhood and Naperville. We chose our home for its proximity to the downtown area and the walking lifestyle as a result of our location. We love that our neighborhood is quiet, green, and peaceful yet a quick walk to downtown to enjoy the Riverwalk, bars, and restaurants. I want to say that overall I think Ryan did a great job on the initial proposal of the two design options. My first impression is that I prefer option B. I would like to have as much green space and open air areas as possible which option B provided. I also think there are a lot of empty large commercial spaces in Naperville that could provide a new home for the museum. Perhaps in those plazas more development on children centered businesses could be located to that strip mall area. I think the current museum building would not look as good with the new buildings. That being said, there are many issues that would need to be addressed with either option. First of all, traffic and safety are a major concern with all the development being done in an area with many homes surrounding it. I did not think Ryan did as good of a job in addressing audience concerns in those areas. I am a big supporter of 5th avenue but I have the same concerns as some other homeowners. Big mistake on Ryan's part for not first directly addressing the 2 schools in the area and how children will walk to school as safely as they do now. I have an 8th grader that walks to Washington currently. I drive him in the winter and on rainy days and there is a lot of traffic and chaos on spring street at the start of school and at the end of the school day. I do have concerns where the garage entrance/exit ramp would be on spring and how to make sure cars are not pulling in and out of the garage at risk to the kids in the area. There is no real organization there to begin with as parents are parked and stopped everywhere picking up kids. There is also currently a lot of traffic on Washington at the start and end of the work day. I cannot imagine a significant increase further clogging that area. Ryan could have done a much better job addressing traffic concerns during peak periods and how the reconfigured roads will help address that. I understand that the traffic study will help in that area but better answers should have been thought out in advance to that issue. The drawings for either concept should be reworked to show the flow of Pace buses and kiss and ride during peak times. Just showing pedestrians in those areas assuming it was an off time was not the best way to show the area. It may have looked pretty but the audience is smart enough to know that is not primarily how that area will be used. I would actually show two sets of drawings, one for the Pace/kiss and ride scenarios at peak times and then the weekend use options. I did not think the drawings showed enough delineation between pedestrian and vehicle areas. You cannot just use differences in ground, street markings, pavings, etc to protect pedestrians in that area. You would need a lot of huge planters or some other option to make sure vehicles did not stray into pedestrian areas intentionally or unintentionally. I liked the various building designs/materials shown in both concepts. I do question the number of apartments versus condos/townhomes and the approximate costs of all of them. Will there be units that young professionals just getting started can afford or will everything be super expensive? Ryan could have done a better job addressing parking concerns with all the new residents. The audience didn't buy that less parking for those new (urban) areas would not be a problem versus the numbers required for suburban projects. You need to do a better job explaining that this development is targeting urban dwellers that plan to use the train for work and would likely only use their cars on weekends or not at peak times if this is the anticipated case. I think Ryan could have better anticipated the questions people would ask and have a logical well thought out answer for all of them. The presentation itself was very well done but not enough preparation went into the q and a portion. I want to make sure that there are plenty café, restaurant, bar, and other retail options in both concepts as those amenities are what we hope to enjoy as neighbors in the area. The restaurants are already crowded in downtown Naperville and we look forward to more options at 5th Avenue development especially with all the new proposed residents. Ryan also needs to do a better job addressing audience concerns that there really isn't just an A or B option in regards to building height versus amount of green space. The audience knows that you can have lower numbers of stories in buildings and still have a lot of green space. You need to address that it is the financials that drive these decisions. The more amenities and green space that is desired by homeowners, the higher the stories Ryan must build in order to financially make the project work. Your answers during the presentation frustrated the audience. I originally voted for 2-4 stories in the original survey but am willing to go higher to get the amenities and green space I would love to see if that is financially what must be done.

**5th Avenue Concept Phase I
Community Feedback**

Date	Name	Source	Comment
3-Sep	John Zimmie	Email	<p>I offer five observations:</p> <ol style="list-style-type: none"> 1. It is disappointing to see so little public GREEN space, as opposed to hard space. The flip side is that both concepts retain surface lots along 5th Ave. I suggest that both lots on the north side of 5th Ave. be repurposed as parks. And the lost spaces can be added to the public works site garage. 2. Concept B suggests brown stones on the large lot facing the public works bldg. That is a great idea 3. One of your 'inspirational' images shows a classic Chicago court yard building. This model has aged very well in the city. This design offers density but with ample green space for fresh air. This should be more than an inspiration. It should serve as a pattern to be followed. 4. I commend Ryan Co's for including "affordable housing" in your presentation. This is not a dirty word. And this project has the potential to help working but struggling families find apartments in the community they call home. <p>Finally 5. I recently visited the Chicago Architecture Center's new home. They have 'inspirational' images of what can be done to create forward-looking buildings that confront the facts of climate change in architecturally dramatic fashion. I think Naperville is ready for some truly 21st century housing, not just more of the same old stuff—not crazy looking, but rightly engineered for our future.</p>
14-Sep	Allison Longenbaugh	Email	<p>I am a resident of Park Addition and will be significantly impacted by the 5th Avenue development proposals.</p> <p>Let me state that I am not opposed to development around the train station. I simply have reasonable concerns about the process and scope. When stakeholders overwhelmingly oppose density and buildings taller than the Kroehler building (source: survey results and council meeting community minutes), it comes as a slap in the face when the initial concept drawings have building height and density greater than anything in the Naperville downtown area. You are either not listening to the stakeholders or (worse) listening but not taking our thoughts into consideration. I fear it's the latter</p> <p>The train station is not located downtown, and it should not be treated as such. It is in a residential neighborhood and the development should reflect that.</p> <p>At a high level: how is the existing infrastructure going to handle such density? There are physical limits to the location—existing neighborhood, train tracks, roads, schools, utilities, water retention. There is a big difference between what “market demand” says the area can handle versus what the infrastructure can actually bear. Please provide the analysis done on the impact to the city's infrastructure and how that impact is going to be mitigated. The development should not negatively impact the surrounding areas.</p> <p>Specific worries:</p> <ul style="list-style-type: none"> - Density is greater than anything in the downtown area. - 6 story buildings (80 feet!) are 20 feet taller than anything in the downtown area. - Commuter parking—how long will it take for a rush hour commuter to walk into/drive out of a parking structure? - Commuter traffic flow—how are the cars going to get out of the area to drive south? (I believe 80% of Metra users head to the south.) - Retail parking—would it spill out onto Center & Ellsworth? (Today, when cars are parked even on one side of any Park Addition street, it slows traffic to one lane.) - Student crossings to WJHS (eg Washington/5th Avenue, Washington/Spring) and Ellsworth (Loomis/5th)—where has this been improved? - There are empty lots/storefronts in downtown; why not fill those first? - At the September 5, 2017 meeting, many council members complained about the “many, many empty retail spaces” downtown. Does the city need more stores? Wouldn't it be better to incentivize retailers to use the existing empty spaces downtown or along Ogden? - Restaurants and shops have already failed in 5th Avenue Station. What's to say that they will suddenly start succeeding? - Have commuters expressed interest in sticking around the area after disembarking to enjoy the plaza? - Who is paying for the infrastructure improvements that development is going to cause? Will Ryan bear the cost or the city <p>Can we please see some new concepts taking into consideration the existing neighborhood? Here are some suggestions:</p> <ul style="list-style-type: none"> • Kroehler lot—As much as I'd love single-family homes there, this would be a great place for a compromise where both parties could benefit. I'd suggest townhouses (per Concept B) with fewer units (say 20) and 2 story height and attached garages to the back. Garages could be accessed via alleyway onto 6th (and 5th?). Depending on the unit placement, there would be enough room for green space to be used as storm water vault. In fact, you could build an underground water vault under the parking/alleyway that could address flooding in Park Addition and Park Extension. • Water tower lot—could the DCM be enticed to relocate here? It would be a cool-looking space with the water tower as a backdrop. They could even plant a garden on the roof to be used for outdoor activities for the children. It could be combined with commuter parking that would mean fewer pedestrian crossings to the NE 5th/Loomis intersection during peak hours. It would also provide additional sound barrier to the neighborhood to the north. The height should be no taller than 4 stories. • DCM lot—this is a perfect location for parking for south-bound commuters, and perhaps some housing. My worry is increased vehicle traffic competing with WJHS students. One of my daughter's friends was hit by a car at the Spring/Washington intersection so this is a real concern. Housing, if at a reasonable height, should complement the existing townhomes already located to the west. Washington Street shouldn't look like a fjord, with massively tall buildings on either side. A little bit of height could be considered but no taller than 4 stories. Look

Department	Project*	2018 Request	Change	2018 Approved
TED	BR005 - North Aurora Road Underpass at the CN Railroad	1,200,000	(1,200,000)	-
TED	BR019 - 87th St. Bridge Over Springbrook Creek	160,000	(160,000)	-
TED	BR031 - Downtown Washington Street Bridge Rehabilitation	536,000	-	536,000
TED	BR032 - Bridge and Retaining Wall Railing Maintenance	20,000	-	20,000
IT	CE125 - Enterprise Resource Planning (ERP) Software Migration	1,254,000	-	1,254,000
IT	CE143 - OnBase and SharePoint Software Upgrade	42,500	20,000	62,500
IT	CE148 - Cityworks Service Request and Work Order Management System	-	161,000	161,000
Police	CE156 - Next Generation 9-1-1 Services	1,900,000	(1,900,000)	-
IT	CE157 - Geographic Information System (GIS) Land Base Additions	50,000	(50,000)	-
IT	CE158 - Replacement Datacenter Switches	75,000	(75,000)	-
IT	CE159 - Fiber Cabling for the Police Department and Settlement	417,000	(182,000)	235,000
IT	CE160 - Conference Room Upgrades	240,000	(240,000)	-
TED	CS006 - New Sidewalk Improvements	290,000	-	290,000
TED	CS014 - Downtown Streetscape	150,000	(150,000)	-
Police	EQ043 - Upgrades to Training, Conference, and Roll Call Room	170,000	(170,000)	-
Library	LB020 - Parking Lot Repairs	250,000	-	250,000
DPW	LR076 - Security Cameras	143,760	-	143,760
Fire	LR078 - Fire Station Alerting Systems(FSAS)	350,000	-	350,000
TED	MB035 - Municipal Parking Lot Maintenance	65,000	-	65,000
DPW	MB136 - Municipal Center Front Plaza	365,000	-	365,000
DPW	MB145 - Flooring at Municipal Facilities	50,000	-	50,000
DPW	MB176 - Municipal Facilities Roof Replacement	300,000	-	300,000
DPW	MB188 - Fire Station Overhead Doors Replacement	250,000	-	250,000
TED	MB192 - Naper Boulevard Retaining Wall Renovation	555,000	(555,000)	-
DPW	MB199 - Emergency Vehicle Exhaust System Replacement	130,000	-	130,000
DPW	MB204 - ADA Transition Plan Improvements	150,000	(100,000)	50,000
Police	MB207 - Records Renovation	60,000	(60,000)	-
DPW	MB209 - Roof Top Unit Replacement	24,000	-	24,000
DPW	MB212 - Municipal Facilities Exterior Restoration Program	100,000	(100,000)	-
Fire	MB215 - Building Modification	48,000	(48,000)	-
TED	MP004 - Sidewalk & Curb Replacement Program	500,000	-	500,000
TED	MP009 - Street Maintenance Improvement Program	5,940,115	(1,500,000)	4,440,115
TED	MP014 - Guardrail Upgrade	60,000	(60,000)	-
TED	MP018 - ADA Sidewalk Improvements	100,000	-	100,000
Police	New Officer Vehicles (\$29,000)	-	-	-
DPW	New Sweeper (\$110,000)	-	-	-
Settlement	NS055 - Welcome Center/Entryway Improvements	250,000	(250,000)	-
Settlement	NS057 - Martin Mitchell Mansion Roof Preservation	352,680	-	352,680
DPW	PA020 - Annual Tree Planting Program	37,500	-	37,500
TED	PA022 - Annual Riverwalk Rehabilitation Program	50,000	-	50,000
DPW	PA040 - Emerald Ash Borer Removal and Replacement Program	368,750	-	368,750
TED	SC019 - Columbia St.: Monticello Dr. to Fifth Av./Plank Rd	100,000	(100,000)	-
TED	SC033 - North Aurora Road.: Frontenac Rd. to Weston Ridge Dr.	857,000	-	857,000
TED	SC099 - Street Safety and Improvement Program	75,000	-	75,000
TED	SC190 - 248th Avenue: 95th St. to 115th St.	350,000	(350,000)	-
TED	SC252 - Frontenac Road Extension	185,000	-	185,000
TED	SC253 - Ogden Avenue and Columbia Street Intersection Improvement	120,000	-	120,000
TED	SC256 - 91st Street: 250th to Schoger	186,000	(186,000)	-
DPW	SL125 - Capital Upgrade/Replacement of Street Lighting Systems	125,000	(125,000)	-
DPW	SL137 - Citywide LED Street Lighting Conversion	2,500,000	(2,000,000)	500,000
DPW	SW001 - Annual Stormwater Management Projects	130,000	-	130,000
DPW	SW017 - Storm Sewer Lining Program	750,000	(150,000)	600,000
DPW	SW026 - Stormwater System Upgrade and Improvement Program	111,000	(50,000)	61,000
TED	SW028 - Clow Creek Farm Drainage Improvements	150,000	(150,000)	-
TED	SW033 - Springbrook Gabion Dam Reconstruction	100,000	-	100,000
TED	SW034 - Hobson Mill Drive Culvert Replacement	10,000	-	10,000
TED	SW035 - 8th, Ellsworth, Main Stormwater Improvements	75,000	(75,000)	-
TED	TC166 - Mill Street and Commons Road	93,000	-	93,000
TED	TC193 - Ogden Avenue Corridor Enhancement Initiative	175,000	(175,000)	-
TED	TC217 - Centralized Traffic Management System	125,000	-	125,000
TED	TC218 - 95th Street and Knoch Knolls Road Traffic Signal	300,000	-	300,000
TED	TC221 - Traffic Signal Equipment Replacement Program	40,000	-	40,000
DPW	VEH002 - Vehicle Replacement	970,000	-	970,000
DPW	Upgrade of Chipper to Grapple	-	65,000	65,000
Fire	VEH002 - Vehicle Replacement	1,222,000	(190,000)	1,032,000
Police	VEH002 - Vehicle Replacement	395,700	38,250	433,950
TED	VEH002 - Vehicle Replacement	76,000	-	76,000
Grand Total		26,225,005	(10,066,750)	16,158,255

*These projects are those without a dedicated funding source. All approved projects have been funded through Home Rule Sales Tax or Debt Issuance.

Row Labels	2019(P)
Fire	
MB215 - BUILDING MODIFICATIONS	48,960
Fire Total	48,960
Information Technology	
CE145 - SAN REPLACEMENT	159,120
CE148 - CITYWORKS SERVICE REQUEST AND WORK ORDER MANAGEMENT SYSTEM ENHANCEMENTS	545,000
CE157 - GEOGRAPHIC INFORMATION SYSTEM (GIS) LAND BASE ADDITIONS	102,000
CE158 - REPLACEMENT DATACENTER SWITCHES	153,000
CE160 - CONFERENCE ROOM UPGRADES	244,800
CE161 - LEGAL CONTRACT MANAGEMENT	510,000
LR079 - HARRIS RADIO SYSTEM UPGRADE	2,040,000
Information Technology Total	3,753,920
Naper Settlement	
NS055 - WELCOME CENTER/ENTRYWAY IMPROVEMENTS	255,000
Naper Settlement Total	255,000
Naperville Public Library	
LB014 - MAINTENANCE & EMERGENCIES	255,000
Naperville Public Library Total	255,000
Police	
CE150 - CAD & RMS REPLACEMENT	2,754,000
CE156 - NEXT GENERATION 9-1-1 SERVICES	1,900,000
EQ043 - UPGRADES TO TRAINING ROOM, CONFERENCE ROOM, AND ROLL CALL ROOM	173,400
Police Total	4,827,400
Public Works	
LR076 - SECURITY CAMERAS	413,100
MB136 - MUNICIPAL CENTER FRONT PLAZA AND PARKING DECK REPAIRS AND UPGRADES	367,200
MB145 - FLOORING AT MUNICIPAL FACILITIES	51,000
MB160 - DOWNTOWN PARKING DECK MAINTENANCE PROGRAM	306,000
MB176 - MUNICIPAL FACILITIES ROOF REPLACEMENT	306,000
MB180 - TRAIN STATION PLATFORM, WALKWAY AND STAIRWELL REPAIR PROGRAM	66,300
MB188 - FIRE STATION OVERHEAD DOORS REPLACEMENT	127,500
MB204 - ADA TRANSITION PLAN IMPROVEMENTS	153,000
MB209 - ROOF TOP UNIT AND VENTILATION SYSTEM REPLACEMENT	96,900
MB211 - MUNICIPAL FACILITIES GARAGE FLOOR RESTORATION PROGRAM	102,000
MB212 - MUNICIPAL FACILITIES EXTERIOR RESTORATION PROGRAM	102,000
PA020 - ANNUAL TREE PLANTING PROGRAM	86,063
PA040 - EMERALD ASH BORER REMOVAL AND REPLACEMENT PROGRAM	376,125
SC223 - ALLEY IMPROVEMENT PROGRAM	124,950
SL125 - CAPITAL UPGRADE/REPLACEMENT OF STREET LIGHTING SYSTEMS	76,500
SL137 - CITYWIDE LED STREET LIGHTING CONVERSION	510,000
SW001 - ANNUAL STORMWATER MANAGEMENT PROJECTS	132,600
SW017 - STORM SEWER LINING PROGRAM	1,020,000
SW026 - STORMWATER SYSTEM UPGRADE AND IMPROVEMENT PROGRAM	113,220
Public Works Total	4,530,458
T.E.D.	
BR005 - NORTH AURORA ROAD UNDERPASS AT THE CN RAILROAD	17,442,000
BR019 - 87TH ST. BRIDGE OVER SPRINGBROOK CREEK	163,200
BR031 - DOWNTOWN WASHINGTON STREET BRIDGE REHABILITATION	1,460,640
BR032 - BRIDGE AND RETAINING WALL RAILING MAINTENANCE	102,000
CS006 - NEW SIDEWALK IMPROVEMENTS	306,000
CS009 - WASHINGTON STREET STREETScape	41,280
CS014 - DOWNTOWN STREETScape	153,000
MB035 - MUNICIPAL PARKING LOT MAINTENANCE	260,100
MB117 - CENTRAL PARK MASTER PLAN IMPROVEMENTS	173,400
MB178 - ELECTRICAL VEHICLE CHARGING STATIONS	30,600
MB192 - NAPER BOULEVARD RETAINING WALL RENOVATION	566,100
MP004 - SIDEWALK & CURB REPLACEMENT PROGRAM	714,000

Row Labels	2019(P)
MP009 - STREET MAINTENANCE IMPROVEMENT PROGRAM	11,000,000
MP014 - GUARDRAIL UPGRADE	61,200
MP016 - BIKEWAY SYSTEM MAINTENANCE PROGRAM	102,000
MP018 - ADA SIDEWALK IMPROVEMENTS	102,000
PA022 - ANNUAL RIVERWALK REHABILITATION PROGRAM	51,000
PA048 - MOSER TOWER REHABILITATION	3,825,000
SC019 - COLUMBIA ST.: MONTICELLO DR. TO FIFTH AV./PLANK RD	102,000
SC033 - NORTH AURORA ROAD.: FRONTENAC RD. TO WESTON RIDGE DR.	1,264,800
SC099 - STREET SAFETY AND IMPROVEMENT PROGRAM	76,500
SC190 - 248TH AVENUE: 95TH ST. TO 103RD ST.	357,000
SC196 - 95TH STREET AND BOOK ROAD	265,200
SC216 - EAST HIGHLAND AREA IMPROVEMENTS	61,200
SC256 - 91ST STREET: 250TH TO SCHOGER	1,413,720
SW028 - CLOW CREEK FARM DRAINAGE IMPROVEMENTS	153,000
SW035 - 8TH, ELLSWORTH, MAIN STORMWATER IMPROVEMENTS	76,500
TC193 - OGDEN AVENUE CORRIDOR ENHANCEMENT INITIATIVE	2,754,000
TC212 - DOWNTOWN WAYFINDING	37,740
TC221 - TRAFFIC SIGNAL EQUIPMENT REPLACEMENT PROGRAM	40,800
T.E.D. Total	43,155,980
DPU-Water	
SW036 - STORMWATER IMPROVEMENTS (CRESS CREEK SUMP PUMPS)	100,000
WU037 - LEAD SERVICE REPLACEMENTS	200,000
WU04 - WATER DISTRIB. SYSTEM - REHABILITATION/REPLACEMENTS	1,000,000
WU05 - WATER UTILITY INFRASTRUCTURE RELOCATION - MISC. LOCATIONS	75,000
WU07 - MISCELLANEOUS WATERWORKS IMPROVEMENTS	449,250
WU08 - WATER MAIN OVERSIZING PAYMENTS - NEW DEVELOPMENTS	50,000
WU10 - WATER DISTRIBUTION SYSTEM - ADDITIONS/EXTENSIONS	650,000
WU19 - WATER METERING ADDITIONS - NEW	50,000
WU20 - WATER METERING REPLACEMENT	850,000
WU29 - EMERGENCY STANDBY WELL REHABILITATION	350,000
WU33 - SCADA IMPROVEMENTS AND UPGRADES	100,000
WWU044 - SWRC - MISCELLANEOUS PROCESS-RELATED REPLACEMENTS/UPGRADES	100,000
WWU05 - WASTEWATER UTILITY INFRASTRUCTURE RELOCATION - VARIOUS LOCATIONS	50,000
WWU06 - SANITARY SEWER SYSTEM REHAB/REPLACEMENT-INTERCEPTORS/TRUNK SEWERS/MAINLINES & SERVICES	5,956,750
WWU09 - SANITARY SEWER OVERSIZING PAYMENTS - NEW DEVELOPMENTS	25,000
WWU10 - SANITARY SEWER CAPACITY IMPROVEMENTS	200,000
WWU34 - SANITARY SEWER LIFT STATION REHABILITATION PROGRAM	835,000
WWU35 - SWRC - PHOSPHORUS REMOVAL - PRELIMINARY ENGINEERING (IEPA PERMIT PENDING REQUIREMENT)	350,000
WWU38 - SPRINGBROOK WATER RECLAMATION CENTER - ROADWAY IMPROVEMENTS	50,000
WWU41 - SWRC - FACILITY REPLACEMENT (NON-TREATMENT)	325,000
DPU-Water Total	11,766,000
DPU-Electric	
EU01 - NEW RESIDENTIAL ELECTRIC SERVICES AND METERING	255,000
EU02 - EXISTING RESIDENTIAL ELECTRIC SERVICES AND METERING	255,000
EU03 - NEW ELECTRIC SYSTEM INSTALLATIONS	510,000
EU05 - OVERHEAD TRANSMISSION & DISTRIBUTION	306,000
EU06 - UNDERGROUND TRANSMISSION & DISTRIBUTION	765,000
EU12 - GOVERNMENT REQUIRED ELECTRIC SYSTEM RELOCATIONS	1,683,000
EU13 - UNDERGROUND CONDUIT (DUCT BANKS)	612,000
EU14 - UNDERGROUND CABLE (FEEDERS) & EQUIPMENT	510,000
EU22 - SUBSTATION EMERGENCY REPAIR/REPLACEMENT ITEMS	153,000
EU29 - SUB-TRANSMISSION CIRCUITS	1,020,000
EU44 - FIBER OPTIC CABLE FOR RELAY PROTECTION AND COMMUNICATION	816,000
EU47 - RELAY IMPROVEMENTS	433,500
EU49 - DISTRIBUTION AUTOMATION	382,500
EU52 - CABLE REPLACEMENT PROGRAM	1,224,000
EU57 - SUBSTATION AUTOMATION	484,500

Row Labels	2019(P)
EU64 - SUBSTATION OIL SPILL PROTECTION	51,000
EU65 - ELECTRIC DISTRIBUTION TRANSFORMER PURCHASES	637,500
EU78 - SUPERVISORY CONTROL AND DATA ACQUISITION	153,000
EU80 - UTILITY INFRASTRUCTURE HARDWARE	244,800
EU83 - SUBSTATION FLOOD PREVENTION	204,000
EU85 - EDWARD HOSPITAL SUBSTATION CAPACITY EXPANSION	102,000
DPU-Electric Total	10,801,800
Grand Total	79,394,518

Row Labels	Sum of CY2019 Estimate
Electric	
EU01 - New Residential Electric Services and Metering	260,100
EU02 - Existing Residential Electric Services and Metering	104,040
EU03 - New Electric System Installations	520,200
EU05 - Overhead Transmission & Distribution	312,120
EU06 - Underground Transmission & Distribution	1,196,460
EU12 - Government Required Electric System Relocations	1,456,560
EU13 - Underground Conduit (Duct Banks)	1,066,410
EU14 - Underground Cable (Feeders) & Equipment	390,150
EU22 - Substation Emergency Repair/Replacement Items	156,060
EU29 - Sub-transmission Circuits	1,560,600
EU44 - Fiber Optic Cable for Relay Protection and Communication	816,714
EU47 - Relay Improvements	494,190
EU49 - Distribution Automation	390,150
EU52 - Cable Replacement Program	1,248,480
EU57 - Substation Automation	312,120
EU64 - Substation Oil Spill Protection	52,020
EU65 - Electric Distribution Transformer Purchases	520,200
EU69 - Bulk Electric Power Supply Metering	130,050
EU78 - Supervisory Control And Data Acquisition	156,060
EU80 - Utility Infrastructure Hardware	208,080
EU85 - Edward Hospital Substation Capacity Expansion	104,040
VEH001 - Vehicle Replacment	1,014,500
Electric Total	12,469,304
Fire	
VEH001 - Vehicle Replacment	1,035,350
Fire Total	1,035,350
Information Technology	
CE145 - SAN Replacement	162,302
CE148 - Cityworks Service Request and Work Order Management System Enhancements Phase 1	208,080
Information Technology Total	370,382
Naper Settlement	
NS055 - Welcome Center/Entryway Improvements	260,100
Naper Settlement Total	260,100
Naperville Public Library	
LB014 - Maintenance & Emergencies	260,100
Naperville Public Library Total	260,100
Police	
CE150 - Countywide CAD & RMS System	2,809,080
VEH001 - Vehicle Replacment	167,000
Police Total	2,976,080
Public Works	
MB145 - Flooring at Municipal Facilities	52,020
SL125 - Capital Upgrade/Replacement of Street Lighting Systems	78,030
PA020 - Annual Tree Planting Program	87,784
SW026 - Stormwater System Upgrade and Improvement Program	115,484
SC223 - Alley Improvement Program	127,449
SW001 - Annual Stormwater Management Projects	135,252
MB188 - Fire Station Overhead Doors Replacement	150,858
MB204 - ADA Transition Plan Improvements	173,747
MB160 - Downtown Parking Deck Maintenance Program	234,090
MB176 - Municipal Facilities Roof Replacement	343,332
PA040 - Emerald Ash Borer Removal and Replacement Program	383,648
MB136 - Municipal Center Front Plaza and Parking Deck Repairs and Upgrades	404,586
LR076 - Security Cameras	416,160
SW017 - Storm Sewer Lining Program	1,040,400
VEH001 - Vehicle Replacment	2,506,500

Public Works Total	6,249,339
Riverwalk	
PA022 - Annual Riverwalk Rehabilitation Program	52,020
PA034 - West Parking Lot BMP Improvement	41,616
PA039 - Asphalt Fire Lane Replacement near Carillon	93,636
Riverwalk Total	187,272
Transportation, Engineering & Development	
BR005 - North Aurora Road Underpass at the CN Railroad	15,085,800
MB178 - Electrical Vehicle Charging Stations	31,212
TC221 - Traffic Signal Equipment Replacement Program	41,616
MP014 - Guardrail Upgrade	62,424
SC252 - Frontenac Road Extension	62,424
SC099 - Street Safety and Improvement Program	78,030
BR032 - Bridge and Retaining Wall Railing Maintenance	104,040
MP016 - Bikeway System Maintenance Program	104,040
MP018 - ADA Sidewalk Improvements	104,040
VEH001 - Vehicle Replacment	171,300
TC212 - Downtown Wayfinding	192,474
MB035 - Municipal Parking Lot Maintenance	265,302
CS009 - Washington Street Streetscape	276,746
CS006 - New Sidewalk Improvements	312,120
MB117 - Central Park Master Plan Improvements	499,392
TC217 - Centralized Traffic Management System	556,614
MP004 - Sidewalk & Curb Replacement Program	728,280
SC019 - Columbia St.: Monticello Dr. to Fifth Av./Plank Rd	915,552
SC230 - Aurora Avenue and Washington Street	1,019,592
SW035 - 8th, Ellsworth, Main Stormwater Improvements	1,040,400
SC033 - North Aurora Road.: Frontenac Rd. to Weston Ridge Dr.	1,290,096
SC196 - 95th Street and Book Road	1,929,942
BR031 - Downtown Washington Street Bridge Rehabilitation	5,202,000
MP009 - Street Maintenance Improvement Program	12,068,640
Transportation, Engineering & Development Total	42,142,076
Water/ Wastewater	
WWU09 - Sanitary Sewer Oversizing Payments - New Developments	25,000
WU08 - Water Main Oversizing Payments - New Developments	50,000
WWU05 - Wastewater Utility Infrastructure Relocation - Various Locations	50,000
WWU38 - Springbrook Water Reclamation Center - Roadway Improvements	50,000
WU038 - Miscellaneous Waterworks Replacements/Improvements	100,000
WU32 - Southeast Waterworks Pumps & Controls Replacement	100,000
SW036 - Stormwater Improvements (Cress Creek Sump Pumps)	104,040
WU05 - Water Utility Infrastructure Relocation - Misc. Locations	125,000
WU19 - Water Metering Additions - New	125,000
WU037 - Lead Service Replacements	200,000
WWU044 - SWRC - Miscellaneous Process-related Replacements/Upgrades	200,000
WU29 - Emergency Standby Well Rehabilitation	275,000
VEH001 - Vehicle Replacment	293,800
WWU10 - Sanitary Sewer Capacity Improvements	300,000
WWU41 - SWRC - Facility Replacement (non-treatment)	325,000
WWU40 - Wastewater Engine Generator	400,001
WWU34 - Sanitary Sewer Lift Station Rehabilitation Program	510,000
WU10 - Water Distribution System - Additions/Extensions	700,000
WU20 - Water Metering Replacement	785,000
WU22 - Automatic Meter Reading (AMR/AMI)	1,750,000
WU04 - Water Distrib. System - Rehabilitation/Replacements	2,363,500
WWU06 - Sanitary Sewer System Rehab/Replacement-Interceptors/Trunk Sewers/Mainlines & Services	4,582,500
Water/ Wastewater Total	13,413,839
Administrative Services	
VEH001 - Vehicle Replacment	24,000

Administrative Services Total	24,000
Grand Total	79,387,843