

WE BUILD STORIES



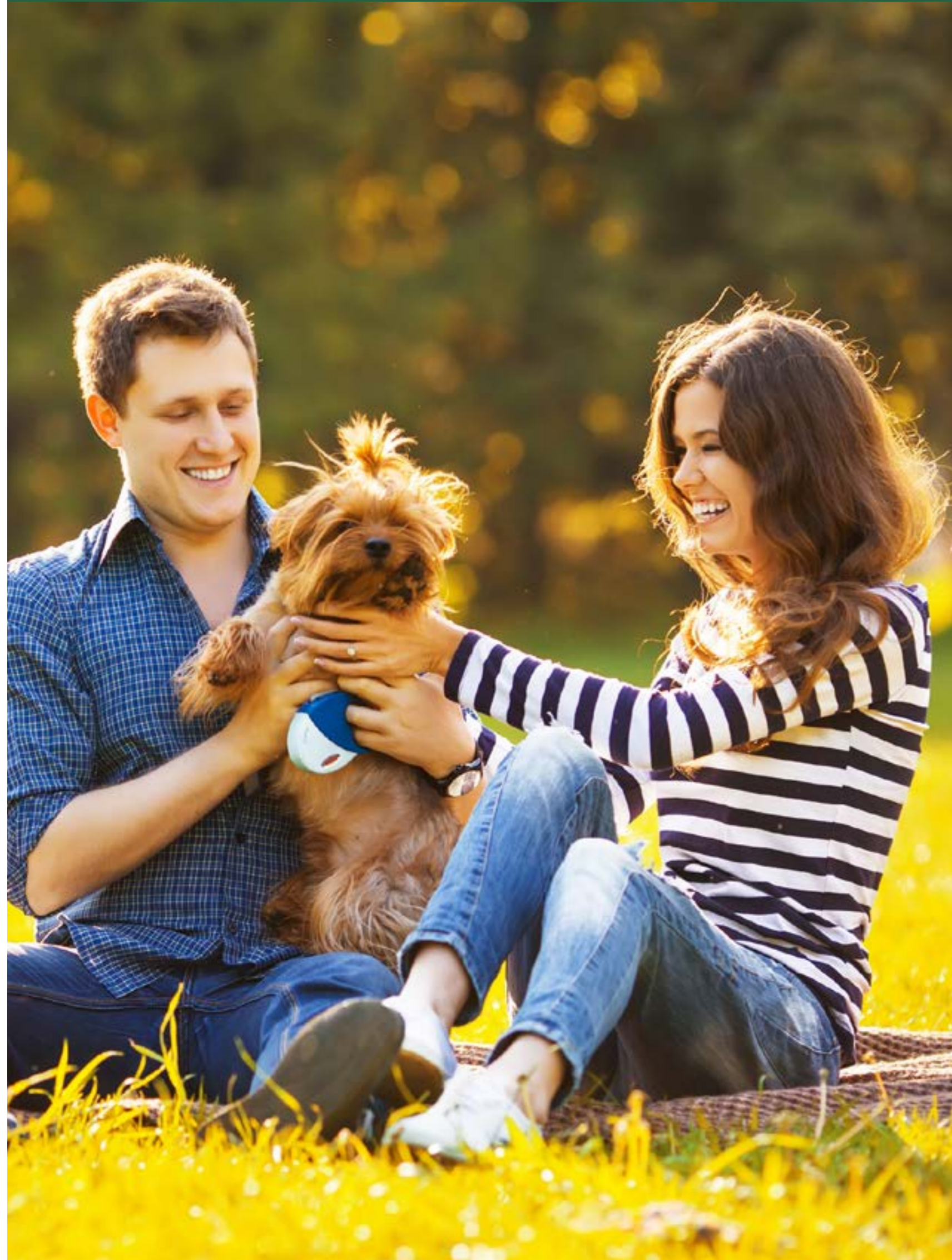
GOAL

OBJECTIVES

OVERVIEW

THEME

CONCEPT
PRINCIPLES



Ryan's goal with this Concept Creation phase is to blend the community input received to date with the information developed by the Working Groups into multiple integrated concepts.

This information should begin to give the community, City Staff and City Council a better understanding of how we intend to pull all that we have learned into a cohesive development plan.



Through the Community Engagement process the City, community and Ryan worked to collect a substantial amount of input. This input led to the creation of our Concept Principles, which will be used to guide the Concept Creation Phase.

On July 17, 2018, we were directed by City Council to proceed with the creation of these initial concepts for review by all engaged parties. The information contained within this presentation represents the beginning of our design effort, with multiple opportunities for refinement/revision as we step forward.

The objectives for concept creation include:

- Work to provide design options that are **feasible**.
- Seek to **balance** the complexity of the site with the Concept Principles.
- Identify ‘wins’ for the community.
- Given competing demands, recognize there may not be a “flawless” solution.





This presentation includes the following:

- A detailed analysis of **two primary concepts**, addressing context, development program, and design character.
- A **height analysis** on a lot-by-lot basis.
- An **infrastructure review**, including storm water vaults, parking, pedestrian routes and green/public space.
- **Preliminary cost analysis**, including parking, product type and infrastructure.
- **Two project animations** to provide additional perspectives.



FAMILY



TRANSPORTATION



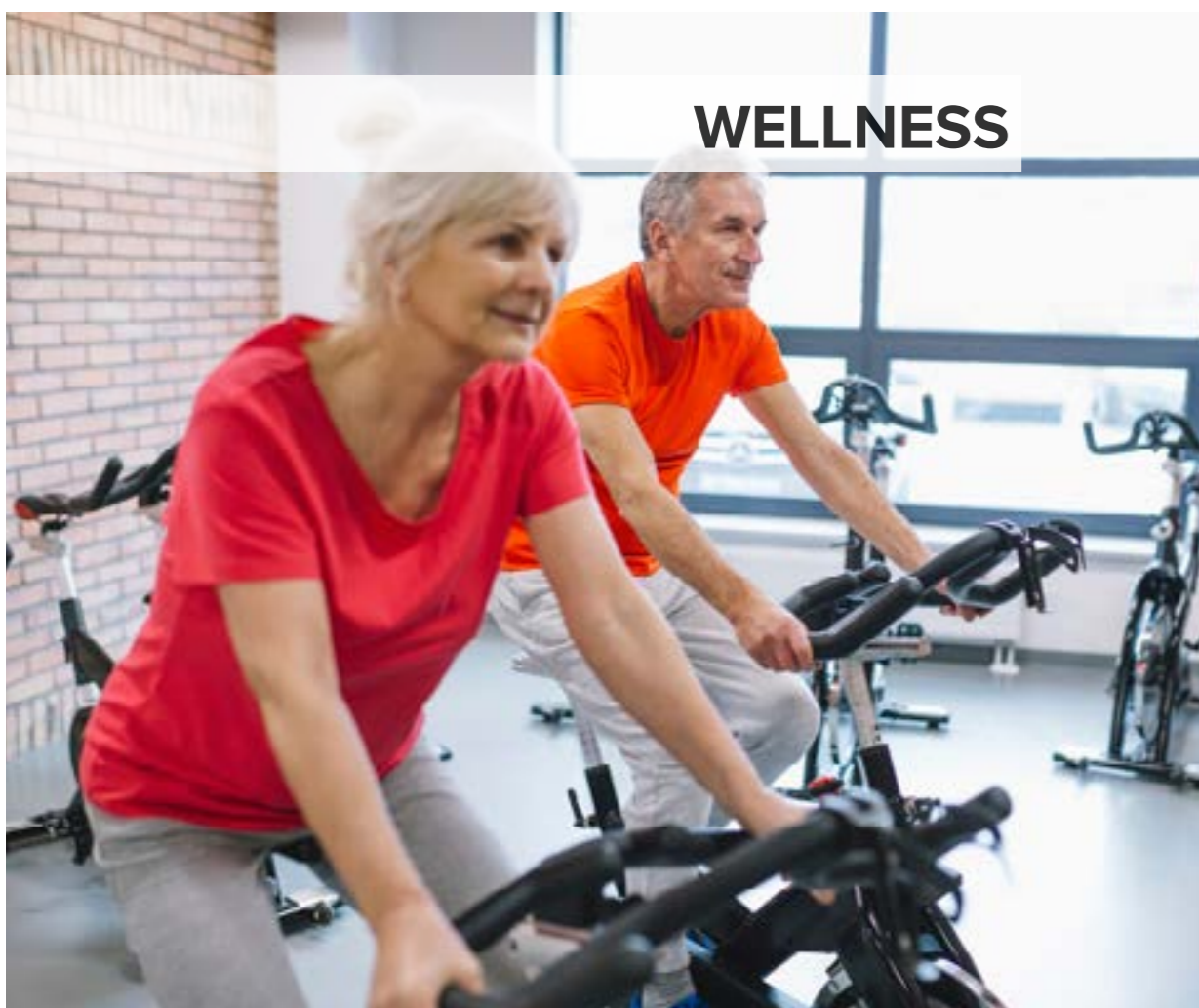
EDUCATION



ENGAGED COMMUNITY



WELLNESS



HEALTH



CONCEPT PRINCIPLES

WINS

DESIGN

Adherence to Naperville’s Building Design Guidelines
 Incorporate Intelligent Design Practices
 Focus on Design Quality and Character

High quality design and increased amenities throughout

LAND USE

Consider Market Conditions and Community Input Received to Date
 Support the Continued Operation of the Area as a Multi-Modal Transit Hub
 Provide for a Diverse Mix of Uses

Significant increase in public/ green space, multigenerational housing and amenities

STORM WATER

Implement Best Management Practices
 Consider Area-Wide Storm Water Solutions

Proposed vaults at Kroehler and Burlington lots, Kendall TBD

TRAFFIC

5th and Washington Likely Accommodate Dual Left Turns and Right Turn Lane
 Continue to Study Re-Alignment Options for North and Washington
 Pace and Kiss-n-Ride on North and South Sides of the Tracks

Improves traffic flow

PARKING

Focus on Commuter Parking Solutions That are Balanced and Efficient
 Assume Phasing to Limit Off-Site Temporary Parking Demand
 Consider Parking Trends and Potential Future Usage

Well distributed with significantly more stalls south of tracks

PEDESTRIAN SAFETY & CONNECTIVITY

Improve Pedestrian Safety and Experience at Rail Crossings
 Consider New Pedestrian Tunnel on West Side of Washington
 Improve 5th and Washington Corridors

Enhanced pedestrian access at key locations



Additional detail related to the Concept Principles can be found at FifthAvenueDevelopment.com



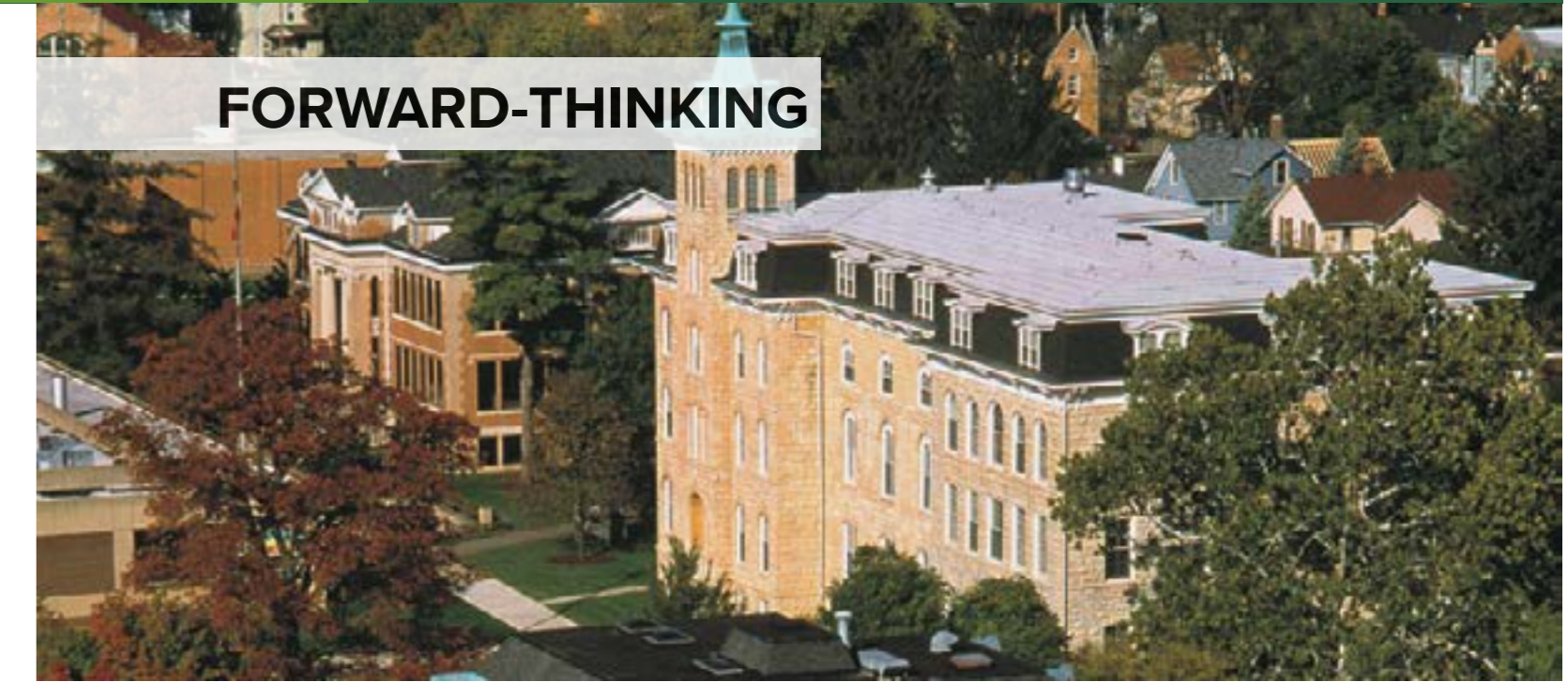
FUN



COMMUNITY



FORWARD-THINKING



URBAN



NEIGHBORHOOD



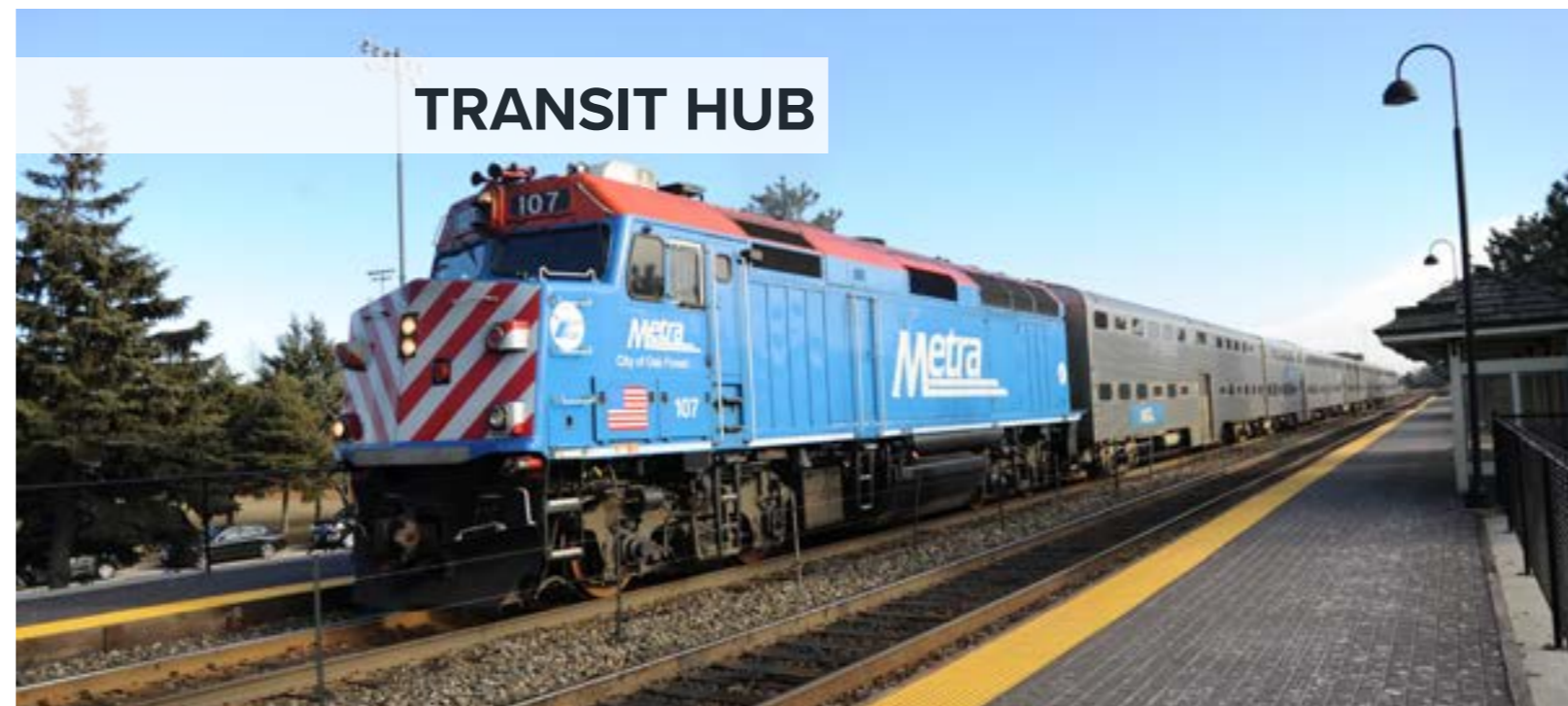
SAFE



HISTORIC

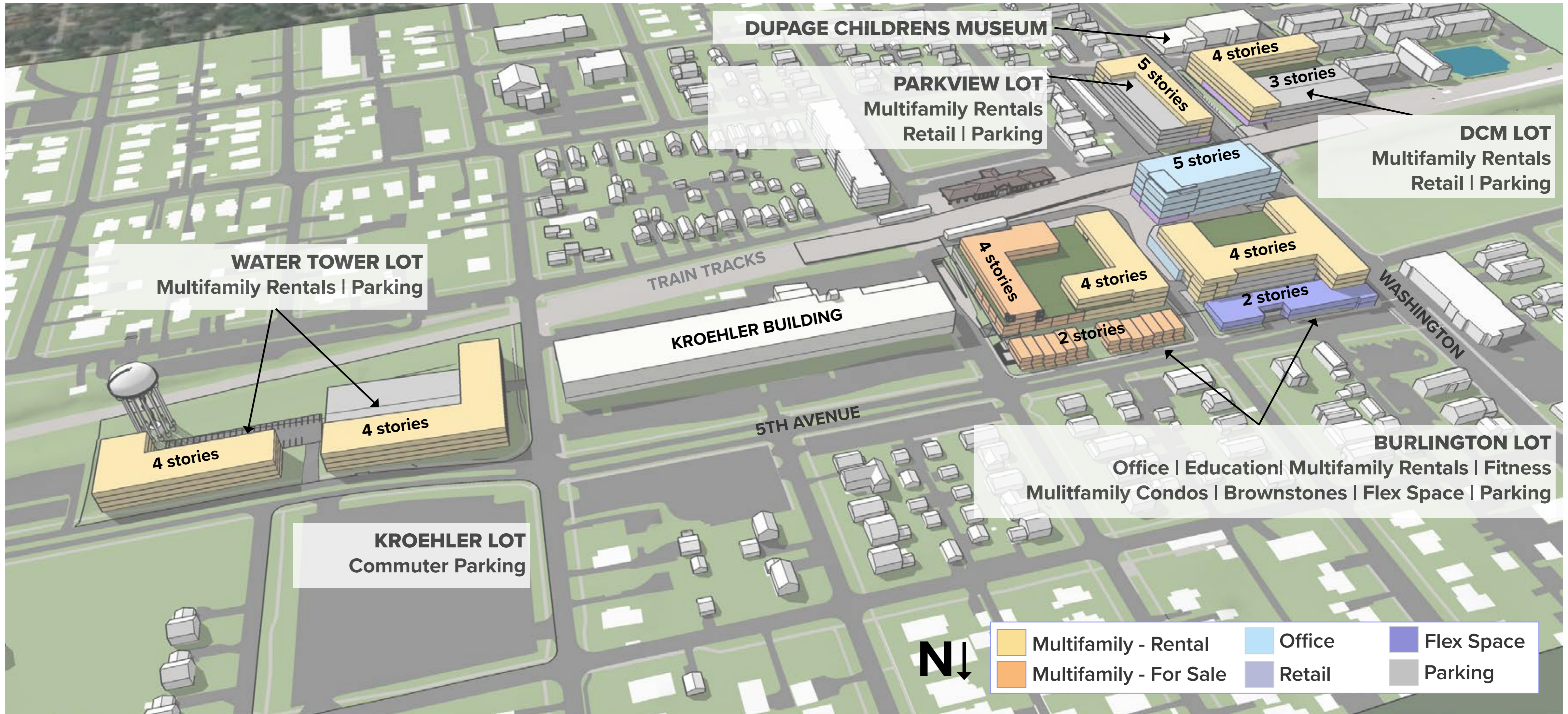


TRANSIT HUB

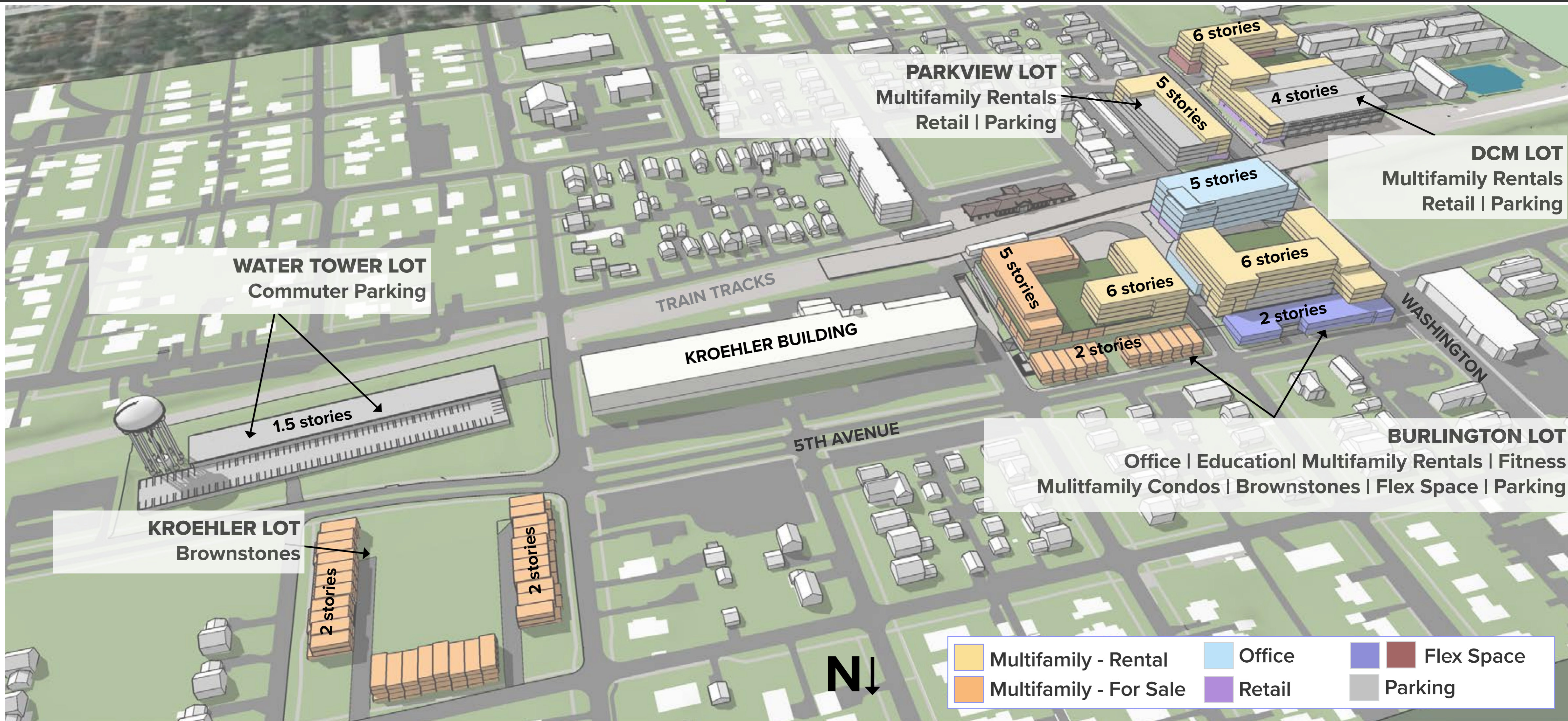


VIBRANT









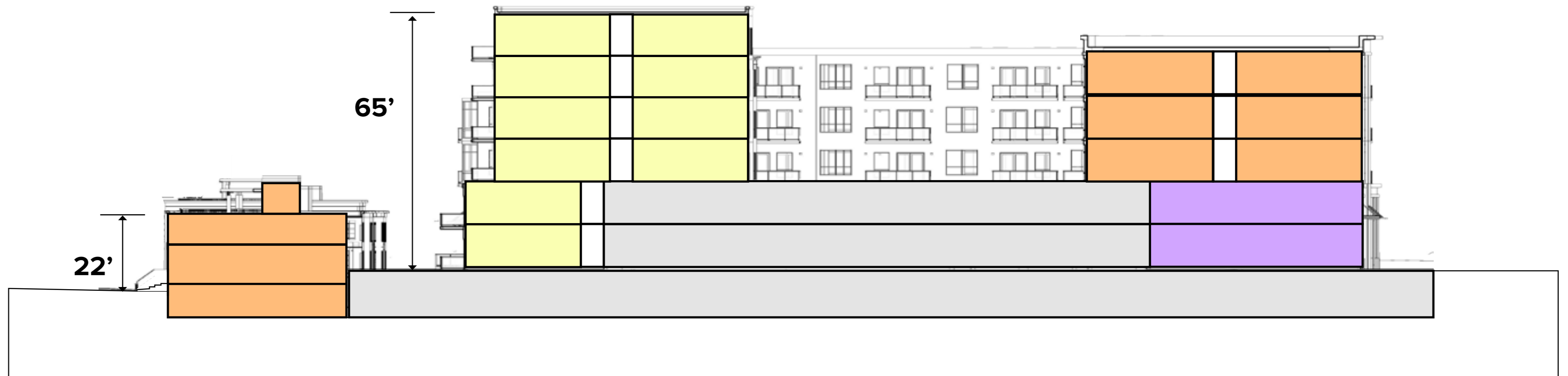


**BURLINGTON
EAST VIEW**

CONCEPT A

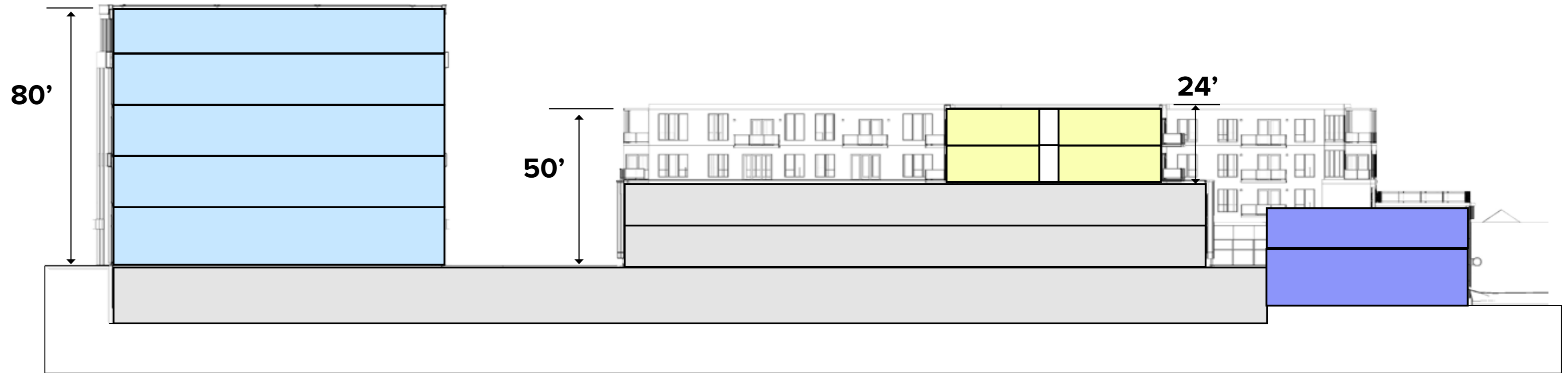


CONCEPT B

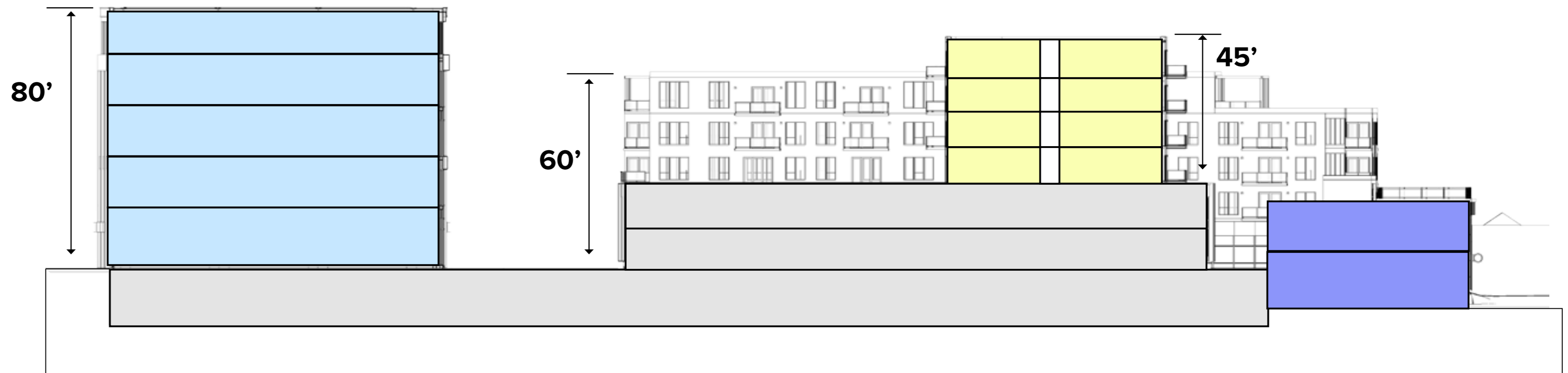


**BURLINGTON
WEST VIEW**

CONCEPT A



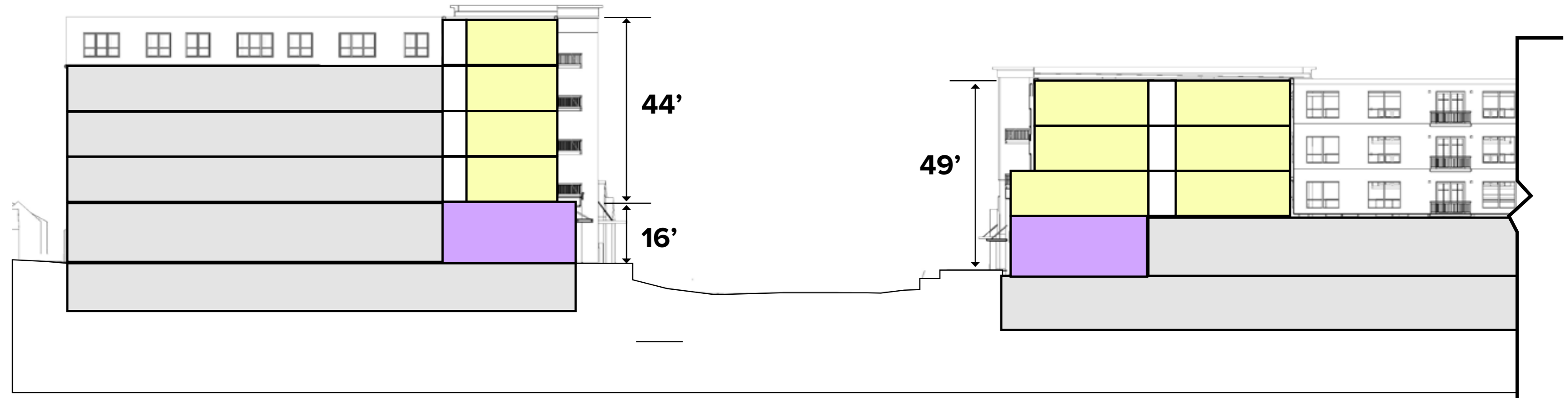
CONCEPT B



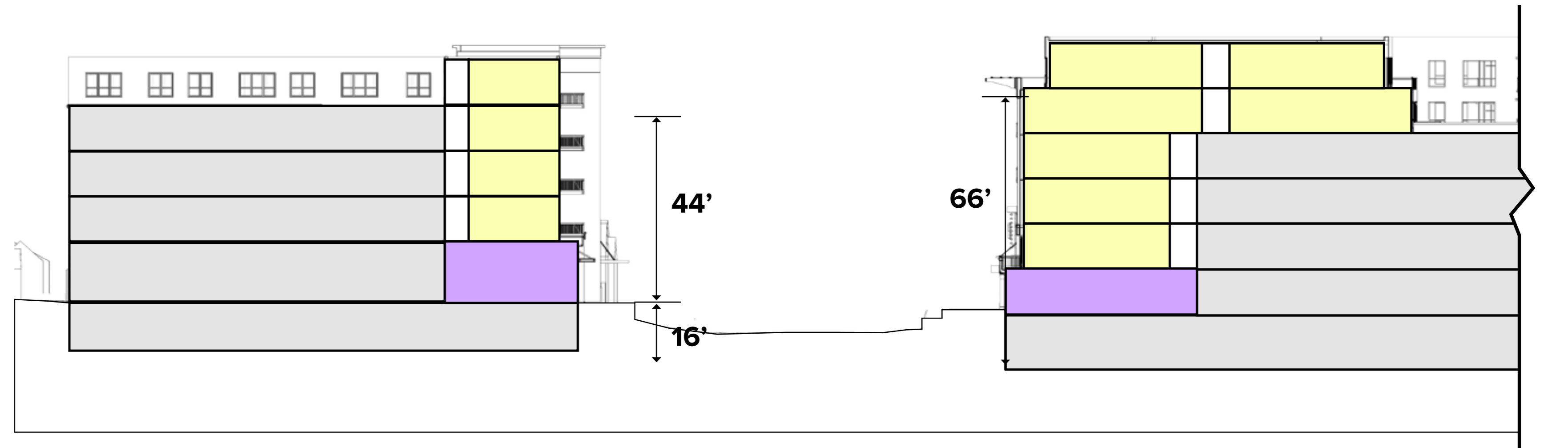
■ Multifamily - Rental ■ Office ■ Flex Space ■ Parking

DCM/PARKVIEW
NORTH VIEW

CONCEPT A

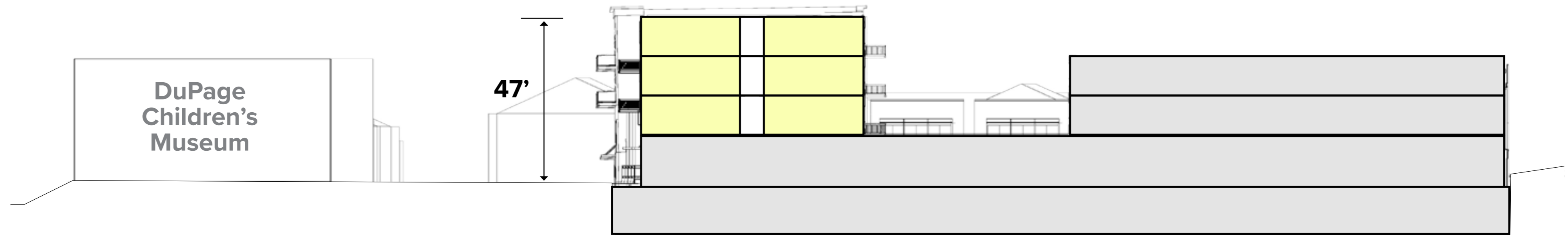


CONCEPT B

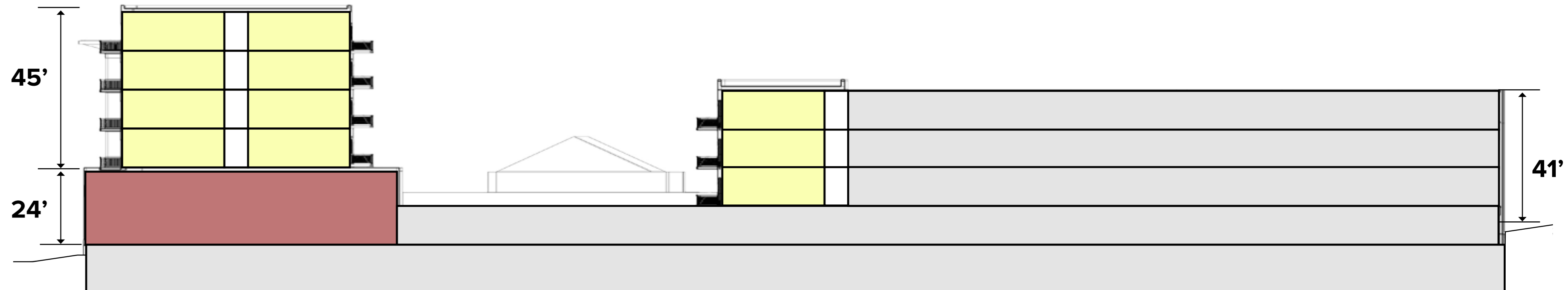


DCM LOT
WEST VIEW

CONCEPT A



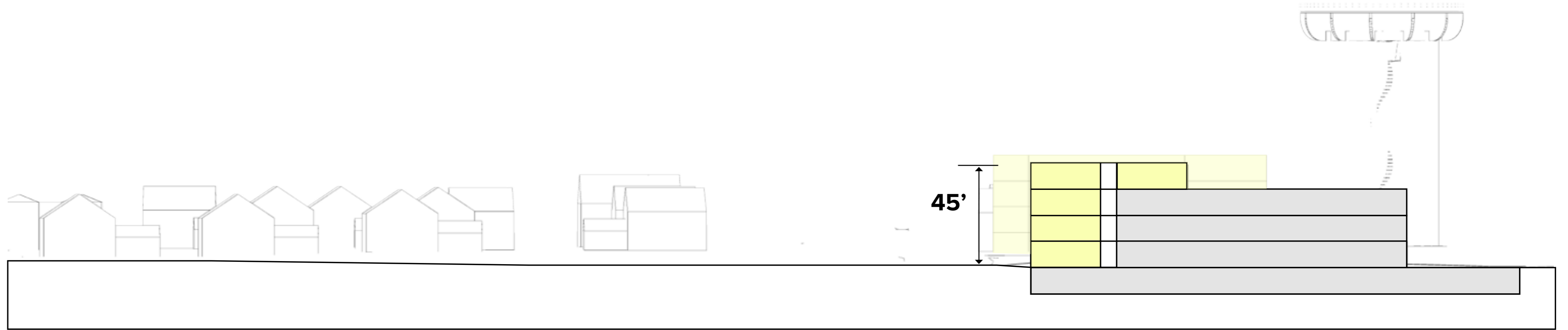
CONCEPT B



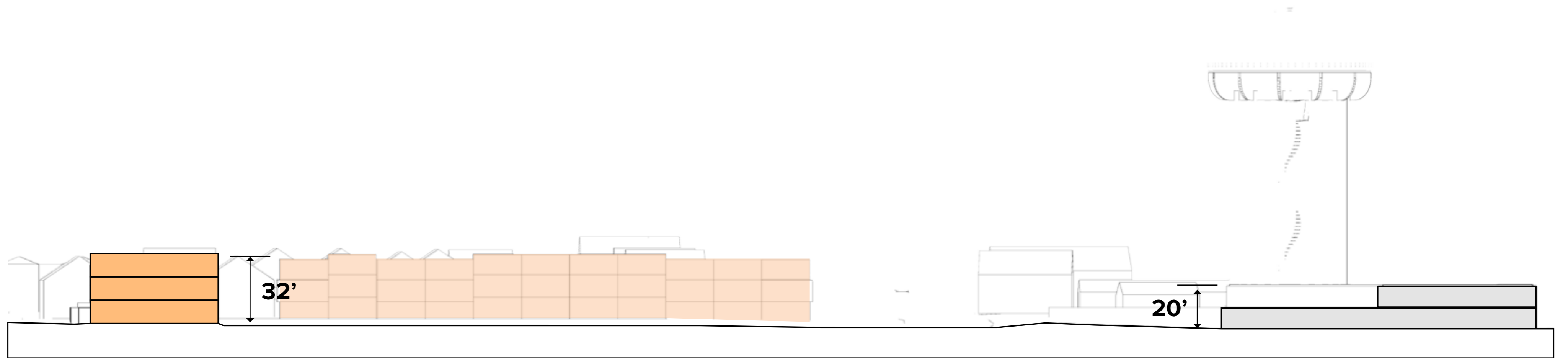
■ Multifamily - Rental ■ Flex Space ■ Parking

**KROEHLER/
PUBLIC WORKS
LOTS
EAST VIEW**

CONCEPT A



CONCEPT B



 Multifamily - Rental  Multi-Family - For Sale  Parking

| LAND USE | CONCEPT A | CONCEPT B |
|-------------------------|------------|------------|
| Commuter Parking Spaces | 1,681 | 1,681 |
| Use Parking Spaces | 1,157 | 1,218 |
| Rental Units | 395 | 389 |
| Condominium Units | 39 | 51 |
| Brownstone Units | 13 | 37 |
| Class A Office | 126,250 SF | 126,250 SF |
| Retail | 30,000 SF | 51,735 SF |
| Flex Space | 49,500 SF | 42,250 SF |



Concept B offers **flexibility** for future demand.



SOUTHEAST CORNER OF 5TH & WASHINGTON



SOUTHEAST CORNER OF 5TH & WASHINGTON



NORTH VIEW OF WASHINGTON & SPRING



NORTH VIEW OF WASHINGTON & SPRING



EAST VIEW OF OFFICE BUILDING ON WASHINGTON



SOUTHWEST CORNER OF 5TH & ELLSWORTH



SOUTHWEST CORNER OF 5TH & ELLSWORTH



BROWNSTONES ALONG 5TH AVENUE



BROWNSTONES ALONG 5TH AVENUE



AERIAL VIEW OF PLAZA



AERIAL VIEW OF BURLINGTON PLAZA

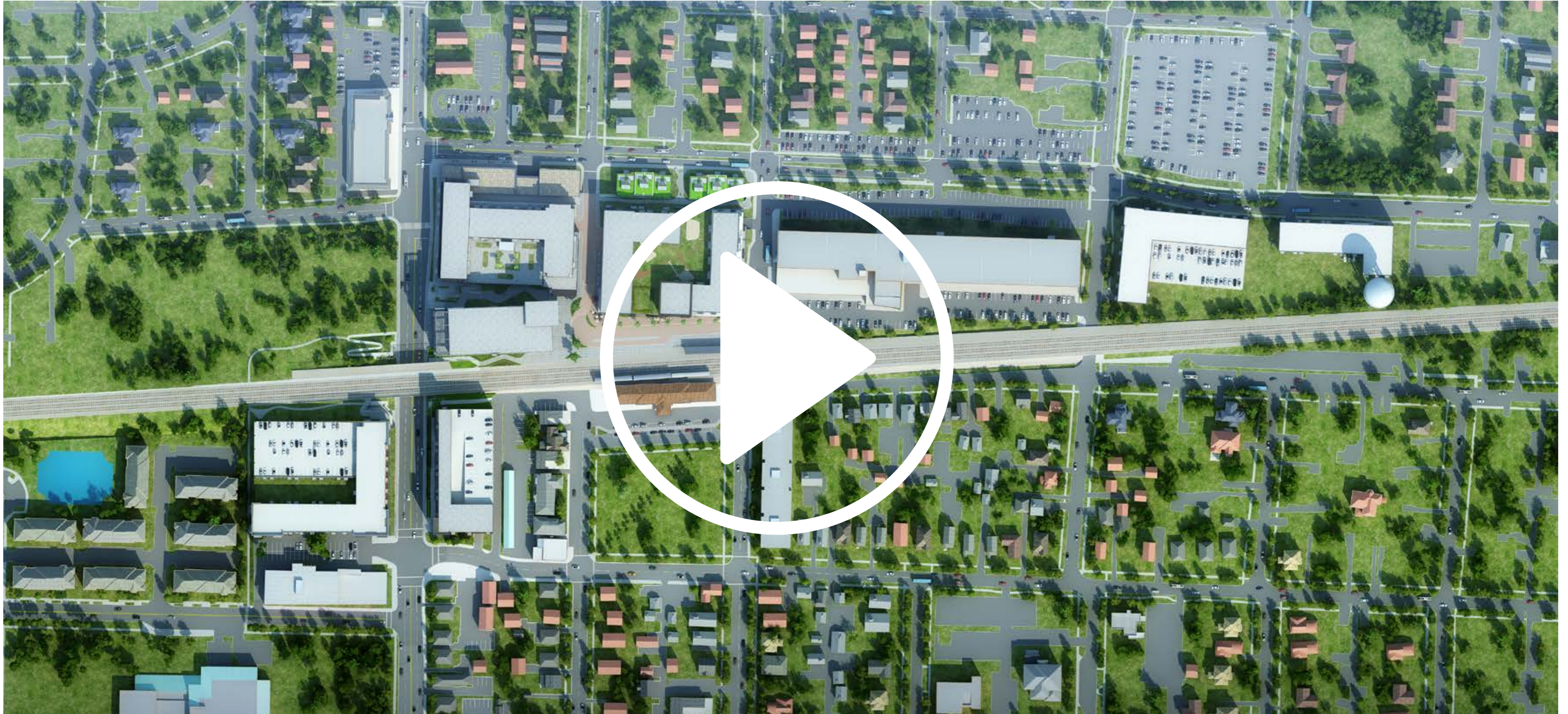


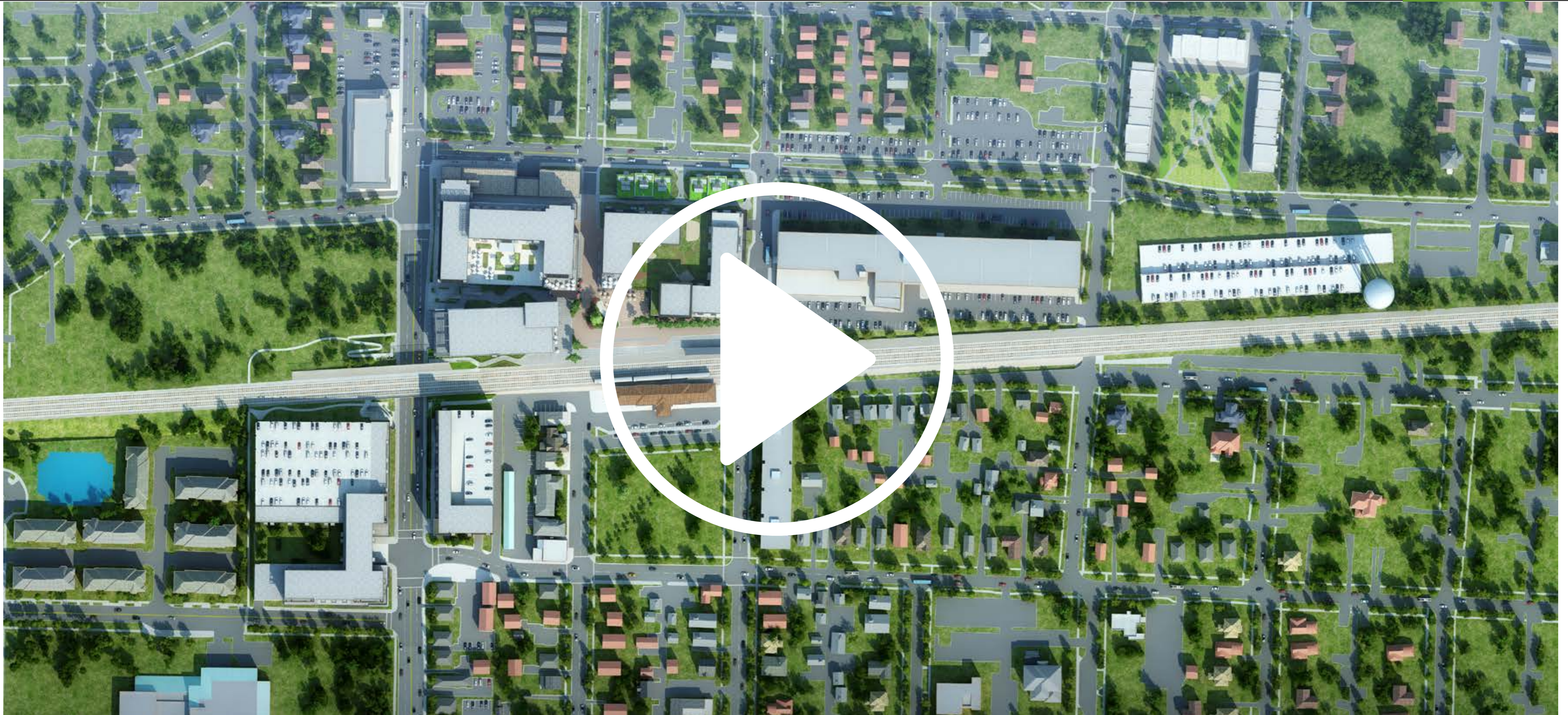
PEDESTRIAN VIEW OF BURLINGTON PLAZA

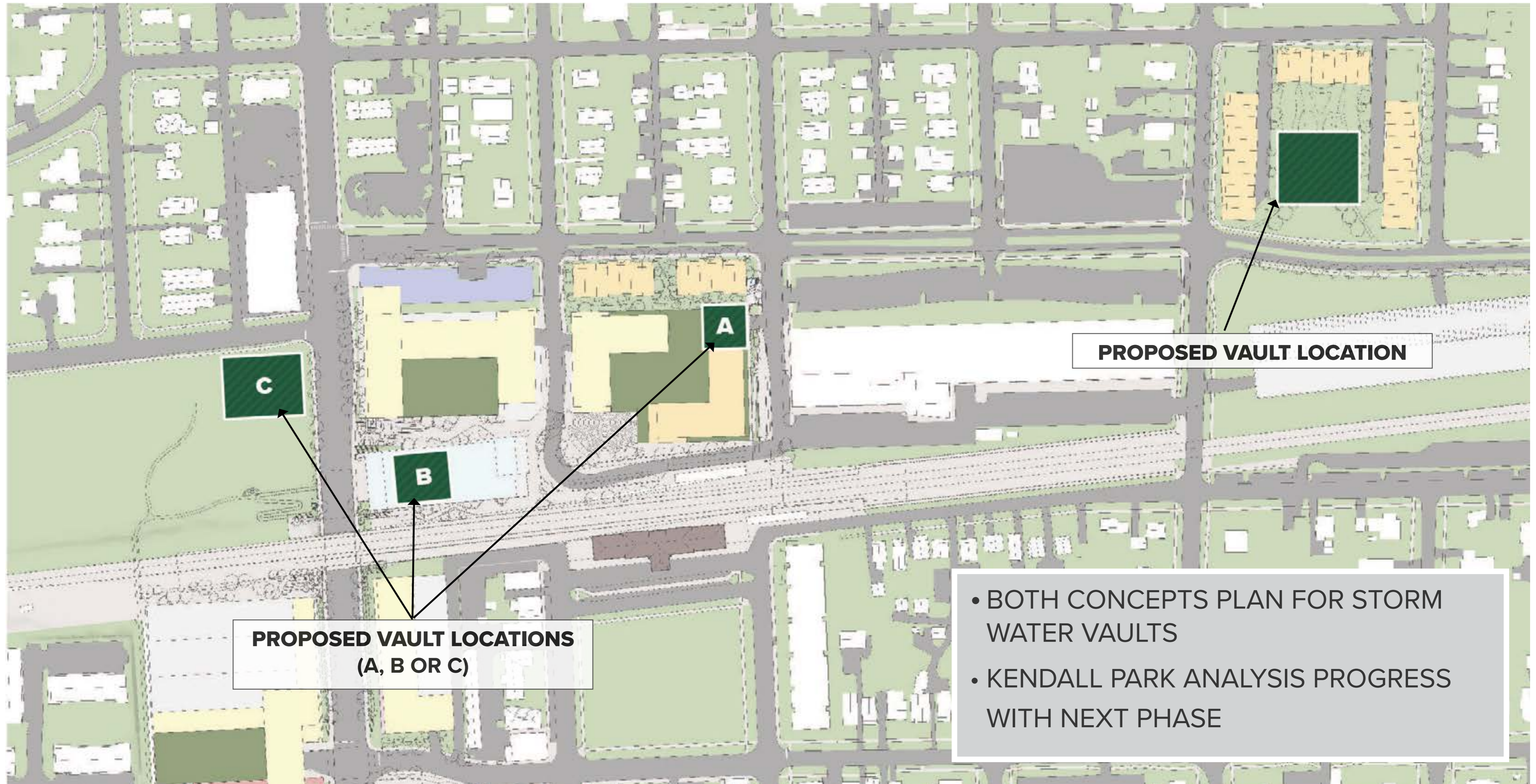


PEDESTRIAN VIEW OF BURLINGTON PLAZA









PROPOSED VAULT LOCATION

**PROPOSED VAULT LOCATIONS
(A, B OR C)**

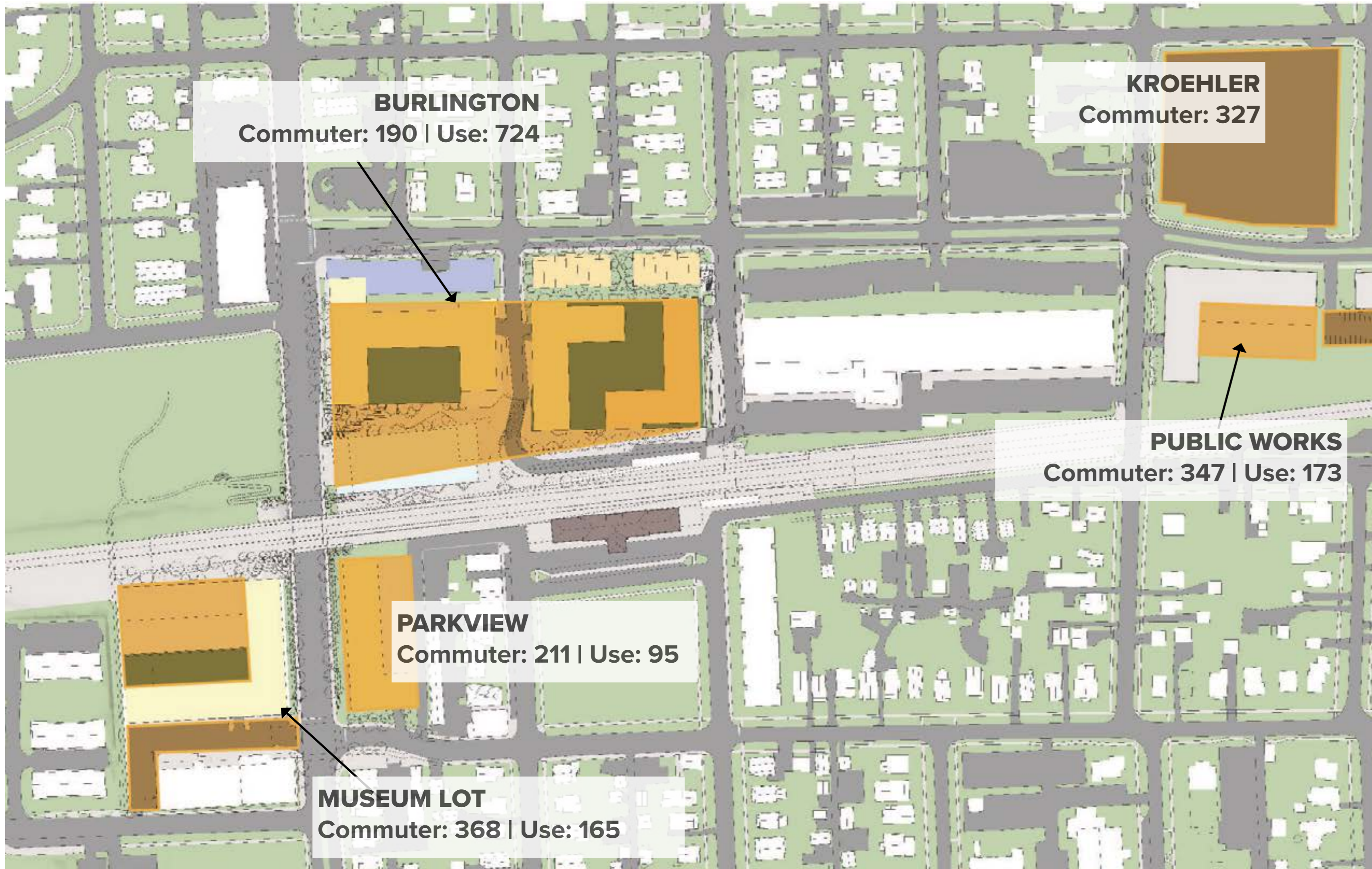
- BOTH CONCEPTS PLAN FOR STORM WATER VAULTS
- KENDALL PARK ANALYSIS PROGRESS WITH NEXT PHASE

STORM
WATER

PARKING
CONCEPT A

PEDESTRIAN
ROUTES
CONCEPT B

GREEN / PUBLIC
SPACES
TRAFFIC



| | COMMUTER | USE |
|----------------|--------------|--------------|
| STREET PARKING | 106 | 0 |
| SERPENTINE LOT | 132 | 0 |
| DCM | 368 | 165 |
| PARKVIEW | 211 | 95 |
| BURLINGTON | 190 | 724 |
| PUBLIC WORKS | 347 | 173 |
| KROEHLER | 327 | 0 |
| TOTAL | 1,681 | 1,157 |

- BALANCED PARKING DISTRIBUTION
- MORE STALLS SOUTH OF THE TRACKS
- MINIMIZED INTERNAL RAMP MOVEMENTS

STORM
WATER

PARKING

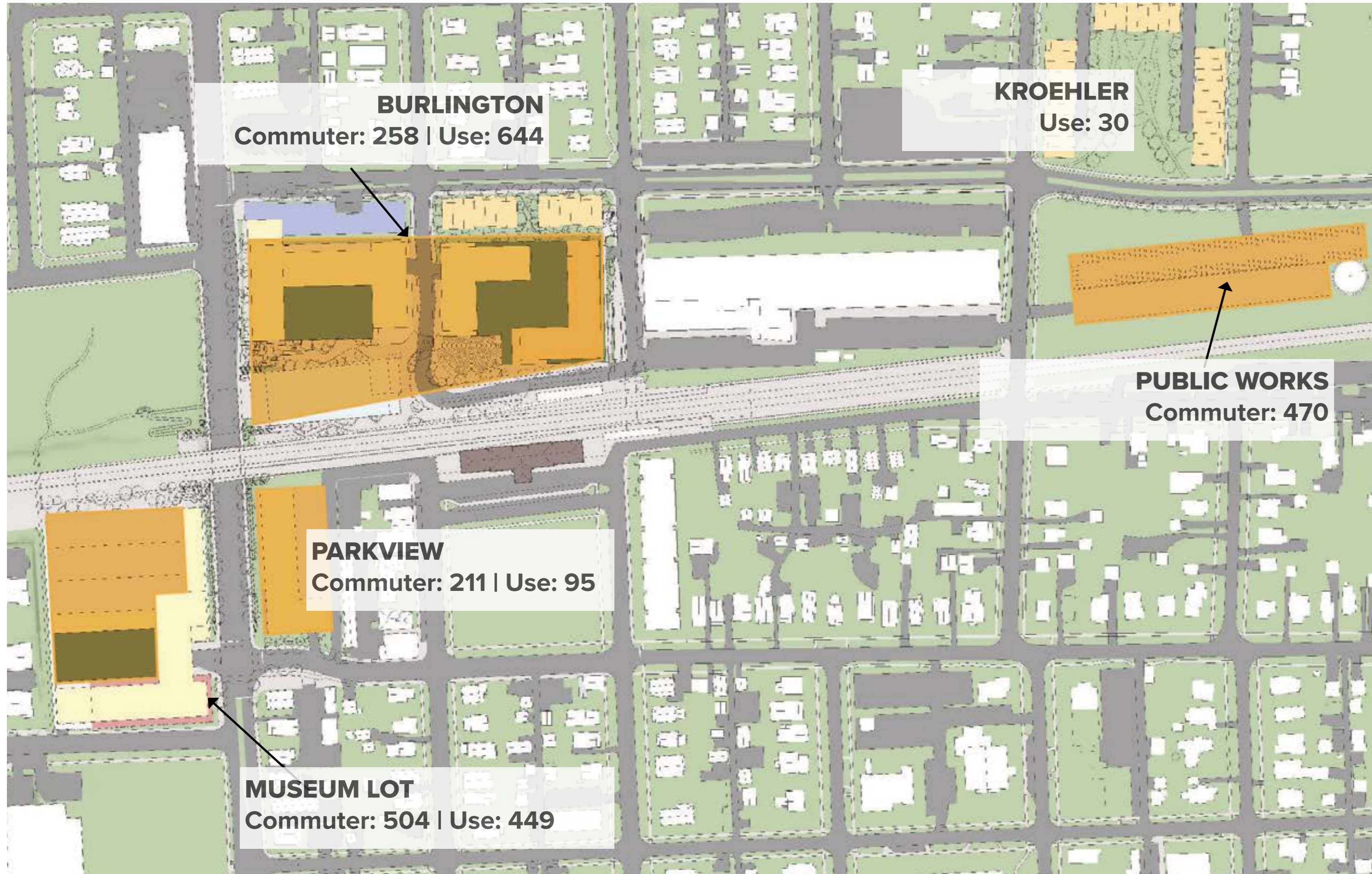
PEDESTRIAN
ROUTES

GREEN / PUBLIC
SPACES

CONCEPT A

CONCEPT B

TRAFFIC



| | COMMUTER | USE |
|----------------|--------------|--------------|
| STREET PARKING | 106 | 0 |
| SERPENTINE LOT | 132 | 0 |
| DCM | 504 | 449 |
| PARKVIEW | 211 | 95 |
| BURLINGTON | 258 | 644 |
| PUBLIC WORKS | 470 | 0 |
| KROEHLER | 0 | 30 |
| TOTAL | 1,681 | 1,218 |

- BALANCED PARKING DISTRIBUTION
- MORE STALLS SOUTH OF THE TRACKS
- MINIMIZED INTERNAL RAMP MOVEMENTS

PEDESTRIAN /
BICYCLIST



TRANSIT



TRAFFIC /
PARKING



1
CONCEPT
CREATION

- ▶ REVIEW POTENTIAL PEDESTRIAN AND BICYCLE CONNECTIONS
 - Blend initial design concepts with planning principles

- ▶ INCORPORATE TRANSIT ACCESS ON NORTH SIDE OF TRACKS
- ▶ MAINTAIN TRANSIT ACCESS ON SOUTH SIDE OF TRACKS

- ▶ CONFIRM EXISTING RIGHT-OF-WAY
- ▶ SITE LAYOUT TO ACCOMMODATE IMPROVEMENTS AT KEY INTERSECTIONS
- ▶ IDENTIFY PARKING PLAN - IMPROVED DISTRIBUTION

2
CONCEPT
REFINEMENT

- ▶ IDENTIFY PLAN ADJUSTMENTS
 - Integrate internal network with external pedestrian and bicycle routes (e.g., sidewalks, tunnel, bike storage/parking, etc.)

- ▶ ENGAGE PACE SUBURBAN BUS ON ACCESS, CIRCULATION, AND LOADING

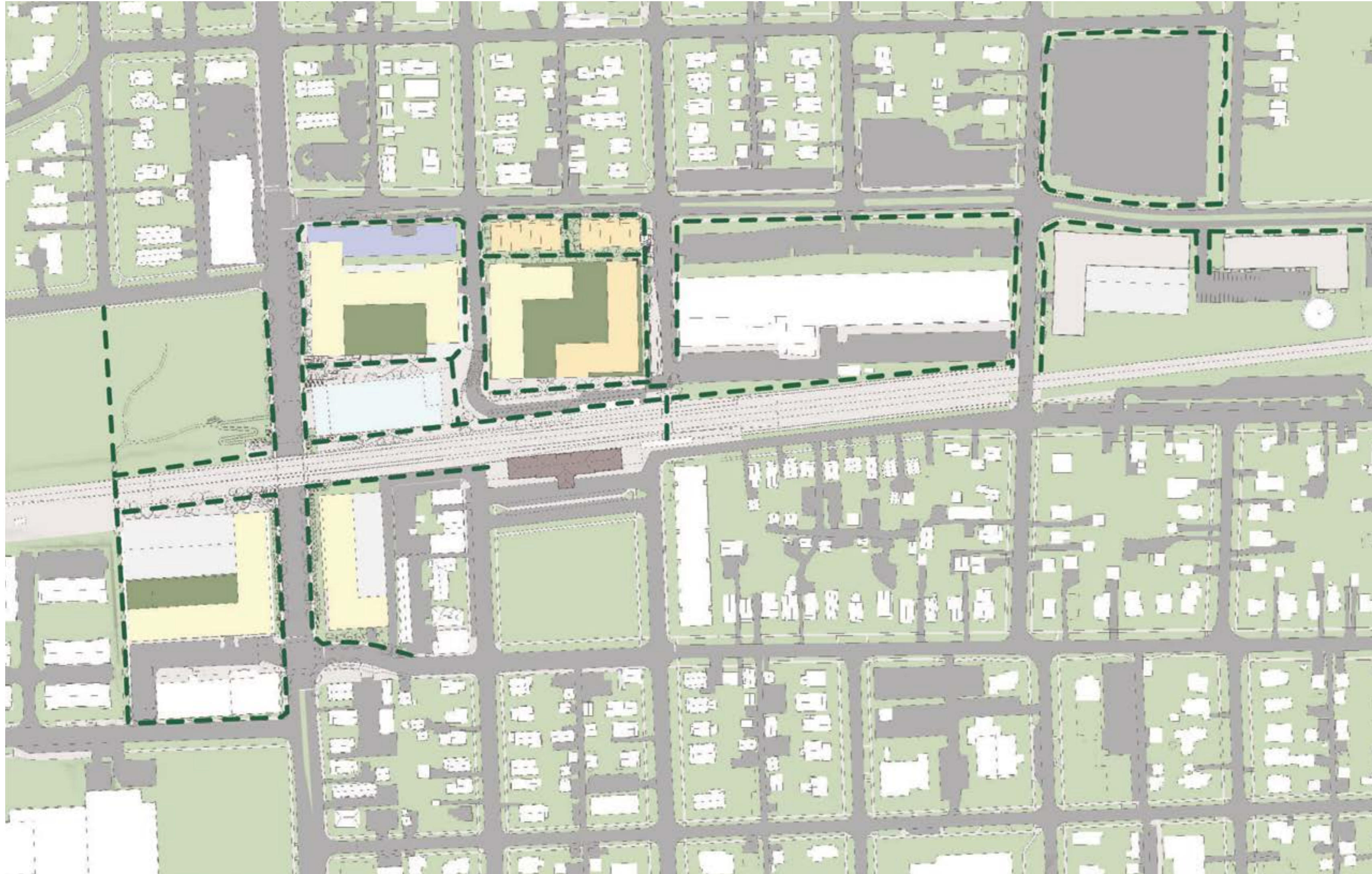
- ▶ REVIEW PARKING SUPPLY, DECK ACCESS, AND CIRCULATION
- ▶ INITIATE TRAFFIC IMPACT STUDY STEPS
 - Inform plan refinement
 - Potential data collection and initial assessment

3
CONCEPT
FINALIZATION

- ▶ FINALIZE MULTIMODAL ACCESS AND CONNECTIONS
 - Define crossing enhancements on 5th Avenue and at key intersections
 - Integrate new pedestrian underpass west of Washington Street
 - Refine plans for existing Ellsworth Street underpass
 - Define accessibility routes

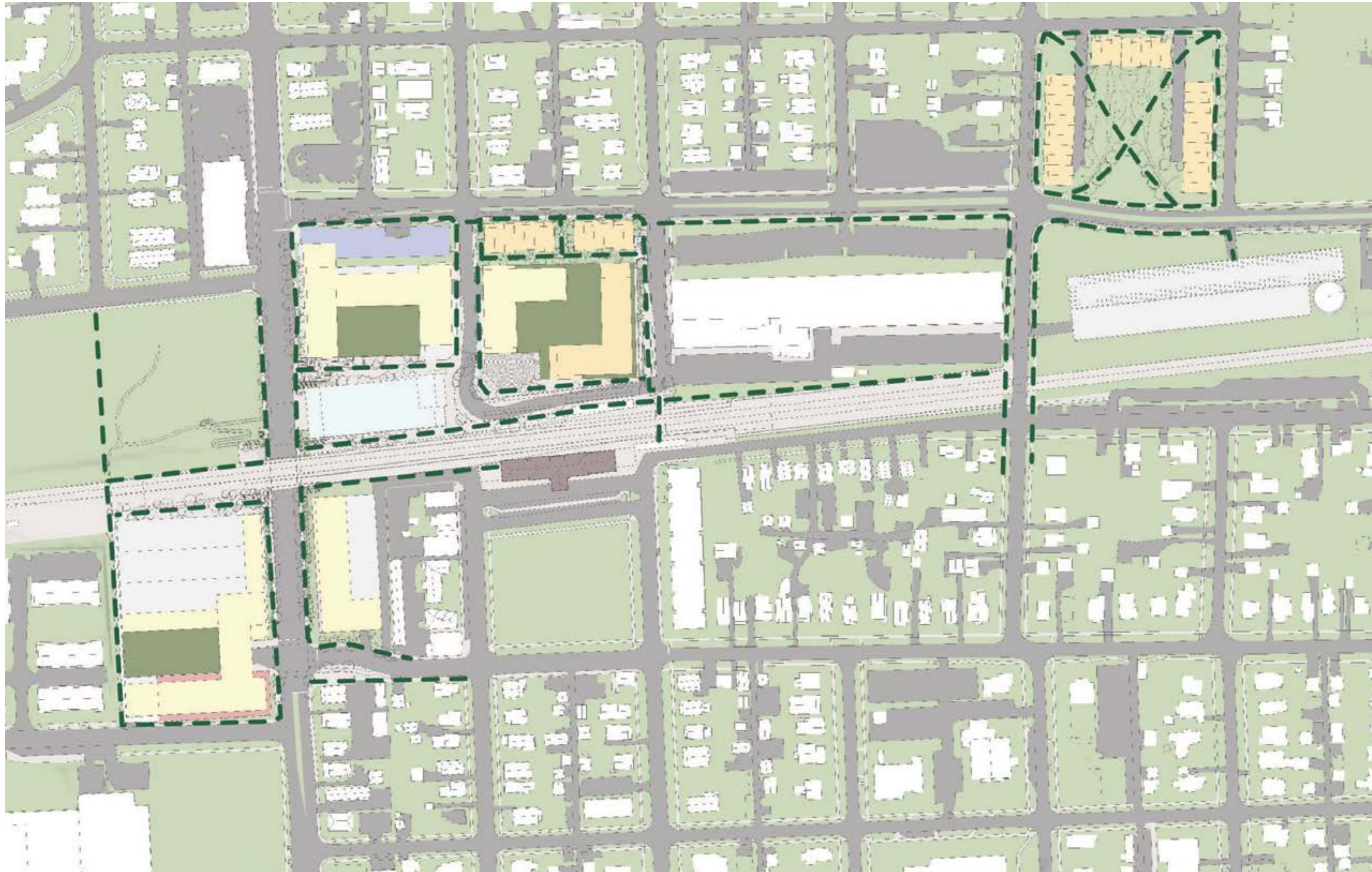
- ▶ EVALUATE TRANSIT ACCESS, CIRCULATION, AND LOADING
 - Review turning maneuvers for bus access along two-way North Avenue
- ▶ CONSIDER CONNECTIVITY TO PLATFORM

- ▶ COMPLETE TRAFFIC IMPACT STUDY
 - Detailed analysis of existing and future traffic conditions
 - Finalize recommendations
- ▶ REVIEW LOADING ACTIVITY
 - Curbside activity (e.g., taxi, Uber/Lyft, kiss-and-ride)
 - Truck access and circulation



- IMPROVED SAFETY & ENHANCED EXPERIENCE ALONG PEDESTRIAN ROUTES
- ADDITIONAL DETAIL AS CONCEPT(S) PROGRESS

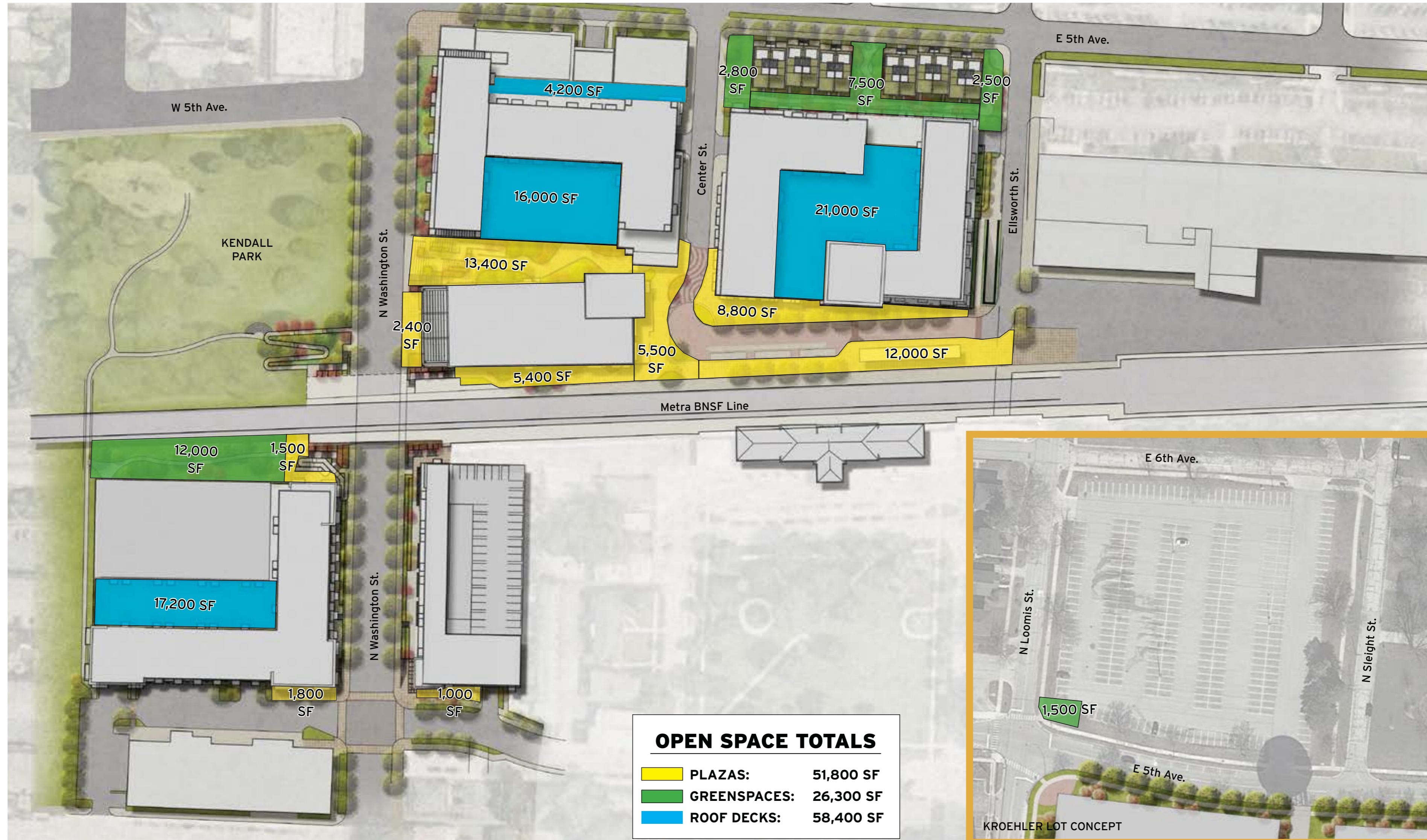


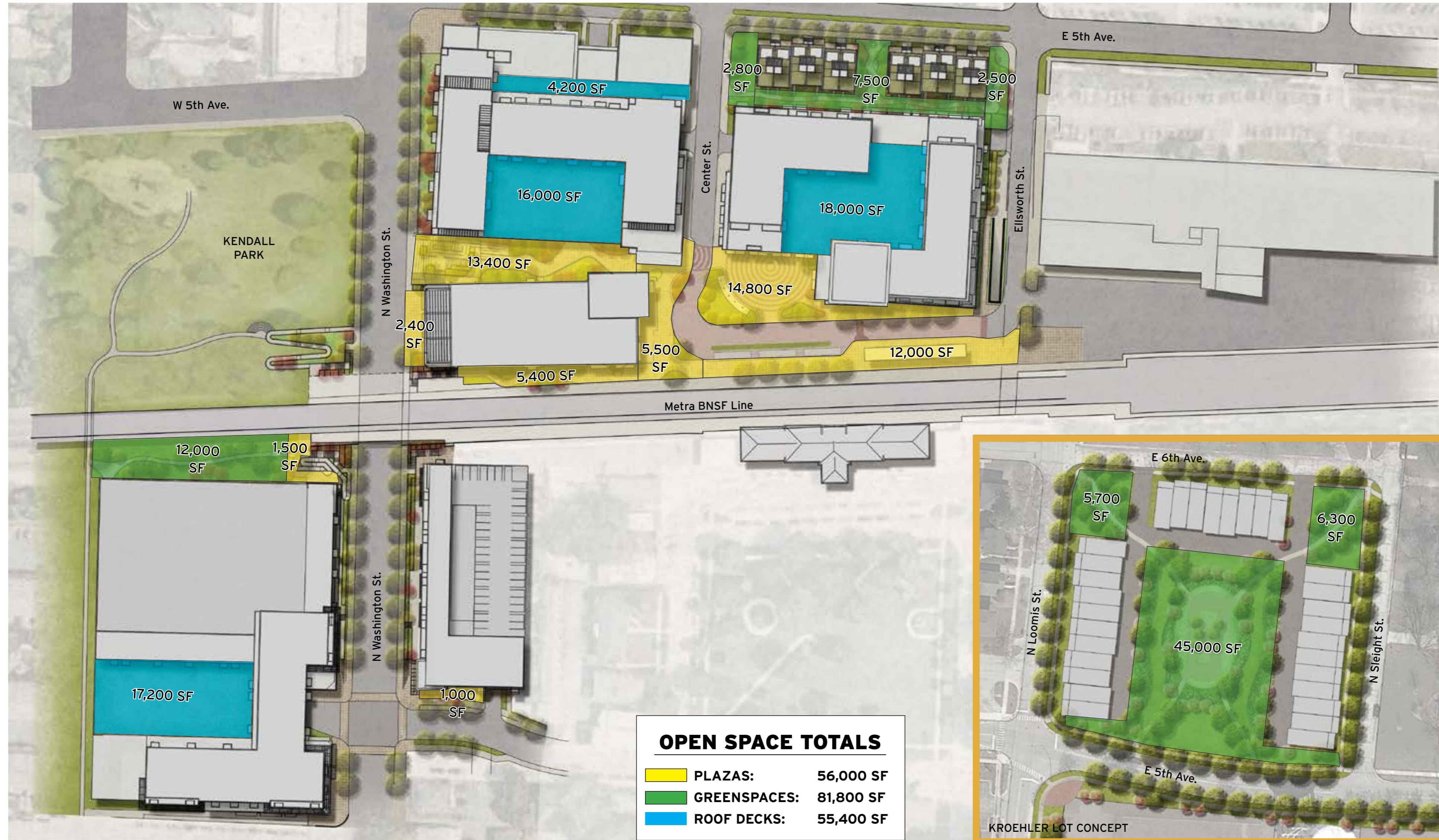


- IMPROVED SAFETY & ENHANCED EXPERIENCE ALONG PEDESTRIAN ROUTES
- ADDITIONAL DETAIL AS CONCEPT(S) PROGRESS



| | | | | | | |
|--|-----------|-----------|--------------|---------|-------------------|-----------------------|
| | | | STORM WATER | PARKING | PEDESTRIAN ROUTES | GREEN / PUBLIC SPACES |
| | | | PLAZA ACCESS | PLAZA A | PLAZA B | KROEHLER B |
| | CONCEPT A | CONCEPT B | | | | |





WASHINGTON STREET PEDESTRIAN ACCESS

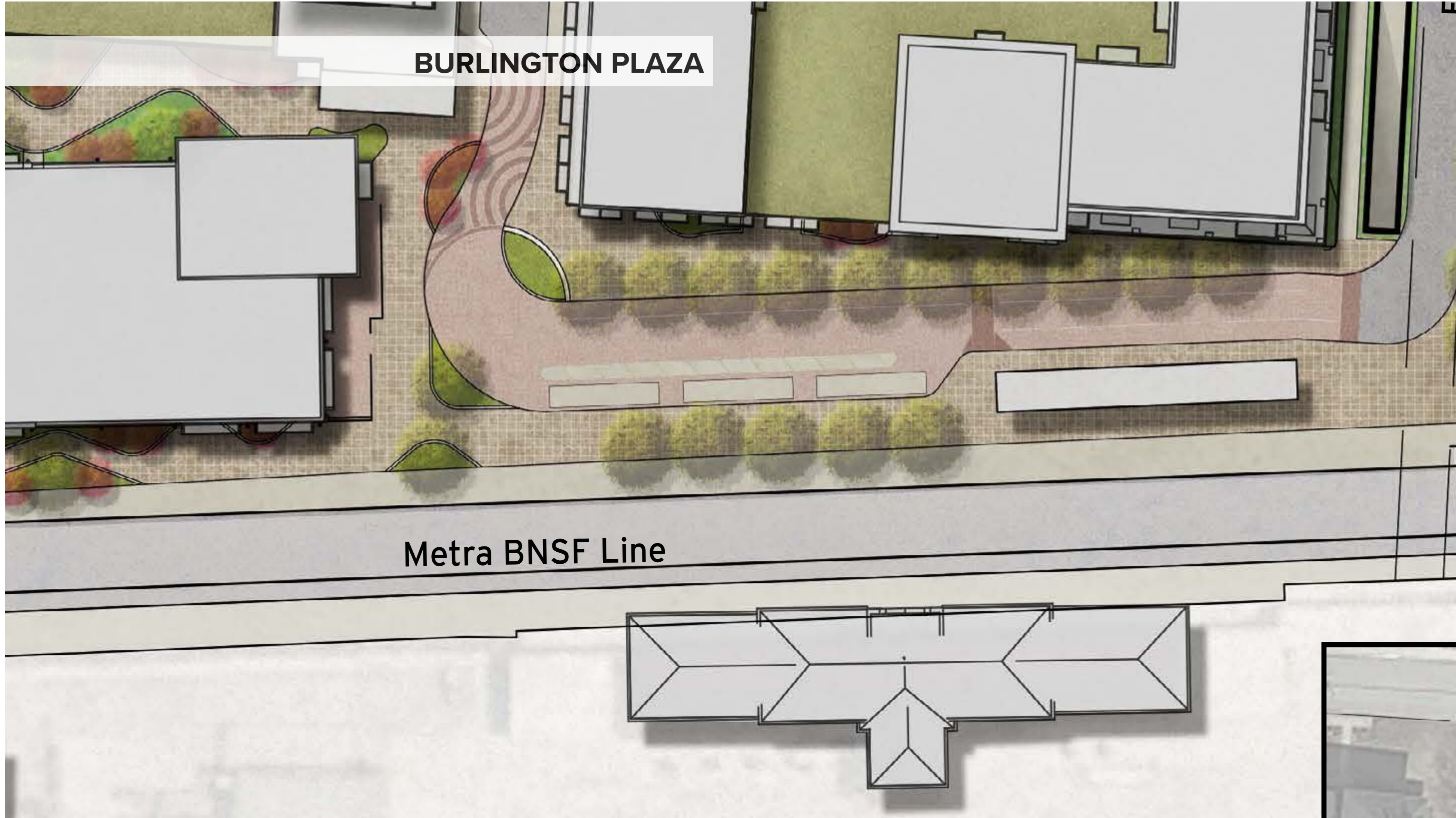
N Washington St.

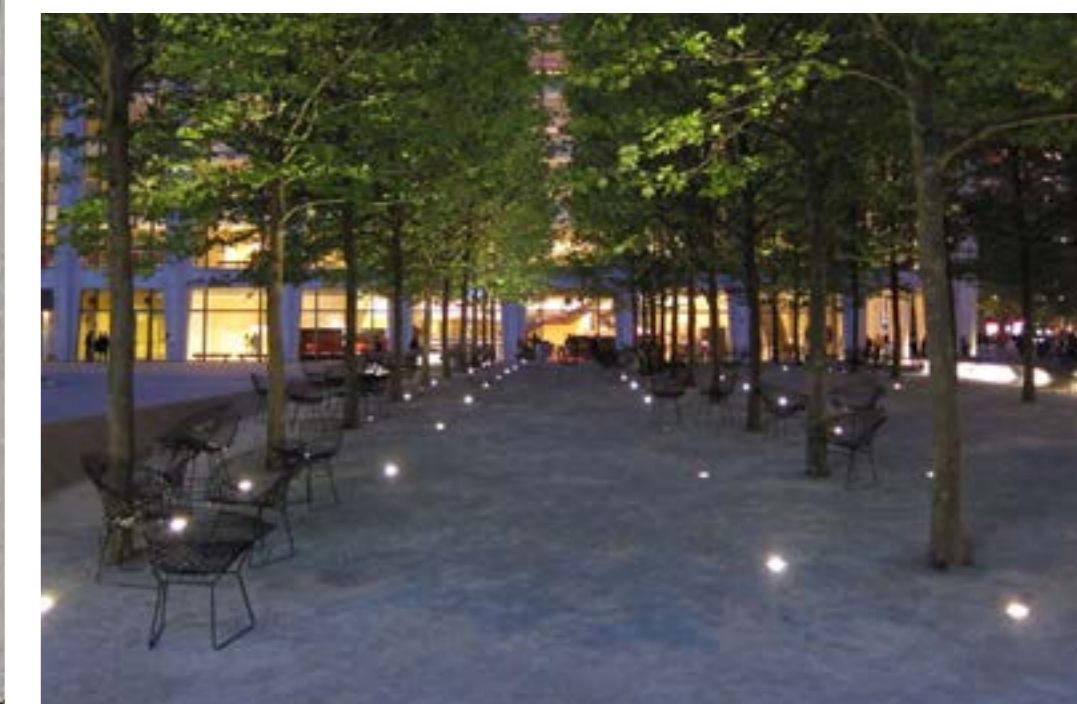
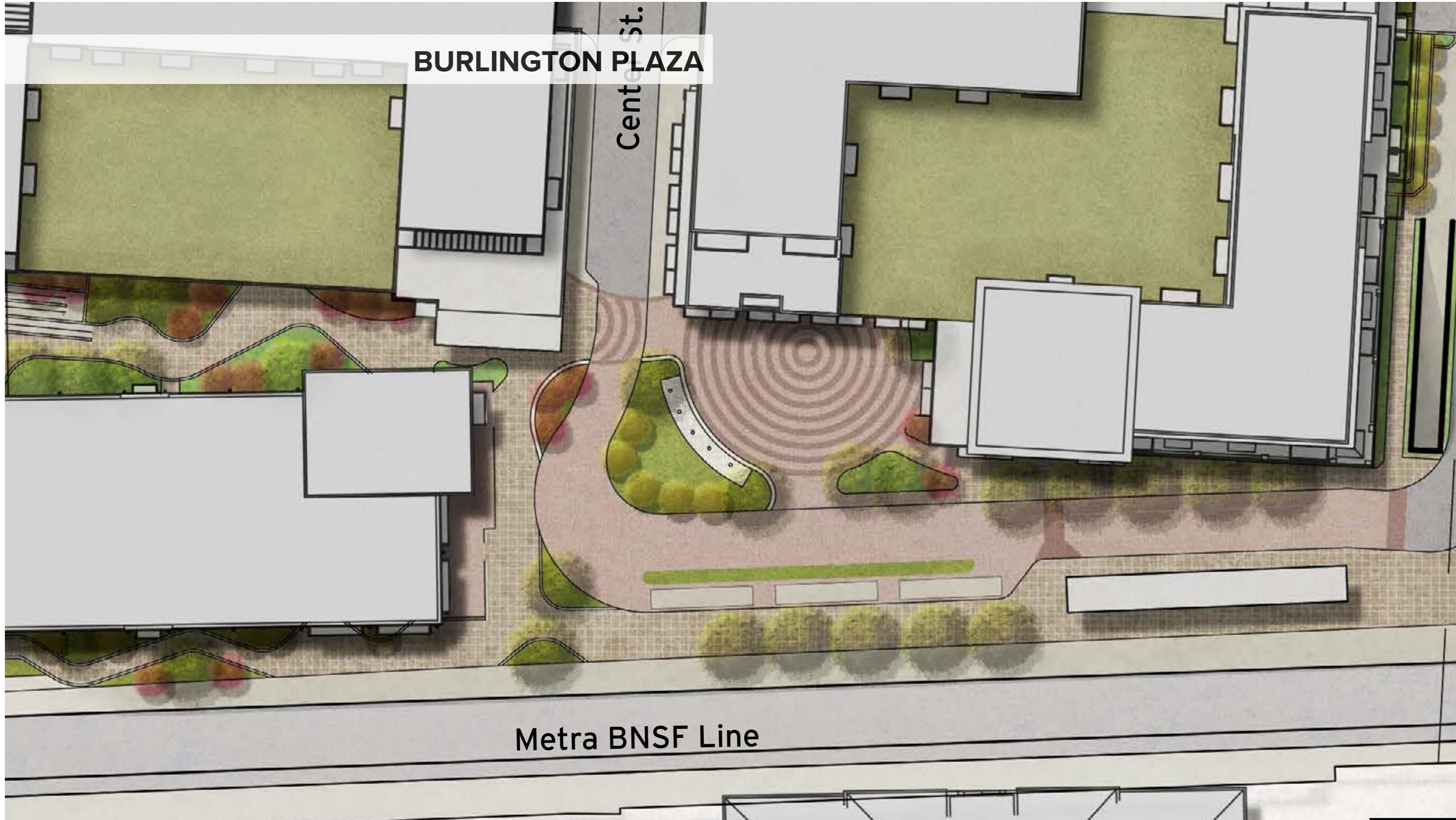
Center St.

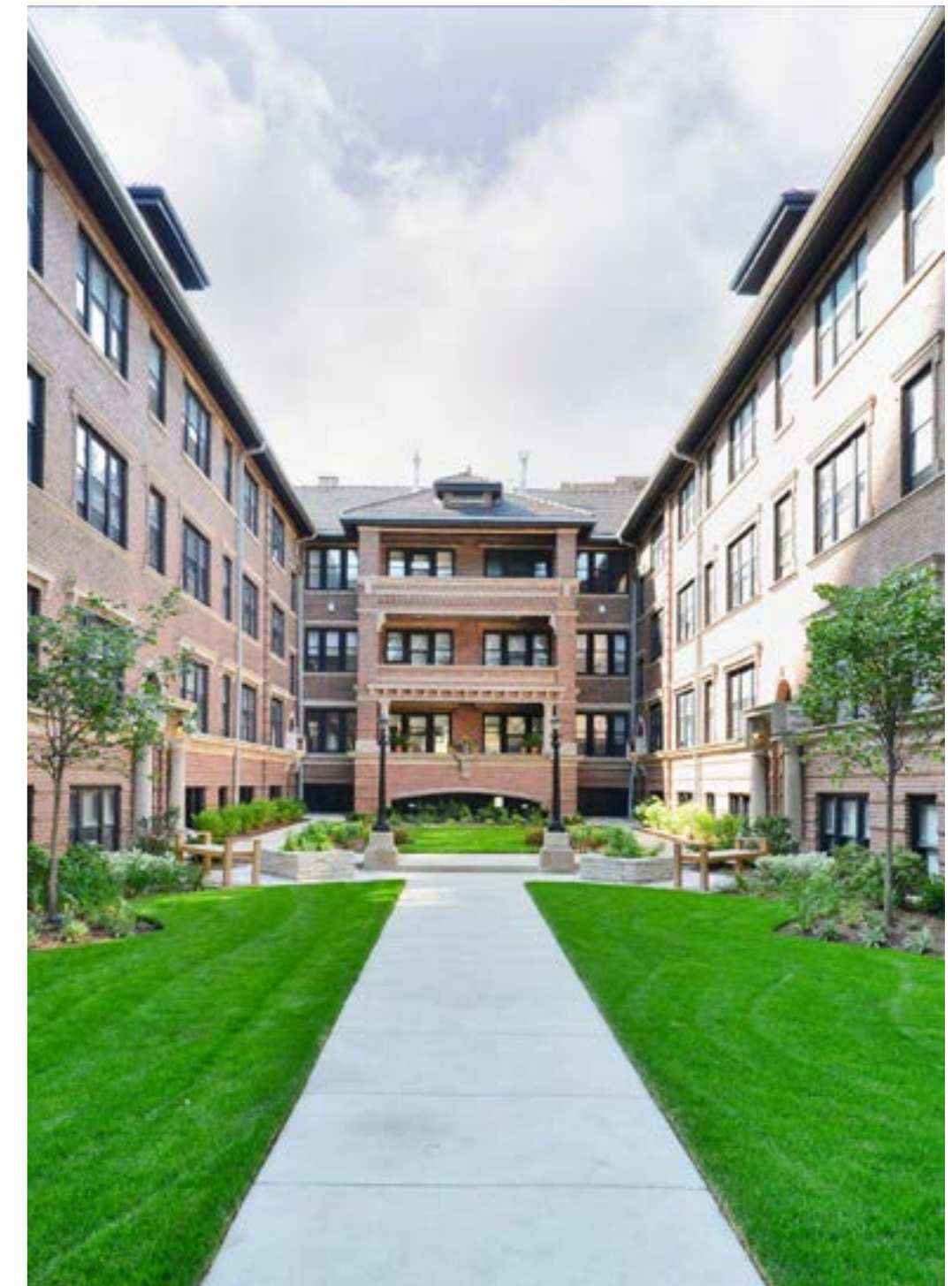
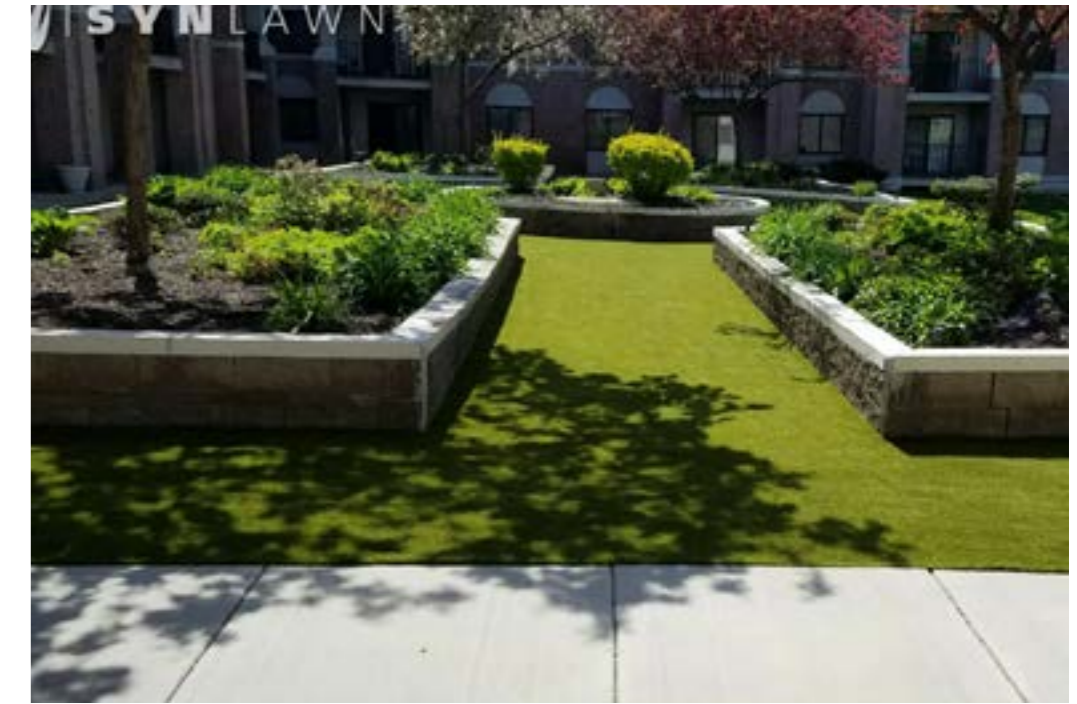


BURLINGTON PLAZA

Metra BNSF Line







The purpose of this Preliminary Concept Budget Model is to:

- Begin to build a **framework** for the project's scope and potential costs
- Serve as a means of **communicating** potential cost-related issues
- Begin to **identify** areas for cost compression and value engineering

Please note, **these costs are not final**. They will change and additional detail will be provided as the concept is refined.

| USES | CONCEPT A BUDGET | CONCEPT B BUDGET |
|--|----------------------|----------------------|
| LAND | | |
| Approximately 14 acres | TBD | TBD |
| PARKING | | |
| Commuter Parking | \$55,417,961 | \$51,985,076 |
| PRODUCT TYPE | | |
| Multifamily (Rental Units) | \$154,265,328 | \$149,993,035 |
| Condominiums (Sale Units) | \$21,775,147 | \$28,159,397 |
| Brownstones (Sale Units) | \$7,829,045 | \$21,619,309 |
| Office | \$43,291,266 | \$43,291,266 |
| Retail | \$8,760,000 | \$15,106,620 |
| Flex Space | \$14,472,735 | \$12,353,055 |
| INFRASTRUCTURE / IMPROVEMENTS | | |
| Site Work | \$5,958,499 | \$7,466,890 |
| 5th Ave Added Turn Lane | \$316,045 | \$316,045 |
| North Ave Re-Alignment | \$755,560 | \$755,560 |
| Ellsworth Tunnel Improvements | \$2,750,000 | \$2,750,000 |
| New Pedestrian Tunnel | \$4,500,000 | \$4,500,000 |
| Water Tower Relocation | \$1,750,000 | \$1,750,000 |
| 5th Ave Corridor Improvements | \$986,786 | \$986,786 |
| Washington Corridor Improvements | \$3,353,006 | \$3,353,006 |
| PACE/Kiss-n-Ride (South Side) | \$500,000 | \$500,000 |
| Public/Greenspace/Landscaping | \$1,891,723 | \$2,053,597 |
| Demo/Environmental | \$2,400,871 | \$2,719,711 |
| Site Improv. (Development) | \$680,384 | \$680,384 |
| Storm Water Mgmt (Kroehler/Burlington) | \$2,072,100 | \$2,072,100 |
| Storm Water Mgmt (Kendall Park/Mill) | TBD | TBD |
| TOTAL PROJECT COST | \$333,726,456 | \$352,411,837 |

KEY DIFFERENCES IMPACTING BUDGETS

| CONCEPT A | CONCEPT B |
|---|--|
| HEIGHT | |
| Generally 2-4 stories | Generally 4-6 stories |
| USES | |
| Program aligns with Working Group analysis | Program aligns with Working Group analysis. Concept B also offers additional residential options and flexibility to accommodate other uses (ie - residential, commuter parking etc.) |
| GREENSPACE | |
| Concept A adds approximately 78,000 square feet of public/greenspace | Concept B offers an opportunity to incorporate additional public/greenspace |
| **Additional enhancements to existing parks are recommended as the concept(s) are refined. | |
| KROEHLER PARKING LOT | |
| Concept A assumes this lot remains surface parking for commuters | Concept B moves existing parking to PW lot and replaces with residential (brownstones) and greenspace |
| DUPAGE CHILDRENS MUSEUM | |
| Concept A assumes the DCM will remain in place | Concept B assumes the DCM is relocated offsite |

OPPORTUNITIES

As we move forward, we will continue to refine the concept in an effort to achieve a final outcome that is both bold and truly enhances the community. Specifically, including

Plaza Space

- Further refinement should focus on increasing the overall area, amenities and experience within the public spaces.

Greenspace

- We recommend integrating the existing parks into the overall greenspace master plan.

Enhance Walkability

- Continue to focus on providing program uses that are essential to the surrounding community - fitness, grocer, food service, etc.

We sincerely appreciate the time the community, City Staff and City Council have given to this effort. Any comments or concerns not addressed tonight may be submitted via comment card or email us at 5thAveDev@RyanCompanies.com.

The Ryan Team

