APPENDIX B

Land Use Details

LAND USE

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ADDITIONAL RELEVANT DOCUMENTS

Group Input Summary
Action Plan
Naperville Analysis of Impediments to Fair Housing
2009 5th Avenue Study
Residential Market Study prepared by Appraisal Research Counselors

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MEETING AGENDA & NOTES

SUBJECT:	Land Use Working Group #1	START TIME	2 PM
LOCATION:	Ryan Offices	END TIME:	3:30 PM
		DATE:	4/9/18

FROM: 5th Avenue Development Team
PHONE: 630-328-1105
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TO

Rocky Caylor	Amy Emery	Jim McDonald
Jeff Havel	Allison Laff	Curt Pascoe
Phillip Meno	Christine Jeffries	Kyle Schott
Scott Parrill		
Katie Davis		

Introductions

Background Information

- Group Input Session
- 2009 5th Avenue Study
- Naperville Fair Housing Study
- Market Studies

Working Group Action Plan

- Background information
- Discussed areas of study
    - Current
    - Market Study
    - Land Use Survey Results

Land Use Narrative

- Reviewed the 5th Avenue Development RFQ guidelines
- Group may discuss land use recommendations by parcel
- Discussed patterns within the Group Input document as well as those comments which contrast the guidelines of the RFQ

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- Discussed how some of the other working groups will funnel into this group, such as parking and traffic.

Box Site Training Session

Open Discussion

Next Meeting Focus:

- Highlights - Naperville Fair Housing Study & 2009 5th Ave Study
- Preliminary Market Studies
- Group Input Breakdown

MEETING AGENDA & NOTES

SUBJECT:	Land Use Working Group #2	START TIME	2 PM
LOCATION:	Ryan Offices	END TIME:	3:30 PM
		DATE:	4/27/18

FROM: 5th Avenue Development Team
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TO

Rocky Caylor	Amy Emery	Jim McDonald
Jeff Havel	Allison Laff	Curt Pascoe
Phillip Meno	Christine Jeffries	Kyle Schott
Scott Parrill		
Katie Davis		

Introductions

Highlight of the Naperville Fair Housing Study & 2009 5th Ave Study – Allison Laff

Review of Preliminary Market Studies (office, retail and residential) – Jim McDonald

Summary of 2017 Naperville AI study
- o Discussion of affordable housing and the need for it in Naperville
- o Opportunity to include affordable housing as part of this project

Brainstorming Session - All
- o Successful mixed use developments bring together a variety of elements that work in concert with each other. Specifically,
  - **Train station / multi-modal**. *How do we embrace the train station, making it a focal point of the redevelopment?*
  - **Public spaces (hardscape / greenspace)**. The combination of buildings and public spaces define a place. *How do we create awesome public spaces within the development area.*
  - **Variety of uses**. A mix of uses in close proximity brings life and energy to a "place." *Given the existing Group Input information, what uses could be appropriate for the development area?* We understand we are waiting for the results of the LU & H survey.
  - **The Public Realm.** An active ground floor is important to engage pedestrians and create character. *How do we create a destination?*

- **Transitional areas.** Pedestrian safety, pedestrian scale and neighborhood character are critical. *How do we weave this development into the existing neighborhood fabric?*

- **Parking**. Location and design will be critical to creating a livable, walkable and pedestrian focused experience. *How do we achieve a pedestrian experience in a commuter environment?*

Open Discussion

5^{th} Avenue Development Survey

Topline Results

NOTE: Many questions test preferences for various potential land use options for the 5^{th} Avenue Development area. These are tested on a 1-5 scale, where 1=Strongly Oppose and 5=Strongly Support. Topline results are summarized as "Top 2 Box" responses (4s and 5s combined, showing strong/not strong support), and "Bottom 2 Box" responses (1s and 2s combined, showing strong/not strong opposition). The average score on this 1-5 scale is also provided for easy comparisons.

Also, the base for each segment (n=x) shows the number of respondents who answered every question. This varies as some chose to leave certain questions blank. The **overall** number of respondents to the different surveys is summarized below:

- **n=300 Engaged** residents, which includes n=209 who appear on the City's and/or Ryan's Engaged contact databases alone, plus an additional n=91 who also appear on the City's Commuter database (identified as "Crossovers");
- **n=406 Commuters**, which includes n=315 who appear exclusively on the City's Commuter database, plus the additional n=91 Crossover respondents who appear on the Engaged resident list(s);
- **n=91 Crossovers** alone;
- **n=84 Naperville-wide residents** who were randomly sampled and invited to respond;
- **n=646 opt-in web survey respondents** who accessed the survey link on the 5^{th} Avenue Development website. This is the one channel which allowed for multiple completions from an individual respondent.

Data collection ran from March 13^{th}, through May 12th, 2018. Multiple reminder emails and newsletter notices were sent to non-respondents in the Engaged and Commuter databases to encourage their survey response.

HOUSING QUESTIONS

H1. Should housing be included as part of the 5th Avenue Development?

	Engaged (n=274)	Commuter (n=368)	Crossover* (n=84)	Community (n=76)	Web opt-in (n=594)
Yes	75%	50%	69%	64%	61%
No	25%	50%	31%	36%	39%

H1A. Why shouldn't housing be included as part of the 5th Avenue Development?

	Engaged	Commuter	Crossover*	Community	Web opt-in
Overcrowded, Too Much As Is (NET)	18%	30%	23%	18%	22%
Other needs with higher demand than housing	3	5	4	1	3
Would impact neighborhood feel/ property value	2	3	2	0	4
More parking is needed for commuters already	5%	15%	5%	7%	7%
Traffic concerns (too much already, safety, etc.)	5%	6%	3%	6%	8%

H2A. If housing were to be included in the 5th Avenue Development, which of the following would you like to see? (1-5 scale)

	Engaged (n=273)	Commuter (n=347)	Crossover* (n=82)	Community (n=73)	Web opt-in (n=544)
Townhomes					
Top 2 Box (T2B)	57%	52%	62%	58%	54%
Bottom 2 Box (B2B)	34	41	28	36	40
Mean (Average)	*3.3*	*3.0*	*3.4*	*3.1*	*3.0*
Condos (owned)					
Top 2 Box (T2B)	67%	64%	78%	66%	55%
Bottom 2 Box (B2B)	30	31	20	27	39
Mean (Average)	*3.5*	*3.4*	*3.8*	*3.5*	*3.1*
Apartments (rental)					
Top 2 Box (T2B)	30%	33%	38%	30%	27%
Bottom 2 Box (B2B)	66	63	60	63	67
Mean (Average)	*2.3*	*2.3*	*2.5*	*2.3*	*2.2*
Single family homes					
Top 2 Box (T2B)	47%	33%	42%	35%	42%
Bottom 2 Box (B2B)	48	63	52	56	52
Mean (Average)	*2.9*	*2.4*	*2.7*	*2.5*	*2.8*

H2A_Other housing options selected: Please specify. (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
Senior/ 55+ housing	8%	2%	5%	1%	3%
Affordable housing	5%	2%	7%	4%	2%
Special needs adults	1%	0%	1%	0%	0%

H3A. - If housing were to be included in the 5th Avenue Development, please indicate the types of housing markets you feel should be included

	Engaged (n=247)	Commuter (n=317)	Crossover* (n=74)	Community (n=77)	Web opt-in (n=487)
Affordable/ Workforce Housing (as defined by HUD)					
Top 2 Box (T2B)	23%	22%	30%	17%	19%
Bottom 2 Box (B2B)	72	73	64	76	76
Mean (Average)	*2.0*	*2.0*	*2.3*	*1.9*	*1.9*
Attainable/ Cost Effective					
Top 2 Box (T2B)	55%	48%	65%	53%	49%
Bottom 2 Box (B2B)	40	45	31	36	46
Mean (Average)	*3.1*	*2.9*	*3.4*	*3.1*	*2.9*
Independent Living (for seniors)					
Top 2 Box (T2B)	58%	42%	56%	53%	43%
Bottom 2 Box (B2B)	36	50	37	38	50
Mean (Average)	*3.2*	*2.7*	*3.2*	*3.1*	*2.7*
Market Priced Housing					
Top 2 Box (T2B)	77%	71%	77%	66%	69%
Bottom 2 Box (B2B)	18	24	16	24	26
Mean (Average)	*4.0*	*3.7*	*4.0*	*3.5*	*3.7*
Other housing markets					

SHOPPING/BUSINESSES

S1. Should shopping/service-oriented businesses be included as part of the 5th Avenue Development?

	Engaged (n=257)	Commuter (n=360)	Crossover* (n=79)	Community (n=75)	Web opt-in (n=549)
Yes	84%	80%	89%	89%	89%
No	16	20	11	11	11

S1A. Why shouldn't shopping/service-oriented businesses be included as part of the 5th Avenue Development? (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
There is no need, enough shopping already; fill existing empty retail space first	9%	7%	5%	4%	3%
Increased traffic/ congestion	3%	6%	3%	4%	3%
Focus needs to be on fixing parking problem, not adding to it	2%	4%	2%	7%	2%
Doesn't offer anything to the local area, should benefit residents/ commuters more	1%	1%	1%	0%	2%
Business doesn't do well in that area/ train station not a shopping center	1%	1%	0%	1%	0%

2A. Which of the following shopping/service-oriented businesses would you like to see?

	Engaged (n=260)	Commuter (n=355)	Crossover* (n=81)	Community (n=77)	Web opt-in (n=580)
Coffee shop					
Top 2 Box (T2B)	86%	89%	91%	82%	87%
Bottom 2 Box (B2B)	9	9	5	13	10
Mean (Average)	*4.3*	*4.3*	*4.4*	*4.0*	*4.2*
Restaurant/bar					
Top 2 Box (T2B)	79%	81%	83%	83%	82%
Bottom 2 Box (B2B)	15	15	11	10	16
Mean (Average)	*4.0*	*4.0*	*4.1*	*4.1*	*4.0*
Consumer service (dry cleaner, salon, etc.)					
Top 2 Box (T2B)	66%	60%	67%	55%	63%
Bottom 2 Box (B2B)	24	31	19	39	28
Mean (Average)	*3.6*	*3.3*	*3.7*	*3.1*	*3.4*
Boutique retail shops (housewares, clothing, floral, wine shop, etc.)					
Top 2 Box (T2B)	54%	43%	52%	53%	60%
Bottom 2 Box (B2B)	37	46	32	37	31
Mean (Average)	3.2	2.8	3.2	3.1	3.4
Small boutique grocer					
Top 2 Box (T2B)	65%	60%	68%	69%	70%
Bottom 2 Box (B2B)	26	32	21	21	23
Mean (Average)	*3.6*	*3.3*	*3.6*	*3.6*	*3.7*
Performing arts/entertainment space					
Top 2 Box (T2B)	43%	42%	48%	50%	57%
Bottom 2 Box (B2B)	52	54	41	43	38
Mean (Average)	*2.8*	*2.7*	*3.1*	*3.0*	*3.3*

S2A_Other shopping/service-oriented businesses selected: Please specify. (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
Community-Oriented (NET)	5%	3%	5%	1%	2%
Fitness offerings	2	1	3	0	0
Pharmacy	0	1	0	0	1
Educational (museums, class space, cultural center, art studio/makerspace, etc.)	1	0	0	1	0
Child/Youth services (daycare, mentoring, etc.)	1	1	1	0	0
Farmer's Markets	1	0	2	0	0
Office (NET)	2%	1%	0%	1%	1%
Office space	1	0	0	1	0
Co-working/shared office space	1	0	0	0	0
Mechanic/ auto repair	1%	1%	1%	1%	0%
Convenience store	0%	1%	0%	0%	1%
Small, locally owned businesses	1%	0%	0%	0%	0%

S3A. Which of the following community-oriented businesses would you like to see?

	Engaged (n=239)	Commuter (n=301)	Crossover* (n=72)	Community (n=64)	Web opt-in (n=479)
Daycare facility					
Top 2 Box (T2B)	50%	51%	50%	52%	48%
Bottom 2 Box (B2B)	42	40	42	40	43
Mean (Average)	*3.1*	*3.1*	*3.1*	*3.1*	*2.9*
Fitness or health club					
Top 2 Box (T2B)	54	51	58	35	53
Bottom 2 Box (B2B)	37	40	34	59	41
Mean (Average)	*3.1*	*3.0*	*3.2*	*2.5*	*3.1*
Medical or dental office					
Top 2 Box (T2B)	38%	29%	34%	34%	35%
Bottom 2 Box (B2B)	53	62	57	48	57
Mean (Average)	*2.7*	*2.3*	*2.6*	*2.7*	*2.5*
Pharmacy					
Top 2 Box (T2B)	40%	48%	47%	41%	46%
Bottom 2 Box (B2B)	51	44	42	44	48
Mean (Average)	*2.7*	*2.9*	*2.9*	*2.8*	*2.8*

S3A_Other community-oriented businesses selected: Please specify. (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
Community-Oriented (NET)	4%	1%	3%	2%	2%
Educational (museums, class space, cultural center, art studio/makerspace, etc.	4%	1%	2%	1%	1%
Child/ Youth services (daycare / mentoring, etc.)	1%	0%	0%	1%	0%
Retail/ Entertainment (NET)	2%	2%	3%	1%	3%
Entertainment (movie theater, bowling etc.)	0%	0%	2%	1%	0%
Vet/ doggy daycare	0%	0%	0%	0%	1%
Office (NET)	2%	0%	1%	1%	1%
Office space	1%	0%	0%	0%	0%
Bank	0%	0%	0%	1%	0%
Co-working/shared office space	1%	0%	1%	0%	0%

OFFICE SPACE

O1. Please indicate whether you support or oppose seeing office space (including corporate, boutique office, and/or co-working space) as part of the 5th Avenue Development.

	Engaged (n=255)	Commuter (n=311)	Crossover* (n=77)	Community (n=70)	Web opt-in (n=496)
Top 2 Box (T2B)	62%	52%	62%	41%	57%
Bottom 2 Box (B2B)	29	41	29	49	36
Mean (Average)	*3.7*	*3.2*	*3.7*	*2.9*	*3.4*

O1A. Why do you support/oppose office space as part of the 5th Avenue Development? (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	**Commuter**	**Crossover***	**Community**	**Web opt-in**
Support (NET)	44%	33%	38%	28%	30%
Good for area, economic boost, more jobs	7%	8%	8%	10%	7%
Convenient location by train station (e.g., for reverse commuters)	8%	6%	7%	6%	7%
Support mixed/ multi-use space, "live-work-play"	9%	2%	8%	4%	4%
Oppose (NET)	32%	32%	30%	38%	28%
There is no need, enough office space already/ fill existing space before adding new buildings; concerned it won't stay	17%	10%	14%	18%	9%
Increased traffic/ congestion (rush hour, etc.)	8%	10%	10%	6%	7%
Focus needs to be on fixing parking problem, not adding to it	4%	9%	6%	5%	4%
Doesn't offer anything to the local area, should be more community-focused (prefer other type of development i.e. retail)	2%	4%	2%	8%	7%

GREENSPACE

G1. Should greenspace be included as part of the 5th Avenue Development?

	Engaged (n=299)	**Commuter** (n=397)	**Crossover*** (n=90)	**Community** (n=84)	**Web opt-in** (n=636)
Yes	93%	82%	89%	92%	92%
No	7	18	11	8	8

G1A. Why shouldn't greenspace be included as part of the 5th Avenue Development?

Very few cases by survey group; open-ended summary results will be included in the full report.

G2A. If greenspace were to be included in the 5th Avenue Development, which of the following would you like to see?

	Engaged (n=278)	**Commuter** (n=349)	**Crossover*** (n=80)	**Community** (n=75)	**Web opt-in** (n=581)
Hardscape Features (benches, plazas, fire pit, art, fountains, etc.)					
Top 2 Box (T2B)	86%	77%	86%	86%	85%
Bottom 2 Box (B2B)	11	16	11	8	12
Mean (Average)	*4.2*	*3.9*	*4.1*	*4.2*	*4.1*
Public Greenspace (grass areas, gardens, etc.)					
Top 2 Box (T2B)	93%	83%	90%	92%	88%
Bottom 2 Box (B2B)	5	12	5	8	8
Mean (Average)	*4.5*	*4.1*	*4.3*	*4.4*	*4.3*
Children's Amenities (splash pad, playground, etc.)					
Top 2 Box (T2B)	47%	35%	43%	51%	57%
Bottom 2 Box (B2B)	45	60	49	44	37
Mean (Average)	*3.0*	*2.5*	*2.8*	*3.1*	*3.3*
Neighborhood/ Community Amenities (outdoor ice rink, fitness, bocce, etc.)					
Top 2 Box (T2B)	53%	41%	45%	42%	55%
Bottom 2 Box (B2B)	40	52	44	51	38
Mean (Average)	*3.2*	*2.7*	*3.0*	*2.8*	*3.2*
Walking/bike paths					
Top 2 Box (T2B)	86%	78%	83%	93%	84%
Bottom 2 Box (B2B)	11	18	14	7	11
Mean (Average)	*4.3*	*3.9*	*4.2*	*4.4*	*4.2*

G2A_Other greenspace selected: Please specify. (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	**Commuter**	**Crossover***	**Community**	**Web opt-in**
Gardens	2%	1%	2%	2%	1%
Focus on being eco-friendly and conservation	1%	0%	0%	1%	0%
Lots of trees, foliage	2%	0%	3%	0%	1%
Dog park, dog-friendly (provide waste bags/bins, off-leash area, etc.)	3%	0%	0%	0%	1%
Rooftop greenspace	2%	1%	1%	1%	1%
Flooding prevention	1%	0%	0%	2%	0%

G3_1. Which of these public space amenities would you use if provided within the 5th Avenue Development? Please select all that apply. (% Yes/Selected)

	Engaged (n=300)	Commuter (n=406)	Crossover* (n=91)	Community (n=84)	Web opt-in (n=646)
Farmers markets	84%	80%	82%	84%	86%
Outdoor fitness classes (yoga, tai-chi)	27%	17%	15%	21%	31%
Cultural (festival, fairs, concerts, etc.)	60%	58%	61%	64%	66%
Outdoor meeting/work space w/ WiFi	36%	29%	27%	37%	34%
Other public space amenities	9%	5%	8%	8%	6%

G3_1_Other public space amenities selected: Please specify. (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
Amenities for children/ youth (athletics, park, museum, playground, activity center, etc.)	1%	1%	1%	2%	1%
Gardens/ green space	2%	1%	1%	3%	1%
Dog-friendly spaces	1%	0%	0%	0%	0%
Paths (walking, biking)	0%	1%	1%	1%	0%
Indoor space	0%	0%	1%	1%	1%

PARKING (NOTE: This section regarding parking appeared first in the Commuter survey to increase relevance/interest in the survey.)

P1. There are currently 1,500 commuter spaces available within this development. Should additional commuter stalls be added?

	Engaged (n=276)	Commuter (n=391)	Crossover* (n=83)	Community (n=78)	Web opt-in (n=605)
Yes	59%	82%	70%	72%	65%
No	41	18	30	28	35

P2A. Please indicate which parking options you would like to see at the 5th Avenue Development.

	Engaged (n=281)	**Commuter** (n=389)	**Crossover*** (n=87)	**Community** (n=80)	**Web opt-in** (n=598)
Structured Parking (multi-level parking deck)					
Top 2 Box (T2B)	78%	81%	76%	71%	77%
Bottom 2 Box (B2B)	20	18	23	25	20
Mean (Average)	*3.9*	*4.1*	*3.9*	*3.7*	*4.0*
Surface lots					
Top 2 Box (T2B)	44%	74%	65%	48%	51%
Bottom 2 Box (B2B)	47	21	23	45	43
Mean (Average)	*3.0*	*3.9*	*3.7*	*3.1*	*3.1*
Street parking					
Top 2 Box (T2B)	24%	40%	38%	28%	33%
Bottom 2 Box (B2B)	71	54	57	62	61
Mean (Average)	*2.2*	*2.7*	*2.7*	*2.4*	*2.5*
Offsite parking with shuttles to the train station					
Top 2 Box (T2B)	57%	25%	38%	45%	52%
Bottom 2 Box (B2B)	38	70	56	48	44
Mean (Average)	*3.3*	*2.1*	*2.6*	*2.8*	*3.0*

P2A_Other parking options selected: Please specify. (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	**Commuter**	**Crossover***	**Community**	**Web opt-in**
Underground/ subterranean	7%	2%	5%	1%	3%
More spots for permit parking (waiting list too long, etc.)	1%	3%	0%	1%	2%
More bike-friendly; bike parking, rental (Divvy), etc.	3%	1%	1%	1%	1%
Specific parking locations (specific area, intersection, etc.)	3%	1%	3%	3%	1%
More efficient roadways/traffic patterns (reduce bottlenecks, add bus lanes, etc.)	1%	1%	2%	1%	1%
More spots for daily parking (non-commuter)	0%	1%	0%	1%	1%
Parking structures that are not too high/ large	2%	0%	0%	2%	0%

OVERALL SUMMARY

Q2A. Rank order your top three preferred land uses from the list below.

	Engaged (n=300)	Commuter (n=406)	Crossover* (n=91)	Community (n=84)	Web opt-in (n=646)
TOP (#1) CHOICE (note: %s do not total 100% as some left this question blank)					
Housing	20%	7%	14%	17%	15%
Shopping	6	3	5	13	11
Service businesses	4	1	0	1	5
Office space	2	0	0	4	2
Public greenspace/amenities	29	14	19	27	32
Parking	29	61	51	27	25
Included in TOP 3					
Housing	42%	27%	37%	39%	38%
Shopping	32	30	31	40	42
Service businesses	38	35	41	40	36
Office space	17	12	13	10	14
Public greenspace/amenities	74	62	63	71	72
Parking	56	81	72	61	56

Q3A. Are there any specific land uses you want to see in the 5th Avenue Development? (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
Parking (NET)	11%	22%	16%	8%	9%
Infrastructure (NET)	14%	7%	8%	9%	9%
Improved/ safer pathways; pedestrian passageways	1%	2%	4%	1%	2%
Better traffic patterns/ flow	4%	2%	3%	2%	2%
Transportation Hub (trains, buses, trolleys)	2%	1%	1%	2%	2%
Retail/ Entertainment (NET)	11%	8%	11%	13%	10%
General retail (shops/ services)	6%	4%	9%	3%	4%
Restaurants	3%	3%	3%	1%	4%
Entertainment/ culture (theater, concerts, art. Gallery, museum, etc.)	3%	1%	4%	6%	2%
Greenspace (NET)	10%	4%	3%	15	8%
Housing (NET)	7%	4%	9%	7%	4%
Office space (NET)	1%	1%	2%	0%	1%
No Changes (NET)	2%	1%	3%	1%	1%

Q3B. Are there any specific land uses you don't want to see in the 5th Avenue Development? (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
Housing (NET)	24%	22%	16%	17%	23%
Anti-housing in general	5%	8%	1%	1%	8%
High density/ multi-unit housing (apartments, condos, etc.)	8%	6%	6%	5%	8%
Affordable, low income housing (e.g. Section 8)	8%	6%	4%	8%	5%
Luxury housing/ "McMansions"/single family homes	3%	2%	2%	1%	2%
Features/ Misc. (NET)	29%	14%	18%	19%	16%
High-rise buildings (3+ stories)	15%	5%	1%	8%	9%
Don't add to traffic, area is already congested	12%	7%	10%	8%	4%
Retail/ Entertainment (NET)	18%	12%	15%	21%	15%
Anti-retail/ commercial space in general	5%	6%	4%	7%	5%
Entertainment (theater, performing arts center, etc.)	7%	3%	6%	6%	5%
Restaurants/ bars/ nightlife	3%	2%	2%	6%	1%
Parking-related (NET)	9%	9%	11%	10%	9%
Anything that isn't parking / reduces existing parking, keep commuter in mind	4%	6%	5%	2%	3%
Parking garages (congestion based on train schedule, not in residential areas, nothing too excessive, etc.)	2%	2%	3%	3%	3%
No more surface/ street parking	2%	1%	2%	1%	3%
Office (NET)	5%	7%	6%	11%	7%

Q4A. What is your maximum acceptable height for each lot?

	Engaged (n=295)	Commuter (n=394)	Crossover* (n=89)	Community (n=82)	Web opt-in (n=631)
LOT 1					
Up to 2 stories	60%	39%	44%	65%	47%
Up to 4 stories	26	33	35	21	33
Up to 6 stories	8	12	11	6	12
6+ stories	6	16	10	9	9
LOT 2					
Up to 2 stories	24%	25%	20%	35%	27%
Up to 4 stories	44	37	39	36	41
Up to 6 stories	21	20	25	16	20
6+ stories	11	18	16	13	12
LOT 3					
Up to 2 stories	47%	36%	34%	49%	41%
Up to 4 stories	32	33	39	34	36
Up to 6 stories	14	16	14	8	13
6+ stories	7	15	13	9	10
LOT 4					
Up to 2 stories	23%	28%	19%	37%	31%
Up to 4 stories	44	34	41	38	37
Up to 6 stories	23	21	23	12	19
6+ stories	11	17	17	13	13
LOT 5					
Up to 2 stories	33%	33%	31%	38%	37%
Up to 4 stories	39	32	35	46	36
Up to 6 stories	18	18	17	7	18
6+ stories	10	17	17	9	9
LOT 6					
Up to 2 stories	29%	28%	24%	32%	35%
Up to 4 stories	42	35	40	46	36
Up to 6 stories	16	17	15	10	17
6+ stories	13	20	21	12	12

Q5A. For the 5th Avenue Development, indicate how strongly you support/oppose accommodating higher or lower heights to:

	Engaged (n=225)	**Commuter** (n=273)	**Crossover*** (n=66)	**Community** (n=67)	**Web opt-in** (n=434)
Be uniform and consistent across the entire planning area					
Top 2 Box (T2B)	45%	60%	56%	58%	57%
Bottom 2 Box (B2B)	43	30	29	33	33
Mean (Average)	*3.0*	*3.5*	*3.4*	*3.5*	*3.4*
Provide scale transitions (e.g., additional height to buffer railroad noise/ activity from outlying neighborhoods)					
Top 2 Box (T2B)	82%	83%	86%	81%	77%
Bottom 2 Box (B2B)	13	10	7	10	14
Mean (Average)	*4.0*	*4.1*	*4.1*	*4.1*	*3.9*
Accommodate aboveground structured parking					
Top 2 Box (T2B)	75%	84%	74%	77%	72%
Bottom 2 Box (B2B)	21	13	21	18	23
Mean (Average)	*3.7*	*4.1*	*3.8*	*3.9*	*3.7*
Accommodate a rooftop amenity and greenspace at various levels					
Top 2 Box (T2B)	74%	72%	76%	74%	77%
Bottom 2 Box (B2B)	21	18	16	18	17
Mean (Average)	*3.8*	*3.8*	*3.9*	*3.8*	*3.9*
Support housing choices					
Top 2 Box (T2B)	50%	40%	49%	52%	47%
Bottom 2 Box (B2B)	35	49	35	34	43
Mean (Average)	*3.1*	*2.8*	*3.2*	*3.1*	*2.9*
Respect existing building heights in the vicinity (two-story residences, four-story commercial buildings)					
Top 2 Box (T2B)	80%	68%	70%	81%	77%
Bottom 2 Box (B2B)	15	25	24%	15%	18%
Mean (Average)	*4.1*	*3.7*	*3.7*	*4.2*	*4.0*
Ensure the development is financially feasible					
Top 2 Box (T2B)	81%	87%	85%	92%	87%
Bottom 2 Box (B2B)	12	7	8	6	8
Mean (Average)	*4.2*	*4.3*	*4.3*	*4.5*	*4.3*
Other accommodations					
% "Yes	22%	15%	17%	12%	15%

Q5A. Other height accommodations selected: Please specify. (NOTE: Top open-ended responses are shown below; %s are based on the total sample size for each survey group).

	Engaged	Commuter	Crossover*	Community	Web opt-in
Improve traffic flow/ congestion	3%	3%	2%	1%	4%
Aesthetically pleasing, fit the area's character	5%	1%	2%	2%	2%
Support the current needs for nearby residents/ commuters	3%	2%	2%	5%	1%
Paths (biking/ walking)	4%	1%	2%	1%	1%
No high-rise buildings (including parking garages; surface parking/ lots only)	3%	1%	0%	0%	1%
ADA compliance	1%	1%	1%	0%	1%

RESPONDENT INFO

Q6. Do you live in within the neighborhoods adjacent to the 5th Avenue Development (Park Addition, Pilgrim Addition, ECHO or WHOA)?

	Engaged (n=297)	Commuter (n=403)	Crossover* (n=89)	Community (n=84)	Web opt-in (n=654)
Yes	51%	10%	24%	15%	33%
No	49	90	76	85	67

Q7A. [IF YES TO Q6] Which neighborhood do you live in?

	Engaged (n=146)	Commuter (n=38)	Crossover* (n=20)	Community (n=13)	Web opt-in (n=203)
Park Addition	46%	37%	35%	15%	32%
Pilgrim Addition	14	16	20	8	19
ECHO	14	16	15	31	18
WHOA	10	13	15	15	10
Other	16	18	15	31	21

Most frequent "Other" Responses: Historic District (n=7); Naperville Station Townhomes (n=5); 5th Ave. Station Apartments (n=3); Columbia Estates (n=3); Yorkshire Manor (n=3)

Q7B. [IF NO TO Q6] How close do you live to the 5th Avenue Train Station?

	Engaged (n=143)	**Commuter** (n=357)	**Crossover*** (n=67)	**Community** (n=71)	**Web opt-in** (n=422)
Less than 1 mile	19%	7%	13%	15%	15%
1-5 miles	64	71	72	58%	70
6-10 miles	14	19	13	21	12
More than 10 miles	3	2	2	6	3

Q1. Which of the following best describes how often you use the 5th Avenue Metra Station?

	Engaged (n=209)	**Commuter** (n=405)	**Crossover*** (n=90)	**Community** (n=84)	**Web opt-in** (n=646)
Daily or almost daily (e.g., at least 5 days a week)	24%	56%	49%	23%	28%
At least a few times per week, but not daily	5	10	6	6	11
At least a few times a month	25	7	8	19	21
At least a few times per year	42	23	35	45	34
Never	4	4	2	7	6

Q8. In what year were you born?

	Engaged (n=279)	**Commuter** (n=377)	**Crossover*** (n=84)	**Community** (n=78)	**Web opt-in** (n=602)
Under 35 years old	3%	7%	7%	8%	14%
35-49	31	38	35	26	39
50-64	43	42	32	40	34
65+	23	13	26	26	13

Q9. Do you have children under the age of 18 in your home?

	Engaged (n=293)	**Commuter** (n=394)	**Crossover*** (n=89)	**Community** (n=82)	**Web opt-in** (n=638)
Yes	37%	53%	38%	31%	51%
No	63	47	62	69	49

LAND USE WORKING GROUP
KICK-OFF MTG
9-Apr-18

Request for Qualifications (RFQ 17-036)
dated February 22, 2017

"The primary purpose of this Request for Qualifications (RFQ) is to solicit qualifications from developers, who in conjunction with their development teams, ("Development Teams") are capable of redeveloping the area (or portions thereof) with one or more high-quality projects.

Successful redevelpment will:

reflect market conditions,

reflect economic realities, and

support commuter access to the train station,

all within the context of the community and neighborhood settings."

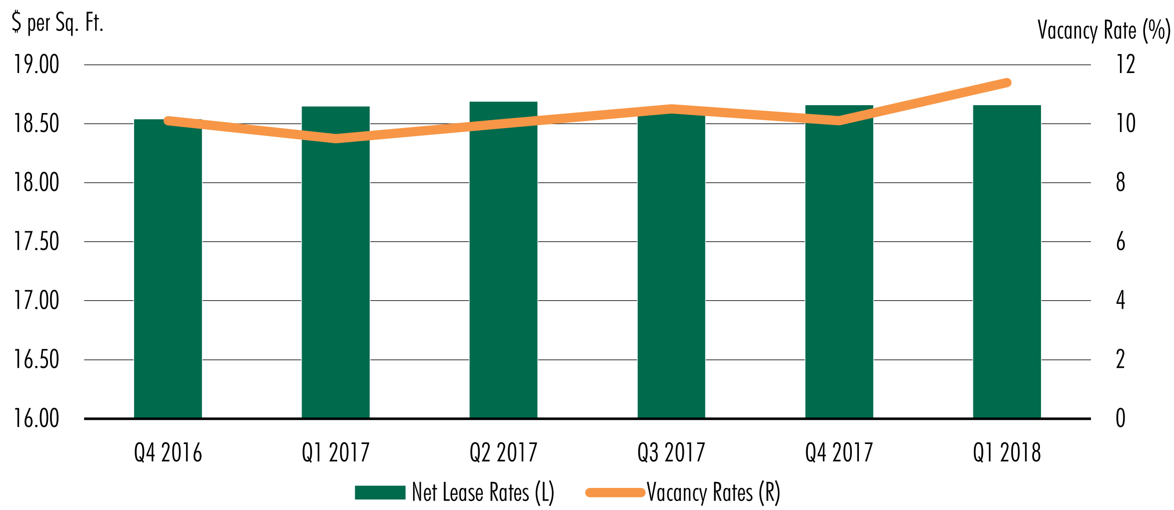
INITIAL OBJECTIVE (RFQ)	COMMUNITY INPUT	MARKET DEMAND / NEEDS
2009 5th Avenue Study	Group Input Info (to date)	Multi-family / Residential
Impediments to Fair Housing	Initial Survey	Office
	Land Use & Height Survey	Retail
		Community Space

Chicago Retail, Q1 2018

Store closures kick off the start of 2018

Vacancy Rate	Lease Rate	Neighborhood Vacancy	Power/Community Vacancy
11.4%	$18.66 PSF	16.3%	8.8%

Figure 1: Direct Vacancy Rate and Lease Rate



MARKET OVERVIEW

The retail news at the end of 2017 didn't provide much positivity going into the new year. Lists of big box closures began to surface, such as Sam's Club, Target, and Sears. Once 2018 began, Toys R Us made its announcement that it would close 380 stores nationwide. Landlords must continue to be creative when attempting to fill these spaces. To do so, they have turned to the "Five F's:" fitness, food, fashion, fun and furniture. Also, the popularity of online shopping continued. Select online retailers such as Warby Parker are setting up showroom type brick-and-mortar locations.

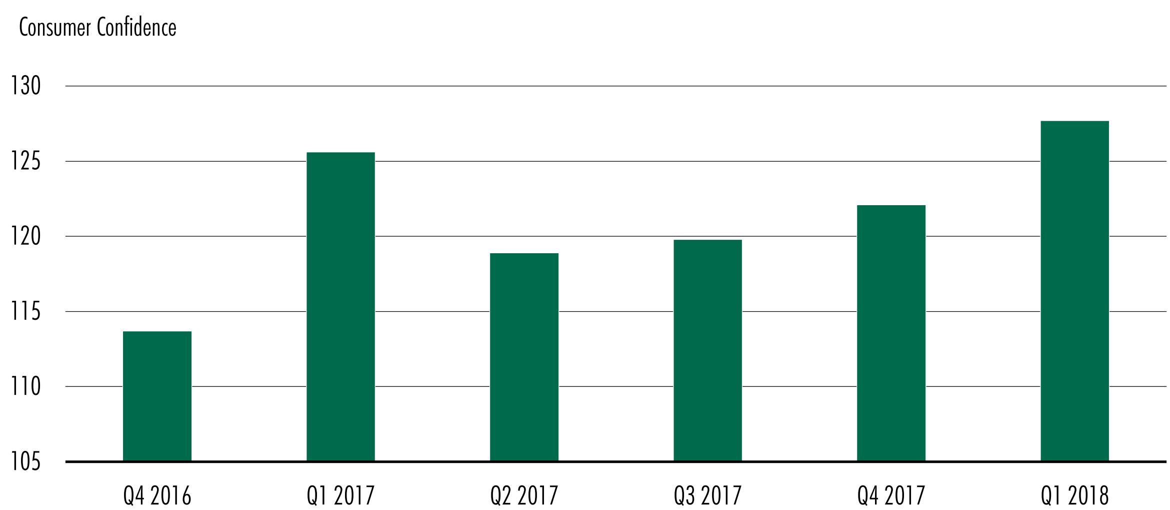
MARKET OVERVIEW CONT'D

Since the beginning of Q1 2018, the Chicago retail vacancy rate increased 130 basis points (bps) to 11.4%, and the average asking net rent has remained the same at $18.66 per sq.-ft. Small shop space continues to thrive due to the abundance of prospective tenants available within this size requirement. Junior box and big box space continue their vacancy struggle because of the ongoing store closures and the lack of active tenants within that size range that may fill these larger spaces.

Although, there has been absorption of retail space, it has occurred slowly and it has not been able to keep up with the increasing junior and big box store closures.

Crystal Lake, located in the far northwest submarket, has been active with new leasing and construction activity. This fall, the former 107,747-sq.-ft. Kmart located at 5846 Northwest Highway, will be leased by Steinhafels. Ulta and T.J. Maxx will both become the new occupants of the former Sports Authority at 6000 Northwest Highway. T.J. Maxx will relocate from Country Corners Shopping Center. New and planned construction is on the upswing. Mariano's is slated to open its 74,800-sq.-ft. store in early May, and will be located in the former Sears site at 105 Northwest Highway. Future construction will include new national tenants such as Pet Supplies Plus, which will be located at Main Street and Northwest Highway, and Popeye's Louisiana Kitchen which will be located at Route 14 and McHenry Avenue.

Grocery continues thrive despite the instability of the Chicago retail market. Pete's Fresh Market will open in the former Dominick's space in Matteson at Matteson Plaza, at the southwest corner of U.S. 30 and Governor's Highway. Tony's Fresh Market, has signed a lease at former Meijer space at 7111 Cermak Road in Berwyn.



NEW CASUAL DINING CHAIN TO OPEN

A new casual dining chain, Rock & Brews, will open its first restaurant this year in southwest suburban Orland Park. Two of the restaurant founders are Gene Simmons and Paul Stanley from the 1970's rock band Kiss.

The 6,000 sq.-ft. rock-themed casual dining restaurant will feature locally brewed craft beer on tap. Several other locations are planned as well as a corporate office over the next five-to-seven years around the Chicagoland area.

On a national level, the Consumer Confidence Index has decreased slightly since last quarter standing at 127.7. A reading above 90 points indicates a stable economy, while a reading of 100 points or more indicates strong growth.

NEW TO THE NEIGHBORHOOD

NOTEWORTHY NEW CONSTRUCTION

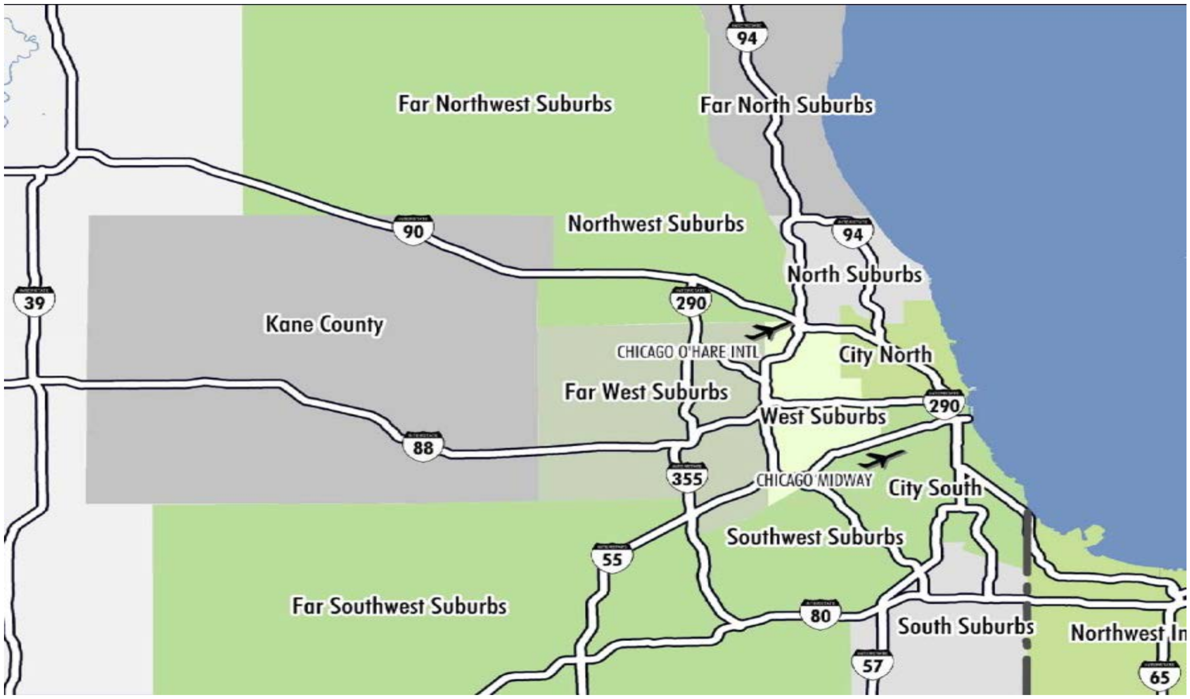
- Aldi, 2708 Showplace Drive, Naperville
- Panera-Route 59 and 75th Street
- Barry's Bootcamp, urban locations
- Pete's Fresh Market Center, Route 83 and Plainfield Road, Willowbrook

Figure 3: Top Lease Transactions

Tenant	Size (Sq. Ft.)	Address
The Dump	135,855	Former Wonder, Deerfield
Mall of India	115,751	Former Walmart, Naperville
Steinhafels	107,747	Former Kmart, Crystal Lake
At Home	104,782	Former Gander Mountain, Batavia
Tony's Fresh Market	71,000	Former Meijer, Berwyn
Advocate Medical	50,403	Former Sports Authority, Chicago
Park to Shop	50,000	Former Burlington, Aurora

Figure 4: Chicago Retail Statistics

Submarket	# of Properties	Gross Building (Sq. Ft.)	Vacant Area (Sq. Ft.)	Vacancy Rate (%)	Average Asking Lease Range ($/Sq.Ft./Yr)	
					LOW	HIGH
Far N.W. Suburbs	90	14,635,515	1,469,624	10.0	16.08	20.86
N.W. Suburbs	100	16,987,908	2,237,568	13.2	17.37	20.06
Far North Suburbs	39	6,909,408	613,470	8.9	13.61	17.62
North Suburbs	58	10,166,707	868,198	8.5	17.76	22.16
Far West Suburbs	143	23,079,050	3,464,546	15.0	15.27	17.60
West Suburbs	44	8,364,000	617,747	7.4	15.89	23.67
City North	68	9,489,798	586,713	6.2	19.27	22.98
City South	36	5,997,621	742,644	12.4	20.63	21.96
Far S.W. Suburbs	64	11,702,932	1,151,858	9.8	18.42	21.35
S.W. Suburbs	64	10,200,012	1,294,490	12.7	15.42	16.16
South Suburbs	50	7,168,121	1,429,174	19.9	15.59	20.19
Kane County	65	11,455,515	1,082,969	9.5	12.96	17.19
Total	821	136,156,587	15,559,001	11.4	16.96	20.37



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East-West Tollway Office, Q1 2018

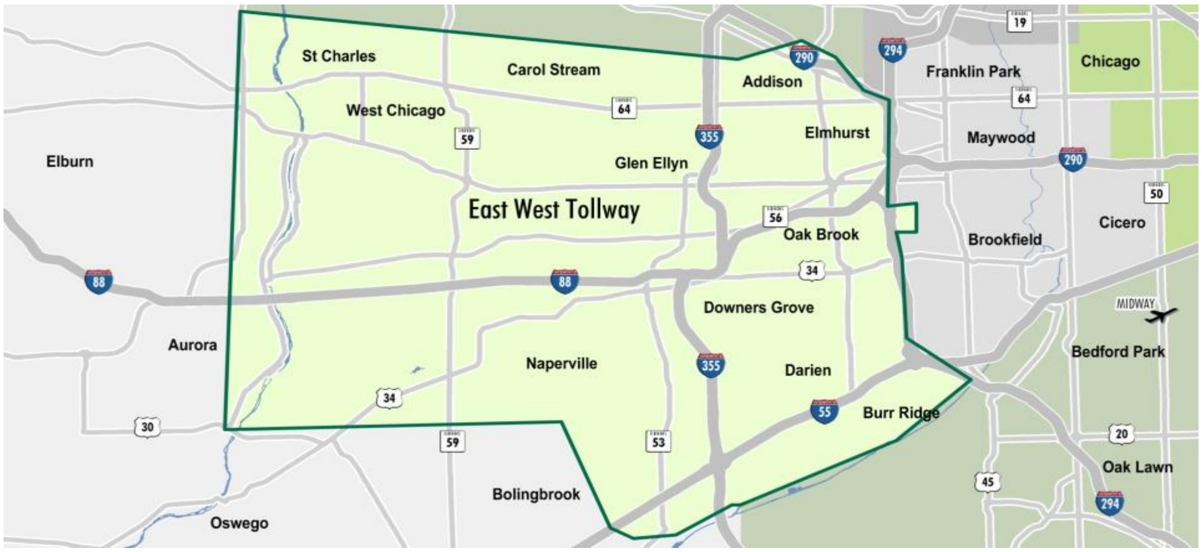
Direct Vacancy 16.6%

Lease Rate $23.14 PSF

Net Absorption -12,934 SF

Under Construction 0 SF

*Arrows indicate change from previous quarter.



QUICK FACTS

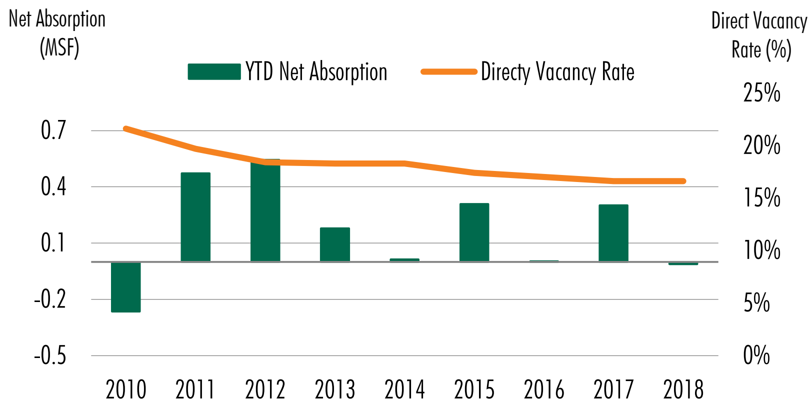
- Comprises 38.2% of the overall suburban market with 39.3 million square feet of office space in 455 buildings.
- Divided into two submarkets: east of I-355 and west of I-355. The west includes the cities of Lisle, Naperville, Aurora, and Warrenville. The east includes the cities of Oak Brook, Oakbrook Terrace, Downers Grove, Westchester, Westmont, Lombard and Hinsdale.
- The major transportation arteries of I-88 (Reagan Memorial Highway), I-294 and I-355 provide easy access to O'Hare International Airport, the north and northwest submarket and downtown Chicago.
- The East-West Tollway is known for its high concentration of corporate headquarters including Navistar and Nicor. These headquarters, along with the highly skilled labor pool and executive housing makes the East-West Corridor a desirable location to live and work.

Figure 1: East-West Tollway Statistics

Submarket	Rentable Building Area (SF)	Direct Vacant (SF)	Direct Vacancy Rate (%)	Sublease Vacancy Rate (%)	2018 Net Absorption	Gross Asking Rates PSF
EW Tollway	**39,262,218**	**6,526,590**	**16.6%**	**1.8%**	**(12,934)**	**$23.14**
Class A	12,272,961	1,578,327	12.9%	2.5%	97,406	$28.91
Class B	19,107,524	3,445,097	18.0%	1.8%	(69,430)	$22.72
Class C	7,881,733	1,503,166	19.1%	0.9%	(40,910)	$17.13
Eastern E-W	**24,164,503**	**4,004,210**	**16.6%**	**1.8%**	**170,989**	**$23.75**
Class A	8,488,355	1,101,431	13.0%	1.7%	95,043	$29.98
Class B	10,392,207	1,908,663	18.4%	2.5%	74,842	$23.19
Class C	5,283,941	994,116	18.8%	0.7%	1,104	$17.44
Western E-W	**15,097,715**	**2,522,380**	**16.7%**	**1.9%**	**(183,923)**	**$22.25**
Class A	3,784,606	476,896	12.6%	4.3%	2,363	$26.89
Class B	8,715,317	1,536,434	17.6%	1.0%	(144,272)	$22.16
Class C	2,597,792	509,050	19.6%	1.3%	(42,014)	$16.51
Suburban	**102,909,270**	**18,636,820**	**18.1%**	**1.3%**	**128,268**	**$23.08**
Class A	39,323,068	5,611,798	14.3%	2.0%	8,975	$28.40
Class B	40,824,915	8,370,885	20.5%	1.2%	31,099	$22.31
Class C	22,761,287	4,654,137	20.4%	0.4%	88,194	$17.10

Source: CBRE Research, Q1 2018.

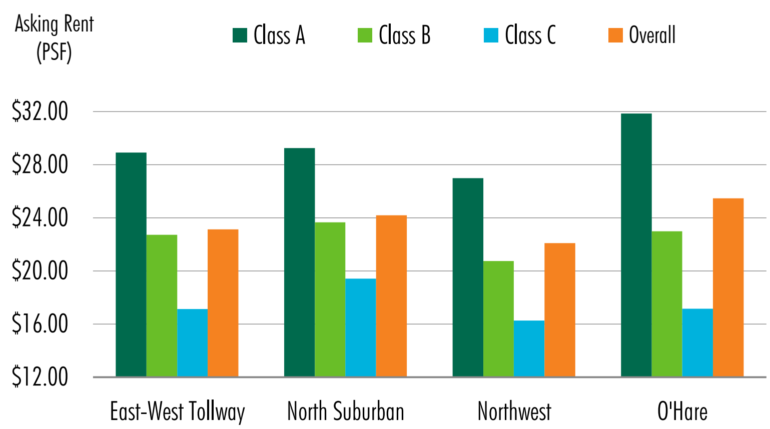
Figure 2: Net Absorption/Direct Vacancy Rate



Source: CBRE Research, Q1 2018.

- The East-West Tollway direct vacancy rate has remained largely consistent year-over-year, showing a decrease of 10 basis points, to 16.6%.
- Class B product saw direct vacancy decrease 100 basis points year-over-year, dropping to 18.0%.

Figure 3: Gross Weighted Asking Rates



Source: CBRE Research, Q1 2018.

- The Eastern East-West Tollway overall gross asking rate has increased by $0.32 year-over-year, reaching $23.75 per sq.-ft.
- The East-West Tollway overall gross asking rates have increased $0.53 year-over-year, reaching $23.14 per sq.-ft.

Figure 4: Top Lease Transactions – 2018

Tenant	Size (Sq. Ft.)	Address
T-Mobile Central LLC	54,492	1400 Opus Pl, Downers Grove
Edward-Elmhurst Healthcare	29,000	172 Schiller St, Elmhurst
Ocean Network Express (North America), Inc	22,317	377 E Butterfield Rd, Lombard
American Institutes for Research	17,070	1120 E Diehl Rd, Naperville

Source: CBRE Research, Q1 2018.

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