

5th Avenue Public Meeting – Initial Concept Presentation
August 22, 2018
Naperville Municipal Center, Council Chambers
6:30pm
DRAFT MEETING SUMMARY

CALL TO ORDER:

The meeting started at 6:30pm with Jim McDonald of Ryan Companies welcoming all in attendance. He explained the format of the meeting with the presentation followed by opportunity for individual public comment. He noted virtual reality devices were also available for those interested in “experiencing” the development.

ATTENDEES:

City Council: Chirico, Brodhead, Boyd-Obarski, Gustin, Hinterlong, Krummen, White

5th Avenue Steering Committee: Marybeth Box, Dr. Bob Buckman, Thom Higgins, Jim Hill, Patrick Kelly, Jim Ruhl, Laura Zeman

Ryan Companies: Jim McDonald, Curt Pascoe, Becky Diehl, Brett Bunke, Kaity Veenstra, Megan Conrad, Clare Scott, Kyle Schott

Lakota Group: Kevin Clark

City Staff: Doug Krieger, Marcie Schatz, Mike DiSanto, Linda LaCloche, Allison Laff, Amy Emery

Public:

Nancy	Abbott	Michael	Brown
Matt	Aldrich	Dorothy	Brown
Dana	Aldrich	Paul	Bruni
Christy	Allen	Sharon	Buma
Ron	Amato	Lauren	Bume
Sony	Anany	Mike	Bytnar
Mohan	Banzai	Rocky	Caylor
Patrice	Basso	Carl	Christensen
Heather	Becker	Ron	Coates
Ken	Becker	Jim	Collins
Sarah	Benton	Sadia	Covert
Paul	Bernstein	Tom	Coyne
Janet	Branchette	Colin	Dalough
Susan	Breen	Mary	Derwinski
John	Breen	Gail	Diedrichsen
Janice	Breinat/Bensema	James	Dirr

Dan	DiSanto	Larry	Langer
Sandra	Dixon	Brett	Lauten
Dan	Dodge	Sophia	Luo
Ed	Doyle	Diana	Mally
Art	Duedrich	Mary	Mansfield
Breece	Dufior	Karen	Marposon
Michael	Dunphy	Jeffery	McDonnell
James	Dunphy	Joe	McElroy
Nancy	Dvojack	Anne	McLaughlin
Rosie	Eiler	Robb	Meath
Colleen	Fissinger	Laura	Meath
Erin	Franczyk	Patricia	Meyer
Ron	Franczyk	Tom	Miers
Kevin	Gallaher	Keith	Miles
Jim	Godo	Tom	Neuendorf
Dawn	Gustafson	Sharon	Neumann
Pat	Guzaldo	Elizabeth	Nielsen
Barbara	Haag	Dominic	Nugent
Stephanie	Hamci Pacha	Kris	Nugent
Lynn	Hamilton	Jacob	Oblanzny
Sal	Handi-Pauhe	Reva	Obush
Sterling	Hardin	Holly	O'Connor
ME	Harris	Mike	O'Connor
Jim	Haselhorst	Kevin	O'Connor
Jeffrey	Havel	Todra	Oken
Sara	Havel	Gail	Olley
Karla	Heck	Sarah	Orleans
Dawn	Higgins	Dave	Parta
Alesia	Hillyar	Vivek	Parthasarathy
Rod	Hiltz	Kelly	Pecak
Barb	Hiltz	Ken	Pennings
Karen	Hogan	Amy	Pera
Jim	Horton	Steve	Purdushi
Michael	Hudson	Mike	Risley
John S	Humanski	Eric	Rivera
Chris	Hume	Darla	Rivera
Mike	Jarrell	Michael	Roth
Patty	Jarrell	Mike	Sante
Linda	Johanns	Dan	Satre
Jaime	Johnson	Greg	Scalia
Erin	Keables	Melissa	Schertz
James	Keables	Lee	Schmidt
Ray	Kinney	Lindsay	Shannon
Grethen	Langer	Gary	Smith

Steve	Snifflor	Elinor	Vigh
Nancy	Snifflor	Steve	Waeghe
Courtney	Stephani	Mary Lou	Wehrli
Erin	Stout-Shoger	Sandee	Whited
Kimberly	Stull	Uli	Wienands
Marilyn	Sullivan	Mike	Wierzbinski
Andres	Susarret	Robb	Williams
Cindy	Swanson	Cheryl	Wilson
Anne	Swanson	Julie	Witte
Nancy	Thomas	Sylvia	Wunsche-Wienands
Jim	Thormeyer	Dan	Zeman
Dave	Trollope		

PRESENTATION:

Curt Pascoe started the formal presentation by indicating Ryan Companies had two main goals:

- Placemaking – Trying to Create a Place that contributes and Celebrates a Vibrant Community
- Open Space – Walkable and Welcoming and Integrated to Existing Parks

Mr. Pascoe reviewed input from the Working Groups and highlighted how that input was addressed in the design. Specifically, he noted:

- RE: Stormwater
 - Both concepts include vaults to address Sleight and Ellsworth Street Swags in Park Addition
 - Kendall Park stormwater options are not coming until the next round of concepts as additional study is needed
- RE: Parking
 - 1,681 dedicated commuter spaces are provided
 - More than 1,100 parking spaces are included for new proposed uses
 - About 1/3 parking located south of the tracks; 1/3 Burlington and 1/3 Koehler and Public Works Lots
 - Parking is provided in a combination of below grade, deck and surface spaces
- RE: Pedestrian Safety and Connectivity
 - Objective is to better integrate connectivity to and thru the 5th Avenue properties and create a safe and engaging pedestrian experience
 - New elements include new a pedestrian underpass and relocated Ellsworth tunnel

- Closely related to the pedestrian experience is green and public spaces. Both options include public green spaces, plazas and green rooftop spaces
- 20-30% of land area is dedicated to open space in both concepts
- RE: Traffic and Transportation
 - Both concepts incorporate right-of-way improvements, including dual left turn lanes onto Washington Street at 5th Avenue and two-way traffic on a realigned North Avenue intersection with Washington.

Brett Bunke presented Concept A and Concept B in detail focusing first on the proposed land uses on each parcel.

Jim McDonald interjected with a summary of high level details about the two concepts comparing the number of parking spaces, square footage of each land use and other elements. He noted Concept A is primarily focused on 4-story buildings. Concept B provides a taller footprint to expand green spaces.

Mr. Bunke then discussed the architectural images. He clarified these are not finished plans but only initial renderings. Primary building materials include masonry and glass. He explained how design was carefully considered to breakup mass of buildings by stepping back upper levels, employing changes in materials, and through the use of glass to provide transparency. Existing topography is also used to reduce the bulk and mass of buildings.

Kevin Clark from the Lakota Group discussed the opportunity to create circulation and at the same time safety for pedestrians by separating parking and providing active land uses along Washington Street to help add to pedestrian environment. He indicated project experience shows that if you bring people to the street level cars will slow down.

Mr. Clark reviewed the proposed pocket park between the brownstones shown in the concepts along 5th Avenue providing opportunity to link east and west through the site. He noted it provides opportunity for pedestrians to enter into the development and may include amenities such as benches and possibly small artwork.

Next, Mr. Clark discussed the plaza shown in Option A and Option B. He noted the idea is for the plaza space to be designed to be a flexible space so it can be used as a gathering spot when it is not being utilized for commuters, particularly on weekends. Potential flexible use examples cited included a farmer's market and concert space.

Animations of Concepts A and B were shown.

To conclude the presentation, Kyle Schott highlighted some initial preliminary financial projections. He provided a high-level summary of costs based on the initial concept designs. The cost information was broken down by use, parking, and infrastructure amenities. Jim McDonald noted that \$270 - \$300 million of the costs shown are private Ryan Companies dollars. He explained more discussion is needed relative to costs

including factors such as land purchase or ground lease options and desired stormwater improvements in Kendall Park. Mr. McDonald stated that Ryan Companies is committed to a transparent process and will continue to refine and provide updated financial information as the concepts are revised.

PUBLIC COMMENT:

Twenty-four (24) speakers provided comments at the meeting:

Janet Bianchetta, 624 N. Ellsworth
 John Breen, 510 N Main Street
 Susan Breen 510 N. Main Street
 Mike Bytnar, 1209 Greensfield Drive
 Tom Coyne, 6 S. Huffman Street
 Mary Derwinski, 420 Spring
 Dan Disanto, 140 W. 5th Avenue
 Dan Dodge, 810 N. Ellsworth
 Nancy Dvojack, 542 N. Wright
 Jeff Havel, 725 N. Center
 Thom Higgins, 725 N. Ellsworth
 Erin Keables, 606 N. Ellsworth

Jim Koller, 710 N. Center
 Jayme Koller, 710 N. Center
 Jeff Mcdonald, 629 N. Center
 Liz Nielsen 509 N. Center
 Kelly Pecak, 215 Center
 Amy Pera, 711 N. Sleight Street
 Dan Satre, 865 N. Columbia
 Courtney Stephani, 522 N. Ellsworth
 Cindi Swanson, 519 N. Webster
 Dave Trollope, 240 E. 4th Ave
 Sandee Whited, 810 N. Ellsworth
 Dan Zeman, 604 N. Brainard Street

Below is a summary of public comments about the initial design concepts and response from the Ryan Companies:

RESIDENT COMMENT/QUESTION	RYAN RESPONSE
LAND USE AND HEIGHT	
Concerns about train proximity to the plaza space relative to safety given proximity to tracks, curbsless design, activity of kiss and ride, train exhaust and noise.	Regarding curbsless design, Ryan Companies provided examples of places that effectively utilize this design approach found in Batavia, Uptown Chicago (Argile Street), Columbus, IN, and Oak Park (Marian Street). As suggested, Ryan will seek to obtain additional information about freight train volumes, noise and odors and continue to work with Metra and BN on safety measures to appreciate opportunities and limitations on uses adjacent to the tracks.
Request for Floor Area Ratio (FAR) information	Ryan will provide with next iteration of concepts
Concern the development is too dense.	Ryan team explained the mix of land uses reflect market demand for row homes, condos and apartments. Mix of uses creates a sense of place that addresses comments heard from the

	<p>community input stressing the lack of housing for millennials, empty nesters that want to live near downtown, and attainable workforce housing product.</p> <p>They also pointed out that unit counts are distributed so that about half of the units are north of the tracks and half are south of the tracks. This was intentional to balance uses and spread commuter parking to achieve better equilibrium so the area functions at all times.</p>
<p>Will the proposed land uses provide parking in accordance with city zoning requirements?</p>	<p>It is comparable, but slightly reduced to reflect the proximity to transit. An analysis of what is required and what is proposed specifically will be prepared by Ryan Companies.</p>
<p>Concerns about height and density. Feeling that proposed heights do not respect results of community survey.</p>	<p>Proposed height is result of efforts to balance community input with market demand. Height helps to offset costs of some really significant issues – flooding, traffic, tunnels, kiss and ride, attainable housing. With this initial concept, Ryan indicated they were really encouraged to see that it is possible to address so many of the concerns raised by the community and still keep the overall height within the 4-6 story range.</p> <p>As such, Ryan believes they have respected survey feedback. Height is greatest near the station and Washington Street. The townhomes and row houses are 2-3 stories to transition to adjacent neighborhoods.</p> <p>Ryan will provide additional images and perspectives of height from locations around the development, including locations within the Parkview and Pilgrim Addition neighborhoods.</p>
<p>Question about plans for Kendall Park and Burlington Square Park</p>	<p>Ryan team noted that both of these areas are still being studied further. More information will be provided going forward.</p> <p>With respect to Kendall Park, a lot more study is needed about stormwater. To address issues in Pilgrim Addition, specifically to treat the Main Street Sag, it will take a majority of the surface area of Kendall Park being converted to a detention basin. The challenge is to see if a</p>

	<p>design can be achieved with passive green and open space that can possibly use the elevation change to create a detention space that is still a neighborhood amenity when it is dry. Another option for the site is a vault, but that approach is really cost prohibitive (estimated \$10 million).</p> <p>Regarding Burlington Square Park, the Ryan Team envisions improvements to the park to expand its use. Pace Officials and Ryan met last week. Pace is reviewing the ideas the Working Groups considered and will provide written comments which Ryan will share. Improved enforcement of kiss and ride activity and bus queueing was also cited as a means to improve this area.</p>
Concern about access to and overall provision for greenspace.	The 5 th Avenue project is surrounded by great greenspaces – Kroehler Park, Kendall Park, and Burlington Square. The concepts seek to capitalize on this unique opportunity to better highlight and connect these existing parks through actual physical connections and wayfinding. The concepts also provide for new public park spaces.
Does the design include attainable housing?	The primary opportunity for attainable housing is on the Parkview Lot. The lot is compact. It is not possible to put a significant unit count on the lot with a high amenity residential development. Instead, the first floor can be concrete construction to accommodate retail uses with stick frame above to wrap the interior parking structure. The costs should support units that are below a market rate. This approach can be taken in both concept options to achieve a 10% attainable product type.
DESIGN	
Design does not reflect context of surrounding residential uses.	Naperville has a multitude of design styles. These initial concepts seek to provide contextually through materials. As designs are further refined, additional details will be provided to better highlight relationship at the residential scale. Additional changes to look for in refined concepts will include: stepped back top floors, recessed balconies, mixing materials, etc. to provide more pedestrian character.
Request for Shadow Study	Agreed to conduct shadow analysis and provide this information with refined concepts.
Concerned about how access to buildings is considered in	All facilities will be fully accessible. Primary access points will be near gathering places for all.

<p>concepts and how curbless design of plaza relates to Universal Design principles.</p>	
<p>Is the concept environmentally sustainable/responsible?</p>	<p>Ryan has a history of LEED certified design and is committed to bringing that experience and approach to this project. In their view, the concept provides an awesome opportunity to do something far beyond with respect to sustainable design – considering electric vehicles, solar applications, water conservation design details, and much more. The project will comply with the Illinois Energy Code which is very progressive.</p>
<p>TRAFFIC</p>	
<p>Concern that proposed uses are too dense and will create traffic congestion issues and possible cut-thru traffic.</p>	<p>Ryan confirmed traffic studies will be done as the concept details get more refined. The analysis will include traffic simulations that will be made available publicly. Medians and right in/out access limitations and other opportunities may be considered along 5th Avenue.</p>
<p>PEDESTRIAN SAFETY/CONNECTIVITY</p>	
<p>Schools were not mentioned one time during the presentation</p>	<p>This was an unintentional oversight. It was noted that the Working Groups spent a lot of time talking about how get students to, from, and thru area. Improved crossings at Washington Street and Ellsworth near Loomis were cited as important pedestrian improvements.</p> <p>Ryan Team also shared they have had conversations with school superintendents. Their response is there is capacity in the overall system to accommodate students. Actual student generation is unknown at this point for the concepts. The school district wanted to know how many townhomes and 3 bedroom apartments are proposed. Market study showed support for 10% studio and 10% 3 bedroom units.</p> <p>Ryan will request a written position statement from School District 203. Any response received will be made available publicly.</p> <p>School connections will be discussed more with the next concept iteration presentation later this year.</p>

<p>What factors will determine if the proposed tunnel will ultimately be included.</p>	<p>Additional engineering work needs to be done to appreciate actual costs and feasibility. Current estimates are \$3-4 million, but grant funding may be an option to help offset this cost. BNSF and Metra will need to approve a tunnel.</p>
<p>Why is median shown along 5th Avenue?</p>	<p>On-street parking was often cited as a safety issue for pedestrians along 5th Avenue during the community engagement activities. The parking has been removed in both concepts and relocated in parking decks. Thereby creating additional width on 5th Avenue that allows for installation of a median. Alternatively, expanded pedestrian spaces can be provided on one or both sides of 5th Avenue.</p>
<p>COMMUTER EXPERIENCE/AMENITIES</p>	
<p>Concern no additional commuter parking spaces are provided with either concept; No impact on existing wait lists; no improvement to commuter parking</p>	<p>Proposal is in-line with RFQ requirement that there be no reduction in commuter parking. The concepts relocate between 500-700 parking spaces south of the tracks. This adds convenience to the more than 80% of commuters who live south of the station in response to comments requested during the community input phase to provide easy right out exit. Concepts also move spaces underground on a single level to provide convenient, climate controlled parking options.</p>
<p>Concern overall commute times will increase</p>	<p>The concepts provide for a single level of parking at Burlington in direct response to concerns that decked parking would require travel up and down multiple floors. Other recommendations to improve overall commuter travel time include:</p> <ul style="list-style-type: none"> • Dual left turn lanes at 5th and Washington • Siting of a parking deck on the west side of Washington Street to allow commuters a right out to easily go south. <p>Ryan continues to collaborate with Metra which places a top priority on overall commute time – door to door.</p> <p>Additional studies will be done by the Ryan Team on overall commute time.</p>
<p>Concern that proposed development will make congested trains even worse</p>	<p>Ryan Team explained that housing provided will not necessarily attract traditional commuters. Retired empty nesters and millennials who do not commute at peak times may be particularly</p>

	<p>attracted to this development. Also, some people moving to this area may already be using the train today and simply seeking a residence location that is in close proximity to the train.</p> <p>Ryan Companies agreed to reach out to the 5th Ave Station owner to find out how many commuters live in those apartments to better understand existing demand.</p>
OTHER TOPICS	
<p>More information was requested about financial details and assumptions</p>	<p>Ryan noted that financial details are preliminary and high level at this point. More information can be prepared as the concepts become more precise. Ryan Team will provide a breakout of anticipated public and private costs as go forward.</p>

Beyond the concepts, residents also provided comments about the City’s 2017 RFQ process and the City Council 60-day check-ins with Ryan Companies.

ADJOURNMENT

The meeting adjourned at 10:19pm.